Altarun Parish Council considered this Report/Plan and have no sites to offer and no comments to add to the documents etc.

Margaret

(Margaret Savage)
Clerk to Altarun Parish Council
Phone: [Redacted]
E-mail: [Redacted]
Address: [Redacted]

---Original message---
From: localplan@cornwall.gov.uk
Date: 22/04/2016 - 13:04 (GMTST)
To: 
Subject: Gypsy and Travelling Communities Site Allocations Development Plan Document Scoping Report Consultation

Date: 21st April 2016

Dear Parish Clerk,

**Gypsy and Travelling Communities Site Allocations Development Plan Document Scoping Report Consultation**

**Publication under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012**

Gypsies and Travellers can experience amongst the worst health and education status of any disadvantaged group and research has consistently confirmed the link between the lack of good quality sites for Gypsies and Travellers and poor health and education. The key to addressing these issues is the provision of suitable, well managed, permanent and transit sites in appropriate locations to meet the existing and future needs of Gypsies and Travellers.

Cornwall Council is currently seeking comments on the intended content of our proposed Gypsy and Travelling Communities Site Allocations Development Plan Documents (DPD). This 'Scoping document' marks the formal start of the process of preparing this Plan and it is intended that the DPD will identify a range of residential, transit and Showpeople sites necessary to meet the needs identified in the Cornwall Local Plan: Strategic Policies document.

The Council wants to understand interested parties’ views before preparing the Gypsy and Travelling Communities Site Allocations DPD. We will subsequently consult on the draft DPD prior to its submission to the Secretary of State.


The document will also be made available in hard copy to view upon request and online (self-service) at the following locations:

- Cornwall Council One Stop Shops during normal office hours, please see...
Hi Re local plan for Gypsie sites etc
I think they should be small sites say 4 to 5 caravans etc, and which would keep the areas more sightly
Regards

Andy O'Mahony
Dear Neil,

The legislation states that sites should be by major routes as this gives them the ability to move when they feel the need. We are often told the major route into Cornwall is the A30 as indicated by the signage at Exeter. Yet the principle sites seem to be gathered in groups in certain areas of Cornwall and I fail to understand why. Wouldn't it be better for a more dispersed community to lessen the impact and create cohesive communities. North Cornwall has no sites at present yet the report shows need in other areas why has no assessment been done in the North please.

Regards.

Armand Toms cc
Looe East and St Martins

Sent with Good (www.good.com)

-----Original Message-----
From: Hayhurst Neil
Sent: Friday, April 22, 2016 12:15 PM GMT Standard Time
To: Subject: Gypsy and Travelling Communities Site Allocations Development Plan Document Scoping Report Consultation

21st April 2016

Dear Consultee,

Gypsy and Travelling Communities Site Allocations Development Plan Document Scoping Report Consultation

Publication under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

Gypsies and Travellers can experience amongst the worst health and education status of any disadvantaged group and research has consistently confirmed the link between the lack of good quality sites for Gypsies and Travellers and poor health and education. The key to addressing these issues is the provision of suitable, well managed, permanent and transit sites in appropriate locations to meet the existing and future needs of Gypsies and Travellers.

Cornwall Council is currently seeking comments on the intended content of our proposed Gypsy and Travelling Communities Site Allocations Development Plan Documents (DPD). This ‘Scoping document’ marks the formal start of the process of preparing this Plan and it is intended that the DPD will identify a range of
Dear colleague

I write in response to the current consultation.

Carlyon Parish Council would like to see Cornwall Council providing only the minimum legal requirements.

Yours faithfully

Julie Larter
Clerk
Carlyon Parish Council
Isn't the term “Gypsies and Travellers” racist?

There used to be a site at Newham in Truro. What became of it?

We need a site and appropriate facilities to meet the needs of those whose lifestyle keeps them mobile.

From Ed Tozer tel: [redacted]
Cornwall Council asked for our thoughts about where: "residential, transit and showpeople sites can be provided for gypsies, travellers and travelling showpeople in Cornwall....provide suitable well-managed sites in appropriate locations to meet the existing and future needs of gypsies and travellers. This will enable the provision of decent homes in future for these communities and particularly those that need assistance in finding safe and secure sites to live on or stay on whilst they are travelling in Cornwall".

Why do we, the taxpayers, have to provide sites for such minority groups when we do not (and should not) do it for many others? Why - when their group 'title' is 'travellers' - are these minority groups specifically targeted for 'provision of decent homes in future' when our own local youngsters - and indeed residents of all ages - are unable to afford any sort of homes in their home county?

I understand many gypsies and other travellers have residences in either the UK or Europe where they go during less pleasant months of the year. It seems many of them 'travel' for pleasure, so why do we have to support them?

In Cornwall, we see many thousands of transients: seasonal picking and planting gangs brought in by farmers (to the detriment of local people who have lost the possibility of such seasonal working) and who I guess are provided with accommodation by their employer, those in receipt of benefits who come during the summer in the hope of finding seasonal work - who possibly pay their own way; national and international students who come for education and (eventually) pay their own way; and, of course, the lifeblood of this county: visitors - who definitely pay their own way.

And, why, if as you say such groups stop in inappropriate places, are they not immediately moved on, as other people are, eg camper-vans and tent users, who have to do without such legal recourse as travellers have to remain where they are not entitled to be.

