

# Barford Parish Plan 2005





**Your  
Thoughts.....**

**Your  
Ideas.....**

**Your  
Actions.....**

### **To All Barford Residents**

The Village of Barford has been around for a long time. It is recorded in the Domesday Book of 1086 and families have lived here ever since. It has a wonderful mix of housing ranging from the very old to the very new. With this plan we hope to take Barford into the future and to preserve what is good from the past.

Your Parish Plan has been developed over the past three years. We have carried out extensive research and consultation within the village. A large proportion of you have participated in many different ways. This document summarises the research carried out by the Working Groups, the findings from the Questionnaire and sets out the Action Plan for the Parish.

The Working Groups carried out inventories of the Parish in 2004 creating a snapshot for future generations. The resulting questionnaire was filled in by 344 households (approximately 70%). An exhibition of the findings was held in June 2005, followed by a Parish Meeting in July when the Action Plan was overwhelmingly approved. At this meeting it was also agreed to set up special interest groups to progress different areas of the plan.

The Action Plan contains some big ideas, for instance new sports facilities and some more easily achievable targets – tidying up the allotments is one that springs to mind. Some will be a real challenge to achieve and some have already been met. We need everybody's support to make sure that we achieve all our goals. If you have positive ideas on how to move any of the actions forward please get in touch with a current Committee member (details on page 13) or join one of the groups.

Keep checking [www.barford.org.uk](http://www.barford.org.uk) and *Plurality Magazine* for updates and information.

