

Greater Nottingham and Ashfield District Council Gypsy and Traveller Accommodation Assessment

March 2021

RRR Consultancy Ltd



Table of Contents

| | |
|--|-----------|
| Executive Summary | 1 |
| <i>Introduction</i> | 1 |
| <i>Policy context</i> | 2 |
| <i>Population Trends</i> | 3 |
| <i>Stakeholder Consultation</i> | 4 |
| <i>Consultation with households</i> | 5 |
| <i>Accommodation need</i> | 8 |
| <i>Conclusions</i> | 13 |
| 1. Introduction | 16 |
| <i>Study context</i> | 16 |
| <i>Methodological context</i> | 16 |
| <i>GTAA study area</i> | 16 |
| <i>Summary</i> | 19 |
| 2. Policy context | 21 |
| <i>Introduction</i> | 21 |
| <i>National Policies</i> | 21 |
| <i>Definition Context</i> | 22 |
| <i>Local Planning Policies</i> | 26 |
| <i>Duty to cooperate and cross-border issues</i> | 31 |
| <i>Summary</i> | 34 |
| 3. Trends in the population levels | 35 |
| <i>Introduction</i> | 35 |
| <i>Population</i> | 36 |
| <i>Data on unauthorised sites</i> | 40 |
| <i>Local authority data on unauthorised encampments</i> | 41 |
| <i>Permanent Gypsy and Traveller pitches within the study area</i> | 43 |
| <i>Travelling Showpeople</i> | 44 |
| <i>Summary</i> | 45 |
| 4. Stakeholder consultation | 47 |
| <i>Introduction</i> | 47 |
| <i>Transit provision and travelling patterns</i> | 51 |
| <i>Relationship between Travellers communities and the settled community</i> | 52 |
| <i>Health and education needs</i> | 54 |
| <i>Cooperation and joint working</i> | 54 |
| <i>Summary</i> | 55 |
| 5. Gypsies and Travellers consultation | 57 |
| <i>Introduction</i> | 57 |
| <i>Education and employment</i> | 62 |
| <i>Accommodation need</i> | 63 |
| <i>Requirement for residential pitches 2020-2025</i> | 63 |
| <i>Requirement for residential pitches 2025-2038</i> | 76 |
| <i>Requirements for transit pitches / negotiated stopping arrangements</i> | 78 |

| | |
|--|------------|
| <i>Summary</i> | 79 |
| 6. Travelling Showpeople consultation | 82 |
| <i>Introduction</i> | 82 |
| <i>Residency characteristics</i> | 83 |
| <i>Education and employment</i> | 84 |
| <i>Requirement for residential plots 2020-2025: steps of the calculation</i> | 86 |
| <i>Supply of plots 2020-2025</i> | 87 |
| <i>Need for plots 2020-2025</i> | 88 |
| <i>Requirement for residential plots 2025-2038</i> | 95 |
| <i>Summary</i> | 98 |
| 7. Boat Dwellers Consultation | 100 |
| <i>Introduction</i> | 100 |
| <i>Residency characteristics</i> | 101 |
| <i>Accommodation need</i> | 102 |
| <i>Requirements for transit moorings: 2020-2038</i> | 103 |
| <i>Summary</i> | 103 |
| 8. Conclusion and Recommendations | 104 |
| <i>Policy Changes</i> | 104 |
| <i>Accommodation need</i> | 105 |
| <i>The location of new provision</i> | 106 |
| <i>The size of new provision</i> | 108 |
| <i>Gypsy and Traveller pitches</i> | 108 |
| <i>Transit provision</i> | 109 |
| <i>Summary</i> | 110 |
| Bibliography | 113 |
| Glossary | 115 |