In Cornwall we seem often to get the short end of the stick but the high end of costs: high water bills, high energy bills - largely due to ridiculous amounts spent on green energy subsidies to landowners, high travel costs as a private vehicle is a necessity in our rural area where public transport is lacking, high house prices amidst the bane of second 'homes' and holiday lets, low chance of getting on an NHS dentist's list and having to pay for essential treatment, low comparative wages - at least in the private sector; and even Councillors' so-called 'allowances' paid by the tax-payer - which are known as salary and expenses in the real world - seem excessive when considered against the living wage...and so it goes on.
You will probably argue that providing sites for travellers is a national policy but, please Cornwall Councillors, make a stand against some of the things which matter to your local residents.

I look forward to seeing a full debate and discussion of this issue.

Regards
Felicity Whitehead
Dear Mr Hayhurst, I don't know if this is the official channel for comments, but I would like the council to do as much as possible for the nomadic population. Good luck dealing with the entrenched racism of certain punters.
Thank you, Jeremy Schanche

On Friday, 22 April 2016, 13:03, Hayhurst Neil <nhayhurst@cornwall.gov.uk> wrote:

21st April 2016

Dear Consultee,

Gypsy and Travelling Communities Site Allocations Development Plan Document Scoping Report Consultation

Publication under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

Gypsies and Travellers can experience amongst the worst health and education status of any disadvantaged group and research has consistently confirmed the link between the lack of good quality sites for Gypsies and Travellers and poor health and education. The key to addressing these issues is the provision of suitable, well managed, permanent and transit sites in appropriate locations to meet the existing and future needs of Gypsies and Travellers.

Cornwall Council is currently seeking comments on the intended content of our proposed Gypsy and Travelling Communities Site Allocations Development Plan Documents (DPD). This ‘Scoping document’ marks the formal start of the process of preparing this Plan and it is intended that the DPD will identify a range of residential, transit and Showpeople sites necessary to meet the needs identified in the Cornwall Local Plan: Strategic Policies document.

The Council wants to understand interested parties’ views before preparing the Gypsy and Travelling Communities Site Allocations DPD. We will subsequently consult on the draft DPD
Oxford English Dictionary:  Gypsy -- A member of travelling people.
Traveller:  A person who is travelling, or, Going from one place to another, or, a gypsy.  I am against any proposed sites' and wish this to be noted.  J.W. Dutton
Gypsy sites should be well away from residential site and areas of natural beauty, also a finite period of stay should be set up as lots of these so called gypsies and travellers view them as permanent residential site.
Dear Sir,

I am a member of Hayle Town Council and attach my report as a comment to the above Document for your information.

Although I am a member of Hayle Town Council, please note that I have prepared this report as a private Resident of Hayle and not on behalf of the Council.

I trust you will find the report of use and should you have any queries please contact me accordingly.

Regards,

Bob Mims
Proposed Gypsy & Travelling Communities Site
Allocations Development Plan Document

I have been a Resident of Hayle for some 20 years and am at present a member of the Hayle Town Council, I moved from Chertsey in Surrey, within the Runnymede Council Area where we witnessed considerable problems caused by the members of the Travelling Communities taking over large areas of land owned by the City of London, known as Chertsey Meads that were retained as water meadows & flood catchment areas, situated between the River Thames and River Bourne.

A small “scouting party” of Travellers broke into the site off a private access road on Good Friday in 1995, while the local Council and other Authorities concern were on Bank holiday, and as the site was privately owned and accessed by a private road the Police could take no action, other than observe the situation. By the time the Council was back in business the original invasion by three Caravan units had increased by at least six more, with still further units arriving daily, within about two weeks the final number had increased to some sixty caravans plus numerous, Vans, Lorries, JCB’s and other vehicles such as quad bikes and motor cycles, together with all types of scrap vehicles.
and piles of scrap material. These Travellers mainly had expensive towing vehicles with very lavish caravans with a few with less lavish and expensive units more associated with the “free love” group of Travellers. Many spoke with a southern Ireland accent. There were no traditional Romany Gypsy’s with this group but the well kept winter base for Jerry Cottle’s travelling Circus was situated on an adjacent site owned by them on the other side of the river Bourne but the two groups did not mix or get on with each other. Jerry Cottle Circus people mixed well with the Community and was very helpful by supporting local events and charities.

Unfortunately the Travellers that invaded the site were very well organised with obvious legal knowledge, and seemed to know how to deflect or prolong any action taken against them by the Authorities or Police, as far as the Residents set around the Meads; of which I was one; were concerned they ruled by intimidation and numbers, demanding water etc and also intimidated many Local Shopkeepers in the Town.

The Authorities seemed powerless to control the situation and as the situation became worse the Residents formed their own Residents Association which with the expertise and equipment available within it and the assistance of the Runneymede Council and Police became quite powerful. Attempts to talk to the Travellers failed continually until a Steel barrier was erected across the entry road, the lock for which could be unlocked by one of our nominated members following a telephone call from anyone requiring the barrier to be opened, this effectively confined the Travellers
within the site and not allowing them out to deal with their scrap and other items such as carpets and surplus bitumen etc. As a result it was not too long before they asked to talk to us and the Council and eventually a date was agreed for them to vacate the site, which they reluctantly did. Meanwhile, by arrangement with the Police they were informed when the barrier would be opened to allow any of the Traveller’s vehicles out and the Police arranged for them to be intercepted once the vehicle concerned was on the Public Highway and their documents (if any) inspected.

However, although the site was eventually vacated, there was considerable damage, rubbish and sewerage left behind which cost the Council and Residents many thousand of pounds to clear up. A scheme to provide a landscape scheme, with more secure fencing and gates to the whole site was provided at further cost and as far as I know there has not been a Traveller invasion since.