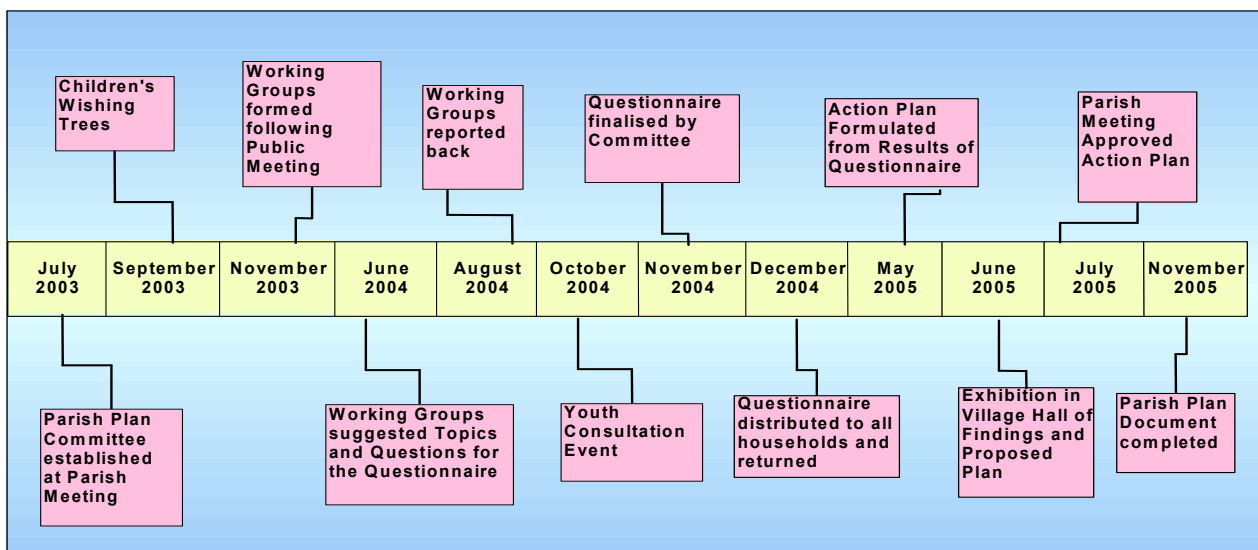
**The Barford Parish Plan Committee**

**November 2005**

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## Action Plan Timeline





*The Memorial Hall*



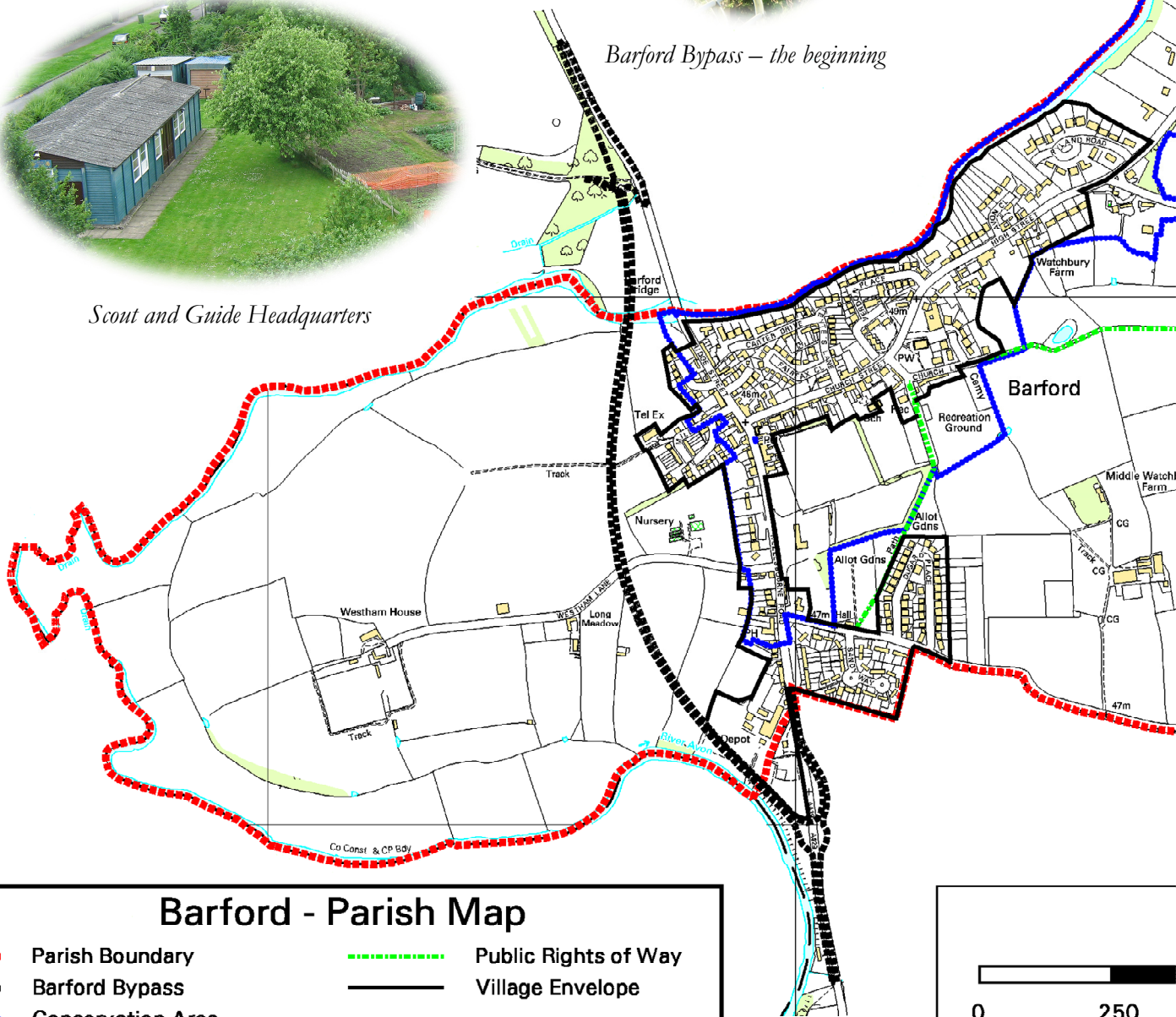
*Summer Cricket Match*








*Barford Bypass – the beginning*

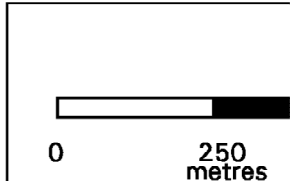


*Scout and Guide Headquarters*



**Barford - Parish Map**

 Parish Boundary	 Public Rights of Way
 Barford Bypass	 Village Envelope
 Conservation Area	