Executive Summary

Introduction

- S1. In February 2020 the local authorities of Ashfield District Council, Broxtowe Borough Council, Erewash Borough Council, Gedling Borough Council, Nottingham City Council, and Rushcliffe Borough Council commissioned *RRR Consultancy Ltd* to undertake a Gypsy and Traveller Accommodation Assessment (GTAA) for the period 2020-2038. This includes the accommodation assessment need of Gypsies, Travellers, Showpeople and boat dwellers. The results will be used as an evidence base for policy development in housing and planning and supersede any previous GTAA (including any levels of accommodation needs calculated prior to this assessment) for the said authorities.
- S2. The requirement to assess the accommodation needs of Gypsies and Travellers and Travelling Showpeople is established through national guidance contained in Planning Policy for Travellers (DCLG, 2015). Throughout the report this policy will be referred to as PPTS 2015 or simply PPTS.
- S3. To achieve the study aims, the research drew on a number of data sources including:
- Review of secondary information: a review of national and local planning policies and recently undertaken GTAAs, and analysis of secondary data. This included analysis of the most recently published (January 2020) Ministry of Housing, Communities and Local Government (MHCLG) Traveller Caravan Count to determine trends in the population of Gypsies and Travellers¹.
 - An online survey, and telephone interviews with key stakeholders providing qualitative data regarding the accommodation needs of Gypsies, Travellers, Travelling Showpeople and boat dwellers.
 - Extensive face-to-face and telephone surveys of Gypsies, Travellers and Travelling Showpeople, covering a range of issues related to accommodation and service needs.
- S4. The consultation was undertaken in a Covid-19 safe manner i.e. it followed government guidance and restrictions. However, this meant that consultation with households was delayed and some consultation was undertaken using remote methods e.g. over the telephone.

¹ Please note that due to Covid-19 restrictions the Traveller Count did not take place in July 2020 or January 2021.

- S5. The above provided an extensive range of quantitative and qualitative data enabling a robust and reliable assessment of accommodation needs.

Policy context

- S6. In August 2015, the Government published its amended planning policy for traveller sites, which replaced the previous guidance and circulars relating to Gypsies and Travellers and Travelling Showpeople. The guidance emphasised the need for local authorities to use evidence to plan positively and manage development. Whilst it is clear that the 2015 PPTS excludes those who have ceased to travel permanently as being Gypsies and Travellers (for planning purposes), it does not explicitly state how the new definition should be interpreted in relation to other factors such as whether families travel for economic or work purposes.
- S7. Given differences in defining Gypsies and Travellers this GTAA provides three need figures: first, one based on the ethnic identity definition; second, based on the needs of families who have *not* permanently ceased to travel (i.e. based on the PPTS 2015 definition); and third, based on the 'travel to work' interpretation of PPTS 2015. The three accommodation needs definitions are discussed in more detail in Chapters 2 and 5.
- S8. In March 2016, the Department of Communities and Local Government (DCLG) published its draft guidance to local housing authorities on the periodical review of housing needs for caravans and houseboats. It states that, when considering the need for caravans and houseboats, local authorities will need to include the needs of a variety of residents in differing circumstances including, for example, caravan and houseboat dwelling households and households residing in bricks and mortar dwelling households.
- S9. Strategic policies for the Greater Nottingham area are currently set out in the adopted Core Strategies for the Greater Nottingham authorities (Broxtowe Borough Council, Gedling Borough Council, and Nottingham City Council). Collectively, these are referred to as the 'Aligned Core Strategies', as the policy framework within them is consistent, they are based on a common evidence base, collectively they meet the full objectively-assessed need for housing and other development, and they cover the same plan period. Erewash and Rushcliffe's Core Strategies were examined separately. The Core Strategies were all adopted in 2014. Ashfield District Council's existing planning policy is set out in the Ashfield Local Plan Review 2002, which contains a very broad policy in relation to traveller accommodation. This will be reviewed in the new emerging Local Plan for Ashfield.

Population Trends

- S10. In September 2020 there were a total of 10 Gypsy and Traveller sites in the study area containing 36 pitches consisting of 7 sites with 35 authorised pitches, 1 unauthorised development, and 1 site consisting of 1 pitch with temporary planning permission. There are no known Gypsy and Traveller sites in Broxtowe, Erewash or Gedling. The known sites are in Ashfield (1 site with 4 authorised pitches), Nottingham City (2 authorised sites with 15 pitches, and 1 unauthorised development), and Rushcliffe (1 site with temporary planning permission for 1 pitch, and 4 authorised sites with 16 pitches).
- S11. There are 3 authorised Travelling Showpeople yards in the study area containing 16 occupied plots, 1 yard with three plots with temporary planning permission and 4 unauthorised yards. There are 2 Travelling Showpeople yards in Ashfield with 12 occupied plots with planning permission, a yard with three plots with temporary planning permission in Nottingham City, along with 4 other yards on unauthorised developments (3 in Nottingham City and 1 in Gedling).
- S12. In relation to boat dwellers, there is no statistical official data confirming the location of where boat dwellers live or number of boat dwellers (neither authorised nor unauthorised). Consequently, the assessment of accommodation need of boat dwellers has been based on consultation with known boat yard and marina managers / owners in the area, and Canal and River Trust and National Bargee Traveller Association Officers. Through their assistance, it has been possible to estimate the number of moorings in the area. They are primarily along the navigable waterways of the River Trent, River Soar, River Derwent and the Trent and Mersey Canals. There are approximately over 600 residential moorings and approximately 700 leisure moorings on local marinas and boat yards across the study area (primarily in Broxtowe, Erewash, Nottingham City and Rushcliffe). It has been estimated that there are approximately 50 transient boat dwellers within the area with need for a permanent mooring, plus others who prefer to remain as constant cruisers (transient).
- S13. The 2011 Census only records data concerning Gypsies and Travellers. It recorded 462 Gypsies and Travellers residing in the study area representing about 0.04% of the total population compared to 0.08% in the East Midlands and 0.10% in England & Wales. In relation to the individual study area local authorities, the 2011 Census recorded 43 Gypsies and Travellers. in Ashfield (representing about 0.04% of the total population), 9 in Broxtowe (0.01%), 29 in Erewash (0.03%), 32 in Gedling (0.03%), 326 in Nottingham (0.11%), and 23 in Rushcliffe (0.04%). The 2011 Census records a total of 173 Gypsy and Traveller households residing within the study area of which an equal proportion (35%) were residing in private rented accommodation and properties that they own.