This large invasion occurred despite the earlier provision of at least two designated sites for their use within the Council area each site consisting of about ten concrete pitches, water supply and toilet facilities. These sites were never used as intended by the Travellers and any materials used to provide the facilities were often removed and sold for scrap.

It was noted that Traveller Groups were more active when Horse Racing events were to be held in the vicinity, such as the Epsom Derby and Ascot etc when the Travelling Communities traditionally like to congregate, this would not be the case in Cornwall.
Although I appreciate the reason behind the Governments Planning requirement for this Site Allocation Document Plan to be prepared in each Authority area, I consider that each area should be considered on its merits, location and Gypsy/Traveller normal routes, Hayle area is low in these activities but more urgently requires more sites and developments for Affordable Homes and Social Housing to meet the more urgent need of our own increasing population.

If a basic site is required to allow the Police power to locate temporary accommodation for any Travelling Group that is evicted from an unauthorised site such a site must be very carefully selected, provided with only basic facilities such as provision of water supply and basic sanitary and rubbish disposal, the site to have only a short tenure agreement and adequate powers to control the site. Apart possibly to meet this requirement Hayle area will not meet the criteria required for the intended provision and if a site invasion did take place, being designated a deprived area, could not afford to support the possible high clearing up and legal costs that could arise.

I hope you will find this report useful and take it in mind when preparing your proposed Scope Document.

Robert H Mims RIBA----Councillor Hayle Town Council
Dear Planning,

St Erth Parish Council has considered this consultation and

"RESOLVED – that:

1. the Gypsy and Travelling Communities Site Allocations Development Plan Document Scoping Report Consultation be noted; and

2. the Parish Council expresses a general concern about the need to safeguard the interests of residents and their privacy etc. and that this 'scoping document' must take that into account during the consideration of any potential site allocation."

Thank you.

Regards,

Pete.
Hello all

I've only just discovered the Scoping Consultation for the Gypsy and Travelling Communities Site Allocations DPD.

I am not sure whether this would be considered within scope, but in the North Cornwall area where I live, there visits once or twice a year a small group of travelling Gypsies with what I would term a very traditional lifestyle by which I mean that when I last saw their caravans they were horse drawn (admittedly, although the group was around earlier in the year I did not see their encampment so I am not sure whether this is still the case). They have been visiting for as long as I can remember. I used to notice their vardos by the side of the road on the A39 around St Columb and they would also stay on the west side of Wadebridge on the A39, around where the Tesco store and Industrial Estate now is. I have been concerned for a while that there seem to be fewer such places, which probably come under the term 'tolerated sites' or transit sites, where small groups of travellers can stop for a night or a few nights and which have grazing for ponies. I am sure that most Travellers are now using modern caravans but while there are still some with a more traditional lifestyle I would like to think that their needs could be accommodated. There may also be other small groups without ponies who would prefer having access to such areas, rather than having to stay on a larger, more residential, site.

Kind regards

Merryn
Dear Sir/Madam

Network Rail has been consulted by Cornwall Council on the Gypsy and Travelling Communities Site Allocations Development Plan Document Scoping Report Consultation thank you for providing us with this opportunity to comment on this Planning Policy document.

Network Rail is a statutory undertaker responsible for maintaining and operating the country’s railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail’s infrastructure. In this regard, please find our comments below.

Any traveller site is deemed the same as any residential development next to the operational railway with potentially increased numbers of young people and minors using the site, there is an increased risk of trespass with residents using the railway as a short cut and failing to recognise the risks involved by crossing the railway at unauthorised points.

Any existing Network Rail fencing at any potential site which is next to the operational railway has been erected to take account of the risk posed at the time the fencing was constructed and not to take into account any presumed future use of the site.

Therefore, any proposed residential traveller development site may import additional trespass onto the railway; therefore, should the Council choose to develop a site next to the operational railway they must provide a suitable trespass proof steel palisade fence of a minimum 1.8m in height to mitigate any risks that the development might import.

Any fencing installed must not prevent Network Rail from maintaining its own fencing/boundary treatment. As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund boundary works and enhancements necessitated by commercial or third party developments that import risks onto the operational railway and Network Rail land.

There must be a minimum of a 2 metres gap between any buildings or structures and the Network Rail boundary.

Level Crossings

Development proposals’ affecting the safety of level crossings is an extremely important consideration for emerging planning policy to address. The impact from development can result in a significant increase in the vehicular and/or pedestrian traffic utilising a crossing which in turn impacts upon safety and service provision.

As a result of increased patronage, Network Rail could be forced to reduce train line speed in direct correlation to the increase in vehicular and pedestrian traffic using a crossing. This would have severe consequences for the timetabling of trains and would also effectively frustrate any future train service improvements. This would be in direct conflict with strategic and government aims of improving rail services.

In this regard, we would request that the potential impacts from development affecting Network Rail’s level crossings, is specifically addressed through planning policy as there have been instances whereby Network Rail has not been consulted as statutory undertaker where a proposal has impacted on a level crossing.

As such, we strongly believe that the importance of Level Crossing safety warrants a specific Policy included in the Gypsy and Travelling Communities Site Allocations Development Plan document which will help to elevate the importance of Level Crossings within the development management and planning process. We request that a policy is provided confirming that:
The Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway:

- Schedule 4 (d)(ii) of the Town & Country Planning (Development Management Procedure) (Wales) order, 2012 requires that… “Where any proposed development is likely to result in a material increase in volume or a material change in the character of traffic using a level crossing over a railway (public footpath, public or private road) the Planning Authority’s Highway Engineer must submit details to both The Welsh Ministers and Network Rail for separate approval”.