*The Glebe Hotel*

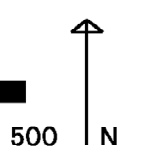


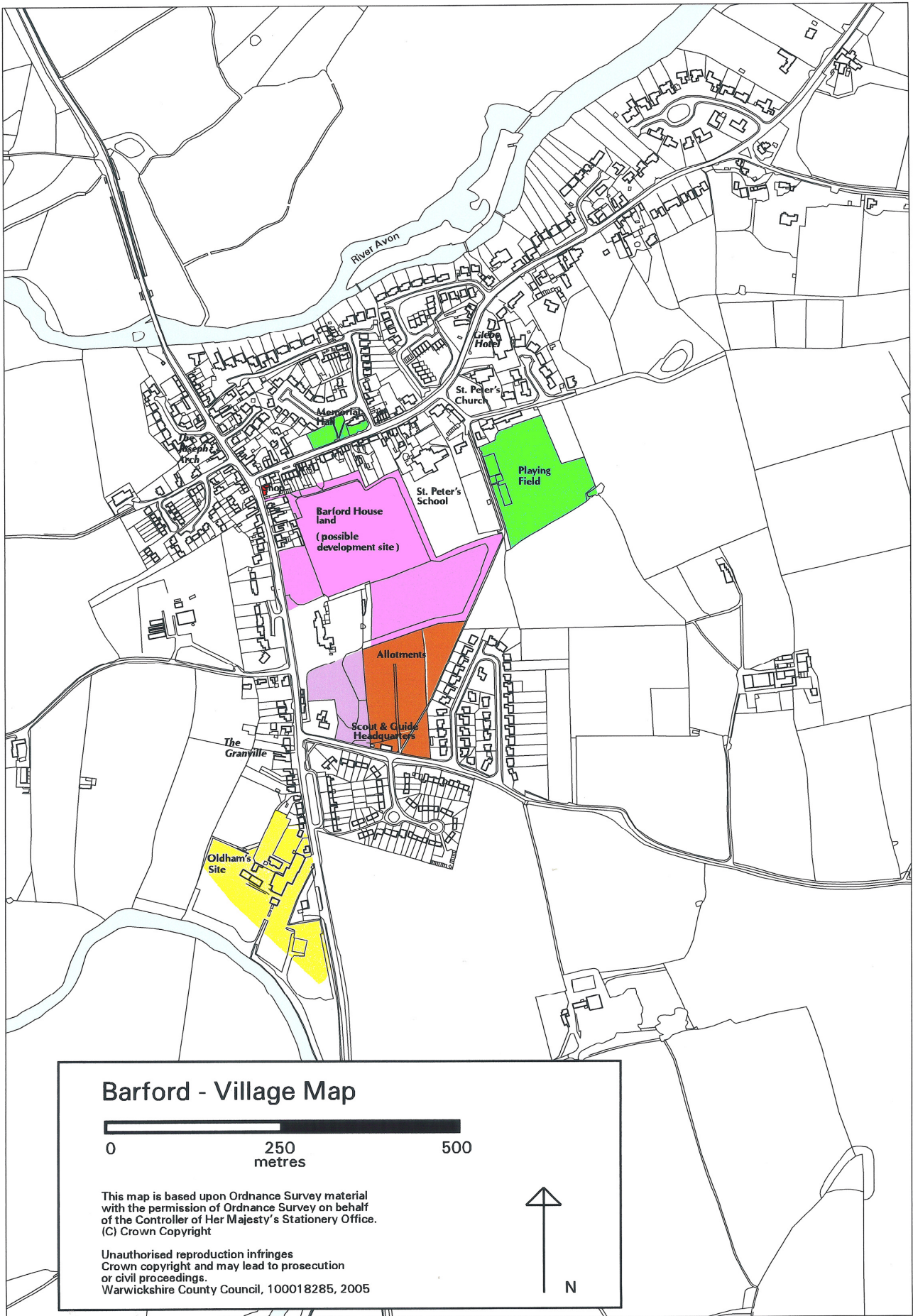
*The Granville*

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Warwickshire County Council, 100018285, 2005





## Barford - Village Map



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Warwickshire County Council, 100018285, 2005



## Findings of the Working Groups

### *Introduction to the Working Groups*

One of the earliest tasks for the Barford Parish Plan was to establish Working Groups whose remit was to create an inventory of what the Parish contained at the outset of the project. These groups were to cover various topics and also identify areas of interest to be explored later in the Parish Plan process, notably via the questionnaire.