- S14. The MHCLG January 2020 Count shows there were 65 Gypsy and Traveller caravans located in the study area (excluding Erewash and Gedling as no data was available). In relation to density Broxtowe recorded 2 caravans per 100,000 population compared with Nottingham City (6), Rushcliffe (18), and Ashfield (22) (potentially including both Gypsy and Traveller and Showpeople's caravans). This compares to 42 caravans per 100,000 population in the East Midlands and 40 caravans per 100,000 population in England. The total number of caravans recorded on authorised pitches increased over the 4-year period with 65 caravans recorded in January 2020 compared to 26 in January 2016. It is important to note that there are frequently differences between local authorities in how the count is carried out. For example, some include all caravans in an area at the time, while others only include those on known Gypsy and Traveller sites.
- S15. During the latest 3-year period Q1 2017 to Q4 2019 there were 173 unauthorised encampments recorded equating to an average of 14 encampments per quarter. On average, the number of unauthorised encampments has gradually declined over the 3-year period. Over four fifths (85.4%) of unauthorised encampments recorded in the study area involved between 1 and 12 vehicles. In relation to Nottingham City, the police record the outcomes of police intervention: in almost half (48%) of cases a 'notice of possession' was served; in over a quarter (28%) of cases an 'order of possession' was issued; and in just over a tenth (12%) of cases a High Court writ was served. However, in over half (55%) of all unauthorised encampment cases the occupants moved of their own volition.

Stakeholder Consultation

- S16. Consultation with stakeholders (service providers) was conducted between March and December 2020 to provide in-depth qualitative information about the accommodation needs of Gypsies, Travellers, Travelling Showpeople and boat dwellers. The aim of this section of the assessment was to consider the views of service providers regarding accommodation needs within the study area. Due to Covid-19 restrictions the consultation took the form of an online survey and telephone consultation.
- S17. In recognition that Gypsies, Travellers, Travelling Showpeople and boat dweller issues transcend geographical boundaries and the duty to cooperate in addressing their accommodation needs, consultation was undertaken with officers from within the study area and from neighbouring authorities.

- S18. Key stakeholders involved in the consultation included stakeholders from the Greater Nottingham local authorities and neighbouring authorities. These included officers involved with planning, housing, education, health as well as the police. The consultation also involved local and national services supporting these communities such as the National Federation of Gypsy Liaison Groups (including the Derbyshire Gypsy Liaison Group), local and national representatives of the Showmen's Guild of Great Britain, the Canal and River Trust (CRT), and the National Bargee Traveller Association (NBTA).
- S19. The consultation with key stakeholders offered important insights into the main issues within the study area. According to stakeholders the main drivers of accommodation need were determined as: new family formation which is putting pressure on existing provision; the desire for households to develop their own sites and yards rather than reside on existing provisions; and accommodation need deriving from households located on unauthorised encampments. Stakeholders suggested that any new permanent provision should be located within or close to the large settlements where there is access to healthcare and education facilities.
- S20. A key barrier to delivering new provisions cited by stakeholders was lack of suitable, affordable land within the study area and beyond. It can be difficult to find appropriate land that is not being marketed for conventional housing. Whilst previous calls for suitable land had not been successful, it was suggested that a new call could be undertaken. However, sites that do come forward can be highly constrained and there may be local opposition to new provisions. The impact that green belt areas have on availability of sites was also stressed by stakeholders, and how this can only be allocated through a review of local plans.
- S21. Stakeholders commented on there being a need for better coordination and communication amongst local authorities regarding issues concerning these traveller groups. In particular, they commented on the need for better cooperation and communication on Gypsy, Traveller, Travelling Showpeople and boat dweller issues with countywide housing and planning groups tasked to work towards consistency between districts.