As a first principle, Network Rail would seek to close Level Crossings where possible.

- Any planning application which may increase the level of pedestrian and/or vehicular usage at a level crossing should be supported by a full Transport Assessment assessing such impact: and
- The developer is required to fund any required qualitative improvements to the level crossing as a direct result of the development proposed.

We trust these comments will be considered in your preparation of the forthcoming Gypsy and travelling Communities Site Allocations Development Plan Document.

Regards,

Barbara Morgan
Town Planning Technician (Western and Wales)

Tel: ________________________
Email: ______________________

www.networkrail.co.uk/property

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To: Cornwall Council Housing Department.

Re: Gypsy and Traveller Site Allocations.

Dear Sirs,

Thank you for the opportunity to comment on the scoping report regarding the allocation of sites for travelling communities.

However, I must emphasise at the outset that I find the report extremely disappointing.

Firstly, I must bring to your attention that your report is effectively illegible to its subject groups. I have brought the matter to the attention of about 20 people who are travellers of one sort or another, and the universal comment is that the whole matter is incomprehensible.

Clearly my education, legal training and patience make your report readable, but only just, and I am appalled that such a document be put out for public consultation.

Secondly, although I am incredulous that this should be the case, my reading makes it clear that you have chosen a greatly diminished definition of Gypsy and Traveller Communities that ignores the large majority of those who are and who regard themselves as travellers.

Your report, of course, deals adequately, I am sure, with the diminished sector of society you appear to refer to, and I have no ability to comment of the needs of showground travellers and traditional gypsy groups. It is clearly a good thing that you are looking at the needs of these groups, and I hope their needs will be better met in future.

All the groups you mention have strong cultural connections with their ancestors, and it is surely wholly correct that they should be enabled to retain and enjoy those ties, and that each group, with its separate cultural background has in some way to be enabled to live cheek by jowl with groups whose cultural mores are different, sometimes to the point of causing offence. I imagine your scoping report, by concentrating on housing issues, and ignoring the cultural history of the people you
discuss, will lead to nasty sites, a lack of self esteem, failure of opportunities to be taken up, and a perpetuation of the present scenario.

Thus I fear that by providing a bit more of what has already been provided, you will merely create a bigger pool of festering unhappiness.

To reiterate my first point, although I am acquainted with a number of gypsies, traditional Irish tinkers and Scottish tinkers, and their descendants, their shared sense of oppression is such that I have never been able to discuss the Councils plans with any of them without abusive language arising very rapidly.

Let’s look under the covers, to see the political impact of what you appear to be trying to do. By so misrepresenting your exercise, you blatantly and offensively ignore the far greater problems faced by Non Traditional Travelling Communities, as if in some bizarre way they can suddenly be engulfed by earlier societies and thus vanish from the face of polite society.

I am much better acquainted with various members of the NON Traditional Travelling societies, that you so flippantly ignore. We are a very diverse group of people, united by a desire not to live fixed lives, and especially not to “live in concrete” as the saying goes. It may help if you begin to appreciate that the term “Traveller” does not necessarily imply a desire to move our physical selves around the world, but I think you will find that all non traditional travellers are intentionally travelling in mind, in personal development, with the intention of promoting a fairer, humane, caring world.

Many of us find that such development is promoted by a lighter and mobile environment, and perhaps obviously the avoidance of pedants, bigots and lawyers must follow from the desire to live better.

The reasons for this desire are many, a few are impelled by a desire to escape authority, some by a desire to minimise ecological impact on the earth, some to see the world, some because they cannot afford to buy into the neoliberal world, others because they feel rejected by conventional society, some because they feel safer mobile, away from abusers, some because their mental health is better on the road, some allergic to electricity, or wifi, or batteries...........

I know it seems bizarre to those who live happily in the consumerist neoliberal concrete colossus to suggest that there is something seriously wrong with a world that is hurtling towards a very hot, dusty-but-flooded, hell of its own making, but there can be no doubt that those of us who choose to live in vans, lorries, boats, sheds, benders, bothies, etc. clearly use a minuscule amount of resources compared with concrete world people. If only for this reason, non traditional travellers should be accepted and accommodated appropriately
The Council prides itself on its written statements of the rights of all its electorare, and this scoping report perpetrates a great offence, and is in itself illegal because it purports to accommodate Travellers while blatantly excluding most Travellers.

Your scoping plan must take a leap of acceptance of difference, must truly accept groups who are evidently currently anathema, that you would airbrush out of the cosy club, and you must provide facilities for those of us who want to live in woodlands, in fields, in boats, in small and peaceful residences, maybe frequently in different places, maybe occasionally spells elsewhere.

Why should we be regarded as illegal aliens, living in “unplanned” locations, as if we are some diseased lunatic band of marauding thugs. We are not. We are individuals, all doing our best, many of us evicted from “society” by quirks of fate, yet we have rights in law and ultimately in the Human Rights Act. What gives you the right to ignore us, to sideline us, to treat us like heretics and traitors, to evict us from our peaceful homes?

We want to live peacefully in ways that we choose, and we have the right to do so.

It is your duty to enable a legal framework that includes us, and does not discriminate against us.

In writing this, I am making my best effort to respectfully promote the views of all those with whom I have discussed this matter.

Yours sincerely,

Ric Walker.
Gypsy and Travelling Communities Site Allocations DPD

Response from Luxulyan Parish Council, 2nd June 2016 (also attached)

Luxulyan Parish Council recognises the statutory requirements of local authorities in this matter. It supports the objectives set out in ‘Section 2.3.1 Why prepare a Gypsy and Travelling Communities Site Allocations DPD?’ However, the Council wishes to draw attention to one objective in particular, namely the ‘Integration, inclusion and peaceful coexistence of travelling communities with the settled community’.