Various residents volunteered for different topics and the Groups were subsequently formed, each one working independently of the Committee. The Groups eventually compiled records of their findings and reported back to the main committee together with suggestions of questions to be included in the Parish Plan Questionnaire. Below are brief summaries of each Group's findings.

### *Heritage*

The first substantial settlement in the Barford area was probably Anglo-Saxon. Like their ancestors, the settlers were undoubtedly attracted by the existence of the shallow river crossing, from which the village derived its name. Following the Norman invasion the Anglo-Saxon land-owners were replaced by Lords of the Manors such as the Verdun family and Lord Willoughby De Broke. The Domesday Survey of 1086 records that at "Bereford" there was a church with a resident priest, two manors, a watermill, land for 14 ploughs, 69 acres of meadow and a population of 106. Fairfax Close is named after the Fairfax family, whose manor house was situated there.

A church has stood at the heart of the village for a thousand years and the list of rectors goes back to 1238. The present church of St Peter's was built at the turn of the thirteenth century. It was rebuilt, apart from the tower, in 1844 and now boasts a fine peal of six bells. Cannon shot marks on the tower are reported to be a result of a Civil War skirmish between

Parliamentary and Royalists soldiers prior to the battle of Edge Hill in 1642.

In addition to this Anglican church there were two chapels in Church Street: one Wesleyan and the other Primitive Methodist. By 1965 both had been closed.



*St. Peter's Church*

Up until the 18th century the landscape would have been dominated by the medieval open field system whereby the land was divided into strips giving the characteristic ridge and furrow patterning. The Enclosure Act of 1761 did away with this practice and created compact farms, giving the landscape its modern appearance. The impact of this on the villagers was enormous. Instead of working their own land, most men became agricultural workers employed by landlords. Allotments were first created at this time to compensate "peasants" deprived of their land. The original village school can be traced back to 1677 but the present building, now much extended, dates from 1850. It was saved from closure in 1994 and is now Barford St Peter's C of E (Voluntary Aided) Primary School. It was here that the most famous resident of the village, Joseph Arch, was educated. In 1872 Arch, who was born and died in the village, founded the National Agricultural Labourers' Union which campaigned for the rights of his fellow agricultural workers. He later became MP for North West Norfolk in 1885.

A stone bridge over the Avon is first mentioned in 1484 and the main part of the present bridge was rebuilt in the late 18th century. In common with most of the main roads in the county, the Warwick to

Wellesbourne road was made into a turnpike, its upkeep becoming the responsibility of a Trust with the power to levy tolls. These powers lasted until 1872 and eventually the Longbridge toll house was moved to Church Lane.

Between 1760 and 1887, a series of buildings were constructed along the main road to Wellesbourne, many on the site of a large orchard; these lay mainly to the west side but included Barford House on the east, built in 1820. Elizabeth Gaskell went to school there and had fond memories of her time in the village. Evelyn Waugh used to stay frequently and wrote some of his well-known works there. One interesting development on this road was the Barford Gas Works established in 1872. It closed in 1920 and the site became a transport depot occupied by Oldhams Ltd. After World War II, new housing became necessary as some of the old cottages were deemed unfit for human habitation and a Council estate was built beyond Wasperton Lane and the boundary of the village was extended.

In more recent times several significant buildings have sadly been demolished, notably Barford Hill House in 1954 and the Red House in the 1960s to make way for new developments. During the 20th century, Barford changed dramatically from being a largely self-sufficient paternalistic community to the present more commuter-based society.

## **Buildings**

Barford's structures are a product of phases of development over a period of some 500 years. As a result there is no one defining style, rather a variety of styles reflecting the needs/economies of the users and the fashion at the time of construction.

Among the earliest surviving houses is Watchbury House dating from the 17<sup>th</sup> century, although the building as we see it today is much extended from the original. A number of the "workers" cottages in Church Street date from the 17<sup>th</sup> century, as does the Joseph Arch public house.