Consultation with households

- S22. Between July and December 2020 *RRR Consultancy* undertook consultation with the Gypsy and Traveller families, Showpeople and marina and waterways managers and owners. The combination of local authority data, site / yard visits and consultation with households (and key stakeholders) helped to clarify the status of pitches, plots and moorings i.e. which provisions are occupied, vacant, overcrowded, and occupied by household members with accommodation needs. The consultation as originally

envisaged was intended to cover a winter and summer consultation. Due to restrictions arising from the pandemic the nature of the consultation was revisited. Any potential implications of seasonality, including seasonal usage of pitches/plots was considered through the consultation exercise.

Gypsies and Travellers

- S23. Gypsy and Traveller pitch provision within the study area is located in Ashfield, Nottingham City and Rushcliffe. There are no permanent or temporary pitches either on authorised or unauthorised sites located in Broxtowe, Erewash, or Gedling. The consultation recorded 200 Gypsies and Travellers (a combination of both Irish Travellers and English Romany Gypsies) residing on pitches in the study area. Interestingly, this compares with figures derived from the 2011 Census which suggests that there were 462 Gypsies and Travellers living in the study area² suggesting that over half of people recorded in the study area as Gypsies and Travellers reside in bricks and mortar accommodation. Every known authorised and unauthorised site was visited, and consultation has taken into account the accommodation need of every known pitch and site (with an over 90% response rate and data concerning accommodation need and occupancy confirmed of all known pitches and sites).
- S24. Most households were satisfied with the condition and location of respective sites. Although most commented on experiencing varying levels of racism, many spoke about feeling part of the local community. They stated that it is important to reside on family sites with sufficient space and good facilities. Owning the land they reside on with family residing close by was regarded as important to them. The sites they occupy have good access to local services including education, health and retail facilities.
- S25. Some households are needing to move due to a lack of space on current pitches. This includes households with family members in need of their own pitches, hidden households on pitches resulting in overcrowding, and households residing on pitches which are too small to accommodate a sufficient number of caravans and vehicles. Ideally, pitches should be sufficiently large to accommodate current and future accommodation need as well as caravans, vehicles and equipment.
- S26. Households residing on unauthorised developments felt unable to invest in their sites due to not having permanent planning permission. Some households residing on permanent sites commented on wanting to make improvements to their sites but being unable to do so due to a lack of finance or space restraints. One household is in the process of applying for planning permission for a larger and better equipped utility facility.
- S27. Not all Gypsy and Traveller households residing within the study area remain on their pitches all year. Whilst most households reside the majority of time on their respective

² See ONS 2011 Census Table KS201EW Ethnic Group located at: <http://www.ons.gov.uk/>

pitches, some mainly travel and use the pitches as a base. However, all Gypsy and Traveller households within the study area regard having a permanent pitch on a site as essential.

Showpeople

- S28. The consultation also identified 143 Showpeople residing on plots in the study area. During the consultation period (September to December 2020), there were 4 plots on an unauthorised development in Gedling; 16 plots with permanent planning permission on 2 yards in Ashfield (with 14 in use, 1 split between two other plots and another used for storage); and 3 plots on one site with temporary permission, and 6 plots located on 3 unauthorised developments in Nottingham City. All 10 of the unauthorised plots are without the benefit of planning permission, but it is understood that the yards have been in use for many years and, as such, may be an established use and therefore exempt from enforcement action. Most households have lived on their respective yard since it was first developed and in some cases were born on the yard. Three generations of the same family are residing on some plots leading to overcrowding and the need for separate accommodation for some newly forming households. Every known yard and plot was visited, and consultation has taken into account the accommodation need of every known plot and yard resulting in the assessment of accommodation need and occupancy of all known authorised and unauthorised plots and yards.
- S29. Households on all yards were mainly satisfied with their condition and location. They spoke about feeling part of the local community. They also spoke of the importance of family living together with sufficient space to store and maintain equipment. The yards have good access to services such as education, health, and retail facilities. However, some households spoke of an urgent need for additional space in which to store and maintain equipment, and to accommodate growing families.