It is important to the Parish Council that everyone in the parish feels included and that coexistence should be peaceful and free of tension. Yet there is a perception, often voiced by members of the public, that the planning system is being interpreted disproportionately in favour of those claiming Gypsy and Traveller status, leading to settlement in inappropriate areas within the parish. The Parish Council is fully aware of the need for some compromise in order to meet the special requirements of the Gypsy and Traveller community but is concerned that some planning decisions are controversial and are therefore hindering integration, and so do not contribute towards peaceful coexistence.

Besides the granting of planning permission in areas considered inappropriate for settlement within the parish, there is the matter of total numbers of sites. The map shows two distinct clusters within Cornwall: Camborne-Redruth; and Mid-Cornwall. It is quite understandable for families to wish to live near each other; this applies to people of all communities. However, once again, there is a strongly held view within the parish that Luxulyan is accommodating a disproportionate number of Gypsy and Traveller sites.

Luxulyan Parish Council wishes to do its best for everyone in the parish, whatever their ethnic or social status, and accepts that there are statutory duties in the case of Gypsy and Traveller sites. However, it is highly concerned that social cohesiveness is not likely to be attained if the numbers of such sites are disproportionately high relative to other parishes; or when permission for settlement is granted in locations such as: open countryside; places close to designated areas, such as wildlife sites; or where road safety is compromised. The planning system must be seen to be fair. However, the messages received by the Parish Council from the public strongly suggest that this is not the perception. Fulfilling the statutory requirements relating to Gypsies and Travellers, while not being seen to impose unreasonably on the rest of the community, is a very difficult balance to achieve; however, it would seem that it is being missed quite significantly in Luxulyan Parish and this inevitably means that the laudable objective of ‘Integration, inclusion and peaceful coexistence of travelling communities with the settled community’ is being missed.
Yours sincerely,
Christine

=====================
Mrs Christine Wilson
Luxulyan Parish Clerk
clerk@luxulyanpc.co.uk
www.luxulyanpc.co.uk
Stithians Parish Council makes the following comment on this consultation:

Stithians Parish Council acknowledges and agrees with the need for a strategy to develop a framework to manage existing and future sites for Gypsy and Traveller Communities. The Parish Council does, however, believe that there is a need to 'manage expectations' and more evenly spread sites across Cornwall.
There does appear to be an emphasis in the scoping document on providing new 'Gypsy and Travelling Community' sites close to existing family. This is something that the 'Settled Community' can't easily manage.
The Parish Council considers that Cornwall Council must be even handed when creating this DPD and not over index on a minority within the County.
The Parish Council is concerned at the apparent lack of evenly spreading sites throughout Cornwall, potentially providing sites close to existing families. The Parish Council does not believe that this would be a significant contentious issue for 'Settled Communities' as has already been noted.

John V. Calvert, C.Eng., M.I.C.E., M.I.L.C.M.
Clerk to Stithians Parish Council

www.stithiansparishcouncil.org.uk
Dear Sirs,

Thank you on behalf of Devon and Cornwall Police for the opportunity to comment on this document.

All potential sites, as with all new development, should strive to ensure all opportunities to design out potential crime, disorder and anti social behaviour issues are fully considered and implemented.

It is important that residents feel safe and secure on site. Any new site design should aim to limit the potential for crime. The Local Authority should consult Police 'Designing Out Crime Officers' to ensure security and crime issues are addressed from the outset.

Site designs should aim to conform to Secured by Design principles to reduce the likelihood of crime. This must take full account of the proposed layout of the site and the obviously the location.

The aim should be to create safe and secure sites for residents that will coexist harmoniously with the local community.

On behalf of the Police I would welcome any further opportunity to be involved in future discussions.

I asked the Police Diversity Officers for any thoughts regarding the document and include their comments below.
1) There is no definition of what a site/pitch actually is and what facilities will be available there. This, I believe, needs to be made clear; to include things such as electricity, water, toilets, bins etc. This will give transparency for the wider public, ensure consistency across the county and set expectations for those using the sites. It will also enable services throughout Cornwall to work together, for example, if bins are provided this may stop/deter littering and the site being left in a state that needs time and money spent to rectify.

2) Welfare is excluded from the DPD. I would argue that welfare provision, including health, social services and education, should be considered. This will be vital when deciding the location of pitches to ensure there are sufficient resources available in those particular areas. Not scoping the availability of these services could lead Gypsy/Travellers to be disadvantaged, even potentially put at greater risk, whilst also leading to conflict if they are competing with established communities for services.

3) Are scoping exercises for support taking place? As this is not only for the right location, but what support / organisation (such as Traveller Space in Penzance, is available as they could be worked with to help provide support to the families that are able to use the new sites. Also consulting the Gypsy Traveller community themselves will start to foster some good as well as hear their concerns and views, thus making the sites a desirable place for them to be.

Yours sincerely,

Martin Mumford
Police Designing Out Crime Officer
6/6/16
South West Water has no comment at this time on the scoping report.

Regards

Martyn Dunn  
Development Coordinator  
01392 443702  
South West Water, Peninsula House, Rydon Lane, Exeter, EX2 7HR
The Gypsy and Travelling Communities Site Allocations Development Plan Document.

Dear Sir/Madam,

I am writing in response to your letter dated 22nd April regarding the above and ask you to include the following observations. I attach a copy of my submission on this subject dated 17th April 2013, with points of particular current relevance underlined in red.