*The Joseph Arch Commemoration Walk*

The village increased in size in the 18<sup>th</sup> and 19<sup>th</sup> centuries and further development has taken place at various times since – the 1930s (Mill Lane), 1950s (Sandy Way, Wasperton Lane), 1960s (Dugard Place, Keytes Lane, Fairfax Close), 1970s (Carter Drive, Ryland Road) and in the last 25 years Elliott's Orchard and Wilkins Close.

Barford in 2004 had 580 dwellings, almost 500 being houses or cottages. There is a mixture of dwelling sizes with a concentration of larger dwellings in the north-eastern part of the village. 80% of the dwellings are owner-occupied and private landlords own 11%. Less than 7% of the dwellings are now owned by the Local Authority.

Notable structures (other than dwellings) include St Peter's Church, the Glebe Hotel, the Granville, Oldham's Transport, the Memorial Hall and the War Memorial.

## **Environment and Agriculture**

Detailed research into current land use revealed that approximately 84% of the Parish consists of agricultural land, of which about 45% is arable, 27% grassland, 10% woodland and the remainder given over to buildings, roads, playing fields etc. About one third of the agricultural land is managed as one Estate, which is farming some 145 acres of it organically. The woodland consists mainly of



small coppices forming strips alongside fields. There is encouraging evidence of some recent tree and hedge planting, but it was also noted that some once splendid trees are reaching the end of their lives. A comprehensive tree survey is currently being undertaken which it is hoped will be of use in the preparation of



*Alpacas grazing on Sadler's Fields*

the Village Design Statement, as will information provided by the Warwickshire Wildlife Trust Habitat Biodiversity Audit based on the results of the Group's research. The Parish in general contains diverse habitats for many types of birds, mammals and reptiles. The River Avon in particular has a marked impact on our local environment, with its large number of waterfowl and fish, as well as providing a potential habitat for otters. All watercourses in the area require sensitive management if this is to continue. The chance of a flood as severe as that of April 1998 (which affected five properties) is estimated to be between 1 in 40 and 1 in 90 years. Barford is quite considerably affected by air pollution emanating from traffic on the M40.

## **Work, Recreation, Play and Security**

### **Employment (Businesses and Organisations)**

There are a few major employers within Barford, but most of their employees live outside the village. There are quite a number of self-employed people in the village, mainly working from home.

### **Law and Order**

Barford has a relatively low crime rate but there are problems of burglary, vehicle theft

and petty vandalism. There is some police presence consisting of a shared Community Beat Officer. On a village-wide basis the Neighbourhood Watch scheme is largely in abeyance.

### **Recreation**

Barford has an enormous variety of recreational activities. There are many different clubs and societies; the Village Hall Committee and the Drama Group put on a selection of events which draw in many members of the village.



*Pete Webb, former Parish Plan Chairman, in "Far from the Madding Crowd"*

The majority of clubs and facilities are used either by the under 12s, or by the over 40s, leaving a wide age group under-represented.

### **Services and Amenities**

Barford is generally well served by a school, pre-school group, childcare, pubs, hotel and (at the time of carrying out the research) a village shop and Post Office (also providing banking facilities).

## **Transport, Traffic and Car Parking**

### **Traffic**

Both the volume and speed of traffic in the village are of great concern, particularly on the A429 (Bridge Street/Wellesbourne Road) and in Church Street/High Street. Traffic growth on the A429 has been at a rate of about 12% per annum (double the national average) and by 2002 resulted in a daily average two-way flow of roughly 17,000 vehicles (peaking at

1,500 in the hour between 8am and 9am), of which 10% were heavy goods vehicles. Traffic measurement in Wellesbourne Road has shown that many vehicles exceed the legal speed limit. The opening of the Barford Bypass in 2007 should transform the



*A busy Wellesbourne Road*

situation, reducing the flow by about 80% on Wellesbourne Road and 90% on Bridge Street and taking 98% of HGVs away from the village.

Average speeds in Church Street/High Street are only slightly lower and have a daily two-way flow numbering about 5,000; forecasts show that this is not likely to be significantly altered by the bypass.

Between 1990 and 2002 there were 42 recorded road traffic accidents in Barford, resulting in 66 casualties, of which 1 was fatal.