Boat Dwellers

- S30. In relation to boat dwellers, there are over 600 residential moorings in the study area, and approximately 700 leisure moorings on local marinas and boat yards. Marinas and yards are either privately owned and managed or by the Canal and River Trust (CRT). The private boat yards and marinas have provision for residential boat dwellers and leisure cruisers as well as space for the storage and maintenance of boats. The CRT manage 3 permanent mooring locations within the study area consisting of around 70 moorings. They also manage transit moorings across the study area. It has also been estimated that there are over 200 boat dwellers who reside on their boats all year round, but do not have a permanent mooring within the study area. It is estimated that most, either out of choice or for financial reasons prefer to be constant cruisers, while approximately about a quarter are in need of a permanent mooring.
- S31. Some boat dwellers are in need of permanent moorings, whilst others prefer to reside around the waterways with no permanent base. The latter are referred to as 'constant

cruisers' and include a wide range of people including professionals who work locally, people who adhere to an alternative lifestyle philosophy, and people who for varying reasons would prefer to live under the radar.

- S32. Boats are increasingly being used as student accommodation. Some parents who may have previously purchased a house to accommodate their children whilst at university or college are purchasing boats as a more affordable option, especially narrow boats. However, some student boat dwellers do not reside on permanent moorings and are in need of a mooring place.

Accommodation need

- S33. Accommodation need in the study area was assessed using analysis of primary and secondary data. The accommodation needs calculation steps were based on a model in accordance with both previous (2007) and current Practice Guidance (2015) issued by the Department of Communities and Local Government (DCLG). Although the 2007 guidance was withdrawn in 2016, it remains useful as a model to determine accommodation needs. It contains seven basic components; five assessing need and two assessing supply, which are applied to each sub-group, based on primary data.
- S34. Table S1 summarises accommodation need over the period 2020-38. It is important to note that the figures shown in Table S1 include all need as of 2020, including any which may have been identified by previous GTAA's but remained unfulfilled by November 2020. The table shows that a further 48 Gypsy and Traveller pitches (based on the ethnic identity definition), 33 pitches (based on PPTS 2015), or 20 Pitches ('work' definition) are needed over the period 2020-2038 in the study area. In accordance with national policy, Local Plans should seek to meet the PPTS need. However, as case law has suggested that the needs of those who meet the 'ethnic' definition of a Gypsy or Traveller may also need to be met, this figure has been included in the assessment. If a local planning authority is required to meet this 'potential need' it could be covered by a criteria-based policy.
- S35. There is a need of 33 pitches in relation to households who meet the PPTS definition i.e. who have not permanently ceased to travel, and an accommodation need of a further 15 pitches in relation to households who *do not meet* the PPTS definition but who are ethnically recognised as Gypsies and Travellers. There is also an accommodation need of 20 additional pitches in relation to only households who travel for work purposes. This third definition of need is included to enable comparison with GTAA's which reference it as the primary accommodation needs figure.
- S36. Table S2 shows that there is also a need for 44 additional Travelling Showpeople plots over the same period. There are also tables summarising the need per authority. Table S3 shows that, based on the consultation undertaken with stakeholders, there is a boat

dweller need for approximately 50 additional permanent moorings. There is also need for additional transit moorings for boat dwellers. The accommodation need for boat dwellers could be shared by all of the authorities with navigator waterways.

Gypsies and Travellers Accommodation Need

Study Area

| Table S.1A: Summary of accommodation needs 2020-38 (pitches) | | | |
|--|-------------------|----------------------|-----------------|
| Period | Ethnic definition | PPTS 2015 definition | Work definition |
| Total 2020-25 | 29 | 17 | 7 |
| Total 2025-30 | 7 | 6 | 5 |
| Total 2030-35 | 7 | 6 | 5 |
| Total 2035-38 | 5 | 4 | 3 |
| Total 2020-38 | 48 | 33 | 20 |

Source: GTAA 2021

Ashfield

| Table S.1B: Summary of accommodation needs 2020-38 (pitches) | | | |
|--|-------------------|----------------------|-----------------|
| Period | Ethnic definition | PPTS 2015 definition | Work definition |
| Total 2020-25 | 1 | 0 | 0 |
| Total 2025-30 | 1 | 1 | 1 |
| Total 2030-35 | 1 | 1 | 1 |
| Total 2035-38 | 1 | 1 | 1 |
| Total 2020-38 | 4 | 3 | 3 |

Source: GTAA 2021

Broxtowe

| Table S.1C: Summary of accommodation needs 2020-38 (pitches) | | | |
|--|-------------------|----------------------|-----------------|
| Period | Ethnic definition | PPTS 2015 definition | Work definition |
| Total 2020-25 | 1 | 0 | 0 |
| Total 2025-30 | 0 | 0 | 0 |
| Total 2030-35 | 0 | 0 | 0 |
| Total 2035-38 | 0 | 0 | 0 |
| Total 2020-38 | 1 | 0 | 0 |