Regarding “the provision of a choice of sufficient suitable and secure residential and transit accommodation opportunities in the right place across Cornwall” I once again observe the absence of provision in North Cornwall (at present). While I understand that permanent sites may not be required, Transit areas most likely will be, in order to facilitate the movement of individuals and families. Failure to do so will result in unauthorised encampments and developments near Reservoirs and locations such as Davidstow Moor.

Turning to the detailed provision of new sites for consideration, the proposed encouragement of local Travelling communities to identify locations could be helpful if early discussion between all parties are undertaken in order to assist co-operation.

The health issues for this most disadvantaged community are well established but have magnified with the arrival of Eastern European migrants placing demands on the services which the Travelling community already find difficult to access.

Site design is of vital importance and ought to recognise the need for people to work productively to support their often extended families, at locations that contain an infrastructure into which they can adapt.

In conclusion, at this stage, we must continue the good work of the only Member of Parliament to study this problem in detail, Norman Dodds, in order to discourage the Travelling community from creating animosity by a failure to understand the settled society, just as we have failed to comprehend theirs.

Yours faithfully

A.T.Haithwaite.

The Gypsy and Travelling Communities Site Allocations D P D
Local Planning Team
Cornwall Council
Carrick House
Pydar Street
Truro TR1 1EB.
Cornwall Council
Local Plan Team
Carrick House
St Clement Street
Truro TR1 1EB

17th April 2013

The Draft Gypsy and Travelling Communities Strategy and Delivery Plan.

Dear Sir/Madam,

In response to your letter dated 11th March, I enclose a brief Submission regarding the above, trusting it will prove of some assistance toward the eventual resolution of this historic and enduring national problem.

Having lived at this address in Cornwall for over thirty years and gaining experience of both aspects of this sensitive issue, I am well aware of the challenge faced by the Council and applaud your efforts with this document. However it remains purely a document at present and the subject remains a problem.

After nearly thirty years with an interest in the Romany way of life, collecting Romany artefacts and holding a considerable Library on many aspects of this subject, I hope that my suggestions and observations will be of assistance to you in this truly formidable task. In passing, I commend all who claim an interest in this matter, to read “Gypsies and Government Policy in England” published by Heinemann in 1975 (ISBN 0 435 85080 6). It will assist in making informed judgement.

I have also gained benefit from working with members of the Royal Town Planning Institute who specialise in this area of Planning Law and found it most valuable in the determination of individual cases.

Twenty years ago, my wife and I had the privilege to travel with an established Romany family who travelled the North of England in the traditional manner using Gypsy Cobs and an assortment of “Vardos” constructed and painted on the roadside. The family group were led by thoughtful, intelligent parents, who with their children perpetuated their challenging lifestyle despite all the endemic problems. Not all who travel are Romanies or Gypsies but this experience further broadened our minds, since they have knowledge of many things that “settled” families have discarded as being without value. I wish you the best of good fortune in this endeavour.

Yours sincerely

[Redacted]


Submission.

The opening statement in the Foreword crystallises the dilemma in dealing with the issues of travelling people. They have emerged from differing cultural backgrounds, often with only tenuous links which in some cases amount to a desire to travel on a regular basis, as their only common ground. After many years studying this subject in some detail, I have developed a strong respect for the determination with which they face a largely hostile world in pursuit of their individual way of life. I will briefly address the differing cultural aspects of the four groups.
Romany Families.
The over riding characteristic is a fierce independence of spirit and unique family bonds which have always sustained their perilous but long and frequently colourful history. They are peopled by specific families, many related, with a resistance to the benefits culture since they are brought up to respect the natural world in which they live in equilibrium and provide for themselves. Contrary to popular belief, I have found them to be clean in habits and courteous of temperament when treated with the respect their culture deserves. Their attachment to Horses and Dogs appears to be genetic, born of a long history of inter-dependence.

Irish and Scottish Travellers.
These cultures have much in common and in some cases have integrated with Traditional English Gypsies, many of whom may have part Romany blood. Although intermarriage has resulted in the benefits, there has been a gradual but progressive loss of individual regional customs (such as “Bender Tents” in Western Scotland). Families are strong and knowledge of metals and a culture of recycling is born into them as is the proud fighting spirit with which they are endowed. Many Gypsies fought with valour in both World Wars but received little recognition for their efforts and then resumed the patterns of social exclusion on their return. They moved to a life with Lorries and Caravans more readily than Romanies and this was reflected in the 1968 Caravan Act.

“New Age” Travellers.
Objectivity requires that I admit to believing that the advent of this group has greatly confused the manner in which the “settled” community regards all travelling people. Their right to pursue their way of life possibly owes more to Section 8 of the Human Rights Act than any cultural classification. However anyone who seeks this old and unconventional lifestyle has a right to do so, providing it is not at the expense of acceptable standards of health, welfare and hygiene. Indeed those wishing to travel by Horse and Wagon would learn much from the exercise of mutual inter-dependence and could be usefully encouraged to learn something of the specialist skills involved.

Conclusion.
It is important to recognise the imperative to travel among these people owing to the demands of extended family, a tradition of dealing and displaying skills at Fairs such as Appleby, Stowe, Priddy and Wickham. The need to work makes this an essential part of their lives, wherever they are based. It is an integral part of the history of our country as signified by the growth in attendance at Appleby Fair.

Family Sites held by Freehold.
Turning to the fundamental issue of finding sites for travelling families, once it is accepted that they must be found, then we should decide which are the parameters of greatest importance. I believe the encouragement of family owned sites under freehold occupation, which are of limited size and scope, provide the ideal model since it encourages pride of ownership amongst the fraternity. Surely this only reflects the natural aspirations of the settled community. (see Page 10, Paragraph 3, and Page 11 sections 1.9 and 11).