### **Transport**

Stagecoach operates bus services to Warwick/Leamington and Wellesbourne/Stratford. These run hourly (two-hourly in the evenings) and there are weekly shoppers' services to Tesco in Stratford and to Moreton-in-Marsh for the market. In term-time there are school services to local secondary schools. Barford Cabs operate a taxi service from Barford and there is also a volunteer car scheme. Although Racing Club Warwick offers a "Dial-a-Ride" service and minibus hire for parishes south of Warwick, this facility is not well known and is very little used by Barford residents.

### **Car Parking**

There are no public car parks in the village and only 15 lock-up garages. The fact that

only 9% of households are without a car and 60% have two or more, combined with the fact that there is little off-street parking in some areas of the village (especially in Church Street, Bridge Street and parts of Wasperton Lane and Wellesbourne Road), results in traffic-flow problems in these streets at times.

## **Findings from Questionnaire**

### **Village Matters**

- A strong community feeling was evident from the responses to our questionnaire and to the exhibition.
- A willingness was expressed by many to join groups that build on the community spirit already present and to improve the village.



*Make Poverty History.  
Linked hands round St Peter's*

- There was a demand for information about village activities and services.
- There was strong support for the development of the shop and Post Office in the questionnaire responses.
- Police presence was an issue particularly with regard to parking and speeding.
- Many people expressed interest in participating in leisure activities in Barford.
- 90% of residents have internet access, but some would like to see a public facility.

## Housing

- The majority of housing in the village is owner occupied.
- There is little opportunity for young people either to buy or rent in Barford.
- It was generally felt that there should be no infill development of the land enclosed by the bypass.
- Any future development in the village should include affordable, smaller and sheltered housing.

## Environment

- There was a strong wish to conserve the present nature of the village.
- There was a feeling that maintenance and upkeep of some areas could be improved.
- Noise from the M40 was an issue in some areas of the village.
- Most residents rarely see the River Avon and have limited access to it. There was a strong desire for more access and in particular riverside walks.
- Barford has relatively few footpaths. Those that we do have are well used by residents. People felt that some footpaths could be better maintained and that more would be desirable.
- People appreciated the District Council's recycling services but requested their expansion to other materials.
- There were some issues with flooding from sewers and drains to properties on the Wellesbourne Road.

## Transport

- Barford is a compact rural community with narrow streets; parking and speeding traffic are persistent safety problems.
- Vehicle volumes are high, both local and through traffic. It is increasing at double the national average rate.
- There is limited public transport.

- Cycling to nearby locations is dangerous due to large volumes of fast-moving traffic.
- Car usage is high but non-drivers, especially young people, find it difficult to get around.

## Youth

In addition to their responses to the main questionnaire, a separate youth consultation was held at the scout hut.

Children from St. Peter's Primary School were also asked about their ideas and wishing trees were used to capture their aspirations.

- A good proportion of those polled thought that a youth forum would be a good idea.
- Transport is a particular difficulty for teenagers with buses being infrequent and expensive.
- Cycling would be an option if there were to be a cycle lane to Sherbourne.
- More group activities and facilities were needed.



*Barford St Peter's School Fete*

## Action Plan

As Approved at Parish Meeting July 21<sup>st</sup> 2005

Subject	Action
Information	Arrange for a Village Directory to be published.
Police and Crime	Pressurise the Police to prevent illegal, inconsiderate and dangerous parking. Ensure regular, visible Police presence in the Village and swifter investigation of offences, especially speeding. Restart Neighbourhood Watch Scheme.
Village Shop	Initiate a campaign to reinstate a General Store / Post Office and encourage other retail services.
Recreation	Expand the provision of recreational and sporting facilities in the Village e.g. Tennis, Bowls, Badminton etc.
Internet	Provide access to computers for all villagers who need it.
Allotments	Investigate cost of provision of mains supply of water to the allotments. Improve appearance of JPC allotments. Encourage uptake.
Village Groups	Set up the following Groups: Neighbourhood Watch, Footpath Development, Village Pride, Village Shop and Post Office.
Getting Around	Demand improved maintenance of pavements, kerbs, roads and designated footpaths. Request Local Authorities to designate Wasperton Lane and Hareway Lane as "Quiet Lanes".
Footpaths	Campaign for better access to the river and the provision of some more riverside walks. Explore the possibilities of providing further "Designated Footpaths" within the Village.
Noise	Request that "Quiet Tarmac" is laid on the M40 and A46.
Recycling	Request that the current recycling scheme is extended to include plastics and cardboard.
Flooding	Demand better maintenance of drains and sewers on Wellesbourne Road.
Conservation	Demand that the land enclosed by the bypass is not developed for residential purposes. Open a dialogue with landowners to provide recreational woodland.