Source: GTAA 2021

Erewash

| Table S.1D: Summary of accommodation needs 2020-38 (pitches) | | | |
|--|-------------------|----------------------|-----------------|
| Period | Ethnic definition | PPTS 2015 definition | Work definition |
| Total 2020-25 | 1 | 1 | 0 |
| Total 2025-30 | 0 | 0 | 0 |
| Total 2030-35 | 0 | 0 | 0 |
| Total 2035-38 | 0 | 0 | 0 |
| Total 2020-38 | 1 | 1 | 0 |

Source: GTAA 2021

Gedling

| Table S.1E: Summary of accommodation needs 2020-38 (pitches) | | | |
|--|-------------------|----------------------|-----------------|
| Period | Ethnic definition | PPTS 2015 definition | Work definition |
| Total 2020-25 | 1 | 1 | 0 |
| Total 2025-30 | 0 | 0 | 0 |
| Total 2030-35 | 0 | 0 | 0 |
| Total 2035-38 | 0 | 0 | 0 |
| Total 2020-38 | 1 | 1 | 0 |

Source: GTAA 2021

Nottingham City

| Table S.1F: Summary of accommodation needs 2020-38 (pitches) | | | |
|--|-------------------|----------------------|-----------------|
| Period | Ethnic definition | PPTS 2015 definition | Work definition |
| Total 2020-25 | 13 | 8 | 3 |
| Total 2025-30 | 3 | 3 | 2 |
| Total 2030-35 | 3 | 3 | 2 |
| Total 2035-38 | 2 | 1 | 1 |
| Total 2020-38 | 21 | 15 | 8 |

Source: GTAA 2021

Rushcliffe

Table S.1G: Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 12 | 7 | 4 |
| Total 2025-30 | 3 | 2 | 2 |
| Total 2030-35 | 3 | 2 | 2 |
| Total 2035-38 | 2 | 2 | 1 |
| Total 2020-38 | 20 | 13 | 9 |

Source: GTAA 2021

Showpeople Accommodation Need**Study Area**

Table S.2A: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|----|
| Total 2020-25 | 30 |
| Total 2025-30 | 5 |
| Total 2030-35 | 5 |
| Total 2035-38 | 4 |
| Total 2020-38 | 44 |

Source: GTAA 2021

Ashfield

Table S.2B: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|----|
| Total 2020-25 | 9 |
| Total 2025-30 | 2 |
| Total 2030-35 | 2 |
| Total 2035-38 | 1 |
| Total 2020-38 | 14 |

Source: GTAA 2021

Broxtowe

Table S.2C: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|---|
| Total 2020-25 | 0 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 0 |

Source: GTAA 2021

Erewash

Table S.2D: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|---|
| Total 2020-25 | 0 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 0 |

Source: GTAA 2021

Gedling

Table S.2E: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|---|
| Total 2020-25 | 5 |
| Total 2025-30 | 1 |
| Total 2030-35 | 1 |
| Total 2035-38 | 1 |
| Total 2020-38 | 8 |

Source: GTAA 2021

Nottingham City

Table S.2F: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|----|
| Total 2020-25 | 16 |
| Total 2025-30 | 2 |
| Total 2030-35 | 2 |
| Total 2035-38 | 2 |
| Total 2020-38 | 22 |

Source: GTAA 2021

Rushcliffe

Table S.2G: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|---|
| Total 2020-25 | 0 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 0 |

Source: GTAA 2021

Boat Dwellers Accommodation Need

Study Area

Table S.3A: Summary of accommodation needs 2020-38 (moorings)

| | |
|---------------|----|
| Total 2020-25 | 50 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 50 |

Source: GTAA 2021

- S37. In relation to transit provision, the GTAA recommends the adoption of a negotiated stopping policy which involves caravans being sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of limited services such as water, waste disposal and toilets.