Under “Delivery Strategy” the Document calls for suitable sites “to support the travelling community to help them find their own provision” (see Pages 14 and 15 “call for sites”). The Funding and Delivery section covers essential recognition (Page 15) and notes “the sites should be reduced in size to reflect the guidance to develop small and more appropriate accommodation”. Anyone with first hand knowledge of these families would recognise the internal discipline generally exercised by the head of the group, particularly over younger members. Well integrated, enlarged families
are the most able to gain maximum benefit from the elements of both sides of the equation. Page 24 Item 3, recognises that the result of denying both authorised and transit sites has led to an urgent County wide shortage and Appendix 7 “Residential Sites” records suggestions in the G.T.T.A. (2006) regarding smaller family sized sites with units of 3-4 pitches in some cases.

Page 17 “Planning Applications” recommends consultation with the Planning Authority before purchase and although this may sound viable in an ideal world, it does not reflect the reality of such a group purchasing land in a speculative and often hostile market place.

The situation in North Cornwall is particularly inadequate, as pointed out in the R.S.S. Review (see Page 13 “Where are sites needed?”). Past thinking in this District appears to have been “Let some other authority solve the problem! There must be fairness and some degree of parity with regard to provision and the supply of just 5 pitches appears to be understated.

Given the considerable skills possessed by many travellers, I contend that larger sites should be placed in locations where the general community can benefit from their application. An example is re-cycling with particular emphasis on the sorting of metals for re-use, since this is an area where inherent knowledge can be applied to good use. Following the mass immigration from Eastern Europe over the last 15 years, many of the travellers sources of income have been removed (i.e. Crop Picking) This has resulted in even greater social disadvantage and it seems fair and reasonable to invest in sites that will be designed for the benefit of the entire community.

Page 19 “Enforcement” sets out the balance of rights and responsibilities, which correctly encomapss the standards of behaviour which are expected from all and which I believe that in a just environment, Travellers would play their part.

Transit Sites.
The requirements for these sites could, on occasion, compliment locations as above, where provision for work and skills would exist in parallel with a temporary facility. Owing to the less permanent nature of their function to the traveller, they could benefit those on the move by allowing an opportunity to use their skills while passing through the region. A recognition of the varied backgrounds of these occupants should be at the forefront of pitch design in order to avoid unnecessary tensions arising from variation of the individual character, habits and requirements. Provision for “emergency stopping places” is vital as this calls for the maximum flexibility in management and administration, coupled with the residents fully observing standards of behaviour and best practice.

It has long been recognised that travellers and particularly their children, suffer more than any other group in these matters, owing to the nature of their lifestyle. There is a special benefit to boys from the routine brought out by education, with literacy at the centre of learning. However Romany and Gypsy children have knowledge beyond their years in many practical aspects of daily life and can provide a rich source of experience to children from the “settled” community when conditions and attitudes permit. Learning should be a two-way street, not only between pupils but with the teachers themselves.

Health and welfare issues have far reaching and as I have witnessed, life altering consequences for the young in particular. In this area a great benefit is gained from assimilation and a high price for exclusion. The design of sites can play a large part here and can enhance security aspects for the entire group.
Relations with the wider community.
This is the most contentious area of challenge facing the Council when attempting to resolve the travelling question. Councillors require election and inevitably project their own views in addition to those of the community they represent and all have at least some agenda of their own. In particular perceived property devaluation as a direct consequence of a traveller presence. While this is entirely understandable from a practical point of view, until we can address this “bedrock” of conflict, the historic problem between the communities will continue. This will require leadership on all sides but the scale of the challenge should not deter those with responsibility.

I strongly urge the setting up of periodic public consultations which are not in response to a specific current planning issue but as a source of informed debate where people may learn from the experience of others. The purpose is not to validate deeply entrenched but wholly understandable positions, however weakly driven by the logic which serves to uphold prejudice. I would further recommend the appointment of two regional intermediaries, who could gain the confidence in principal of both the current “settled” and “travelling” communities by demonstration of genuinely impartial recommendations based in knowledge and a true understanding of the issues and the anxieties involved. Eventually a meeting of minds must occur, otherwise we face a future of increasing discord and segregation.

The Council Local Plan.
Following the completion of the Pre-Submission Draft Local Plan and it’s ultimate presentation to the Secretary of State, a further Statutory Development Plan (DPD) is to be produced and will allocate Traveller Sites with a focus on Transit Sites. It is to be hoped that at that stage, some of the recommendations and observations made in this and other Submissions, will be taken into account.

It is not difficult to write the story representing what we should attempt to do, the problem remains, that those who need to read it, rarely do so, in my experience.
21st April 2016

Dear Consultee,

Gypsy and Travelling Communities Site Allocations Development Plan Document Scoping Report Consultation

Publication under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

Gypsies and Travellers can experience amongst the worst health and education status of any disadvantaged group and research has consistently confirmed the link between the lack of good quality sites for Gypsies and Travellers and poor health and education. The key to addressing these issues is the provision of suitable, well managed, permanent and transit sites in appropriate locations to meet the existing and future needs of Gypsies and Travellers.

Cornwall Council is currently seeking comments on the intended content of our proposed Gypsy and Travelling Communities Site Allocations Development Plan Documents (DPD). This ‘Scoping document’ marks the formal start of the process of preparing this Plan and it is intended that the DPD will identify a range of residential, transit and Showpeople sites necessary to meet the needs identified in the Cornwall Local Plan: Strategic Policies document.