<b>Subject</b>	<b>Action</b>
Community Transport	Inform Racing Club Warwick that more publicity for the Dial-a-ride service is required and on a more regular basis. Campaign for the introduction of a Warwick Parkway Taxi-Bus Service.
Road Safety	Provide improved street lighting in High Street and Wasperton Lane. Request parking bays in Wasperton Lane and in the service road at the South end of the Wellesbourne Road. Promote the establishment of a 20mph speed limit on Church Street, High Street and Wasperton Lane.
Cyclists	Request the introduction of cycle ways to Sherbourne Corner (connect with existing way to Warwick) and Wellesbourne.
Housing	Encourage the provision of affordable housing within the village. Inform local housing authorities, including Warwickshire Rural Housing Association, of the need for sheltered housing within the Village.
Development	Ensure that any future development, e.g. the land behind Barford House and the Oldham's site, is appropriate to the needs of the village. Seek to work with potential developers to maximise the benefits for our community.
Youth	Investigate ways in which Barford could have its own Youth Club. Discuss with Dial-a-Ride possibilities of a regular minibus service to use facilities in Wellesbourne and Warwick. Take action to provide further recreation facilities for youth and children.

This Action Plan was formulated and agreed after a two-year consultation process. We now need to work towards its implementation. The Special Parish Meeting held in July 2005 agreed to extend the Parish Plan Committee's terms of reference to give it responsibility for monitoring the Action Plan, reporting back at the Annual Parish Meeting and for periodically reviewing it. The Committee will also be responsible for preparing the Village Design Statement.

## Significant Development Proposals

In the Housing section of the Parish Plan questionnaire, the village was asked about their views on possible housing development of areas within the Parish and what type of housing was required. A majority of the replies received were in favour of development that included affordable homes and community facilities.

Two proposals are currently under consideration and they are outlined below for information. The Parish Plan Committee had no remit to formulate an opinion on specific proposals, but relevant questionnaire results will be made available to any interested parties.

### Oldhams' Site Development

There have been several planning applications over recent years to redevelop the Oldhams' Transport Depot at the South end of the village after relocation as a result of the land-take for Barford Bypass. The most recent application includes office use (Class B1) on the southerly one-third of the site and a mixture of affordable homes and open market homes on the remainder. The affordable home element largely meets the identified housing need of the Parish but fails to provide sheltered accommodation and bungalows. The application was approved by Warwick District Council but has been called in by the Office of the Deputy Prime Minister, as it is contrary to current planning policies and will be the subject of a Public Inquiry in March 2006.

### Barford House Development

There is a proposal to develop land around Barford House on the Wellesbourne Road. The plan comprises market homes, affordable homes and sheltered accommodation along with amenities which include sporting facilities and a community building.

The agent for the landowner has already given the village an overview presentation of the proposal.



*Barford House in 1912*



## Acknowledgements

The Committee would like to acknowledge the work that has been contributed to the formulation of this Plan by the following people and organisations:

### Current Parish Plan Committee:

John Barrott	<i>Chair</i>	Kirsty Healey	John Murphy
Ian Findlay	<i>Secretary</i>	Kate Moyce	Bobbie Russell
Maggie Hayward		Rob Mulgrue	Jane Symonds

### Former Parish Plan Committee members:

Charlie Barlow, Jan Bradley, Gerald Joy, Jon Manicom, Simon McVeigh and Peter Webb

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### Peter Webb

The Barford Parish Plan Committee wish to acknowledge the outstanding contribution made by Peter Webb as Vice Chairman, Treasurer and ultimately Chairman. He sadly passed away before completion of the Parish Plan Document.



Barford Parish Plan 2005. Published by the Barford Parish Plan Committee.