Conclusions

- S38. It is recommended that the study area local authorities' Local Plans seek to meet the PPTS need (as required) with 'ethnic' need (potential need) covered by a criteria-based policy. This will not only demonstrate knowledge of the overall accommodation need of all Gypsies and Travellers, but will also demonstrate how accommodation need for those who do not meet the PPTS definition are being addressed. The councils could work with the PPTS definition for Gypsies and Travellers, with the remaining need from the ethnic definition as a potential need. This means that the councils would firstly meet the need of 33 additional pitches (17 within the first five years) but acknowledge the need of a further 15 (12 within the first five years) as potential need in the study area if further applications are brought forward through windfalls. It is important to note that this only refers to Gypsies and Travellers and not Travelling Showpeople or boat dwellers. The third definition of need ('work') is included to enable comparison with GTAAs which reference it as the primary accommodation needs figure.
- S39. As well as quantifying accommodation need, the study also makes recommendations on other key issues including:

Planning policy:

- Implement corporate policy to provide negotiated stopping arrangements to address unauthorised encampments for set periods of time at agreed locations.
- To liaise with owners of the sites and yards to determine how they could expand the number of pitches to meet the family's accommodation needs.
- To consider how the accommodation needs can be met by expanding existing provision and/or providing new sites, yards and moorings.

- To consider alternative options for developing new sites, yards and moorings such as sites developed on a cooperative basis, shared ownership, or small sites owned by a local authority, but rented to families for their own use.
- To consider alternative site funding mechanisms such as: site acquisition funds; loans for private site provision through Community Development Financial Institutions; and joint ventures with members of the Gypsy and Traveller, Showpeople and boat dweller communities.
- To collate data on the planning status of all known moorings, in particular the location and levels of planning permissions for permanent moorings and to monitor and update accordingly.
- Prior to action being taken against a mooring which is being used without planning permission, the local authority, in partnership with the CRT, NBTA, the owner of the mooring, and the occupant(s), should review the mooring in relation to its current, historic and potential planning status.
- A similar approach should be adopted in relation to unauthorised Gypsy and Traveller sites and Showpeople yards. The local authority, in partnership with the landowner, occupants and relevant agencies (e.g. Showmen's Guild and National Federation of Gypsy Liaison Groups), to review its current, historic and potential planning status.
- To consider safeguarding Gypsy, Traveller and Travelling Showpeople sites and yards and moorings with permanent planning permission for their current use unless it can be demonstrated that they are no longer needed to meet identified need.
- The population size and demographics of the Gypsy, Traveller, Travelling Showpeople and boat dweller communities can change rapidly. As such, their accommodation needs should be reviewed every 5 to 7 years.

Management:

- Housing organisations need to consider the type of housing allocated to Gypsies and Travellers residing in bricks and mortar in order to minimise the psychological aversion and feelings of isolation.
- Develop a holistic vision for their work on Gypsies and Travellers and embed it in Community and Homelessness Strategies, Local Plans and planning and reporting obligations under the Equality Act 2010.
- Provide training and workshop sessions with local authority and service provider employees (and elected members) to help them to further understand issues relating to the Gypsy and Traveller, Showpeople, and boat dweller communities.
- In liaison with relevant enforcement agencies such as the police to develop a common approach to dealing with unauthorised encampments.
- Encourage local housing authorities to include Gypsy and Traveller categories on ethnic monitoring forms to improve data on population numbers, particularly in housing.

- Better sharing of information between agencies in relation to Gypsy and Traveller, Travelling Showpeople and boat dweller communities.
- During the ongoing Covid-19 related restrictions placed on the communities, determine help and support the local authorities and other services could provide to the households
- The population size and demographics of the Gypsy, Traveller, Travelling Showpeople and boat dweller communities can change. As such, their accommodation needs should be reviewed every 5 to 7 years.

1. Introduction

Study context

- 1.1 In February 2020 the local authorities of Ashfield District Council, Broxtowe Borough Council, Erewash Borough Council, Gedling Borough Council, Nottingham City Council, and Rushcliffe Borough Council commissioned *RRR Consultancy Ltd* to undertake a Gypsy and Traveller Accommodation Assessment (GTAA) for the period 2020-2038. The results will be used as an evidence base for policy development in housing and planning and supersede any previous GTAA (including any levels of accommodation needs calculated prior to this assessment) for the said authorities.
- 1.2 The requirement to assess the accommodation needs of Gypsies and Travellers and Showpeople is established through national guidance contained in Planning Policy for Traveller Sites (DCLG, 2015).

Methodological context

- 1.3 To achieve the study aims, the research drew on a number of data sources including:
- Review of secondary information: a review of national and local planning policies and recently undertaken GTAAs, and analysis of secondary data. This included analysis of the most recently published (January 2020) the Ministry of Housing, Communities and Local Government (MHCLG) Traveller Caravan Count to determine trends in the population of Gypsies and Travellers.
 - An online survey, focus group and interviews with key stakeholders providing qualitative data regarding the accommodation needs of Gypsies, Travellers, and Travelling Showpeople.
 - Extensive face-to-face surveys of Gypsies, Travellers and Travelling Showpeople, covering a range of issues related to accommodation and service needs.
- 1.4 The above provided an extensive range of quantitative and qualitative data enabling a robust and reliable assessment of accommodation needs. The consultation was undertaken in a Covid-19 safe manner i.e. it followed government guidance and restrictions. However, this meant that consultation with households was delayed and some consultation was undertaken using remote methods e.g. over the telephone.