The Council wants to understand interested parties’ views before preparing the Gypsy and Travelling Communities Site Allocations DPD. We will
Dear Local Plan team

Thank you for providing Highways England with the opportunity to comment on the initial scoping phase of the Gypsy and Travelling Communities Site Allocations DPD. Highways England is responsible for operating, maintaining and improving the strategic road network (SRN), which in Cornwall comprises the A30 and A38, and it is in light of these responsibilities that our comments are made.

In line with the guidance within DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development, we would expect to see any proposed sites coming forward supported by a suitable assessment of traffic impact. We would also wish to see consideration given to prioritising the siting of any facilities in sustainable locations in or near existing settlements to ensure they have good accessibility to health and education facilities, and that there is adequate infrastructure in place prior to the occupation of such sites with regards to pedestrian routes, cycle ways and public transport facilities that offer alternative modes of transport to the private vehicle.

These comments do not prejudice any future responses on we may make on site specific matters, and we look forward to further opportunities to comment on the DPD as it develops.

Regards

Gaynor Gallacher, Business Support, South West Operations Division
Highways England | Ash House | Falcon Road, Sowton Ind. Estate | Exeter | EX2 7LB

Report Consultation.

21st April 2016
At its full council meeting of 19 May Hayle Town Council resolved to comment on the above plan as follows:

1) The first sentence of paragraph 2.3.13 should be amended to read: "The purpose of this DPD is therefore to identify suitable and deliverable sites **where there is a proven demand** for the development of residential, transit and travelling Showpeople as required in appropriate locations to meet Travellers' needs." (Amendment in bold font.)

2) Cornwall Council should consider how it compensates those impacted by the final decisions of the consultation.

3) The town council requests that the views of the gypsy and travelling communities be brought back to town and parish councils as part of the consultation process.

4) The town council requests that town and parish councils be involved in the selection of the sites.

Yours faithfully

Karen Smith
Assistant Town Clerk

--

Town Clerk
Hayle Town Council
Hayle Community Centre
58 Queensway, Hayle, TR27 4NX
townclerk@hayletowncouncil.net
Dear Terry

Planning consultation: Gypsy and Travelling Communities Site Allocations DPD Scoping Report
Location: Cornwall

Thank you for your consultation on the above, dated 25 April 2016.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We welcome the production of the Gypsy and Travelling Communities Site Allocations DPD to plan the provision of residential, transit and Showpeople sites across Cornwall. We advise that the DPD should address the following issues:

- Allocations within the ‘recreational zones of influence’ should contribute towards the mitigation of recreational impacts from the development on European sites, in accordance with the Habitat Regulations.
- Policies and allocations in the DPD should protect and enhance landscape, biodiversity and geodiversity, in accordance with their international, national and local significance.
- The DPD should be subject to a Sustainability Appraisal/Strategic Environmental Assessment and a Habitat Regulations Assessment

We would also like to draw your attention to the new proposed Mid Cornwall Moors SSSI and SAC which should be given the same protection as national and European sites respectively, in accordance with para 118 of the NPPF. A map showing the extent of the SSSI and SAC is attached.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries relating to the specific advice in this letter only please contact Corine Dyke on [redacted] or [redacted]. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.
We really value your feedback to help us improve the service we offer. We have attached a feedback form and welcome any comments you might have about our service.

Yours faithfully

Corine Dyke
Lead Adviser
Devon, Cornwall and Isles of Scilly team
Comments re: Gypsy and Travelling Communities Site Allocations DPD

June 2016

Submissions by Ruston Planning Ltd
The Picton Street Centre
10-12 Picton Street
Bristol, BS6 5QA
Tel: 0117 325 0350
Email: simon@rustonplanning.co.uk
Introduction

1) Ruston Planning Limited (RPL) specialises in Gypsy, Traveller and Showpeople planning. We are instructed by a number of clients in the Cornwall area, and wish to see that the elements of the Local Plan that are applicable to our clients are sound and based on a robust evidence base.

2) RPL have previously presented submissions regarding the Cornwall Gypsy and Travelling Communities Strategy – Consultation Drafts and the Cornwall Gypsy and Traveller Needs Assessment 2014 (GTAA 2014). We presented evidence at the Examination in Public regarding the Cornwall Local Plan in May 2015, and were approached for representations regarding the Proposed Schedule of Further Significant Changes to the Cornwall local Plan Strategic Policies Proposed Submission Document – 2010-2030 (March 2014) and Schedule of Focused Changes (August 2014).

Comments

Para. 2.3.14

3) The Local Authority may be most effective in providing 4-5 pitch socially rented permanent residential Gypsy/Traveller sites rather than large ones. The reasons for this approach are set out below:

- To minimise the distance that local Travellers would need to move from existing social support networks in order to take up the socially rented sites (thereby helping to promote sustainable sites – PPTS para. 13)

- Different Traveller groups often are not suited to sharing sites

- To avoid undue pressure on services and facilities of any one area (PPTS 2015 para. 13(f)), as well as taking into consideration the effect of local environmental quality (PPTS 2015 para. 13(e))

- To ensure that such sites in rural or semi-rural settings do not dominate the nearest settled community (PPTS 2015 para. 14)

Dr. Simon Ruston MRTPI and Nick Soucek
Lewannick Parish have reviewed the document and our comments are

"we consider that there is no proven need for a site within our location. We do agree that there should be sites suitably provided within appropriate locations to meet their existing and future needs and that these sites need to be controlled."

Thank you

Lewannick Parish Council