GTAA study area

- 1.5 The GTAA study area is part of the defined Nottingham Core Housing Market Area and consists of the local authorities of Ashfield District Council, Broxtowe Borough Council, Erewash Borough Council, Gedling Borough Council, Nottingham City

Council, and Rushcliffe Borough Council. Five of the six local authorities lie within Nottinghamshire. The exception is Erewash which lies within Derbyshire but is strongly influenced by the Nottingham Core housing market.

Ashfield

- 1.6 Ashfield District covers an area of 10,956 hectares and is located on the western side of Nottinghamshire in the East Midlands Region. It adjoins five districts within the Nottinghamshire County including Nottingham City to the south and Mansfield to the north and east, and two Derbyshire districts. There are three Main Urban Areas in the District where housing, jobs and services are generally concentrated. The southernmost is Hucknall which lies immediately north of Nottingham. Kirkby in Ashfield and Sutton in Ashfield are to the north of the District and include the adjoining settlements of Annesley Woodhouse/Annesley, Huthwaite, Stanton Hill and Skegby. Sutton in Ashfield, the largest of the three town centres, has been identified as a centre of sub-regional importance, with Hucknall being identified as a 'Major District centre' and Kirkby in Ashfield is the smallest of the three town centres, defined as a 'District centre'.
- 1.7 The three large villages of Selston, Jacksdale and Underwood, located to the west of the M1 motorway, contain significant residential areas, but lack the concentration of employment opportunities and services found in the main centres. The remainder of the District is primarily countryside or Green Belt but contains a number of smaller settlements including New Annesley, Bagthorpe, Harlow Wood, Teversal and Fackley.
- 1.8 The District has excellent road links to much of the country due to its location beside the M1 motorway. Junction 26 of the M1, which is outside the District, provides a good link to Hucknall. Junction 27 of the M1 lies within the District and provides a major link to Ashfield's three towns and Junction 28 can be easily accessed via the A38 and other major routes including the A617 and the Mansfield-Ashfield Regeneration Route (MARR)³.

Broxtowe, Gedling and Nottingham

- 1.9 According to the Aligned Core Strategy 2014⁴, in 2011 the three local authorities of Broxtowe, Gedling and Nottingham City making up the plan area had a population of 528,700 (Greater Nottingham including the Hucknall part of Ashfield, Erewash and Rushcliffe had a population of 830,600). They are centrally located within England and lie close to Derby and Leicester with important and complementary economic linkages between the cities. Part of this relationship has been strengthened by the creation of

³ Ashfield District Council Annual Monitoring Report 2017-2018 p.8

⁴ Aligned Core Strategies Part 1 Local Plan adopted September 2014.

the Derby, Derbyshire, Nottingham City and Nottinghamshire (D2N2) Local Enterprise Partnership. Junction 26 of the M1 provides a good link to Hucknall.

- 1.10 The main built-up area of Nottingham (including Long Eaton in Erewash and West Bridgford in Rushcliffe), had a population of about 773,400 in 2018. There are two Sub-Regional Centres within Greater Nottingham, Hucknall and Ilkeston, both important towns with their own identity and economic roles. Hucknall, with a population of 35,300, is in Ashfield District, but will extend into Gedling Borough once the proposed Sustainable Urban Extension are implemented. Ilkeston is wholly within Erewash Borough and has a population of 39,700. The suburban centres of Arnold, Beeston, Bulwell, Carlton and Clifton all have an important role as more local centres providing a range of services. The conurbation is surrounded by designated Green Belt which is drawn very tightly to the urban area, offering limited opportunities for development unless its boundaries are reviewed.

Erewash

- 1.11 The Borough of Erewash is centrally located within England and lies between the cities of Derby and Nottingham, a location that influences the Borough. A key issue for Erewash is the Nottingham-Derby Green Belt. The towns and most villages of Erewash are surrounded by designated Green Belt which is generally drawn very tightly around urban areas and village settlement boundaries. There are also a small number of settlements that are washed over by the Green Belt. 75% of the Borough's population reside within three miles of the county boundary with Nottinghamshire in the two principal towns of Ilkeston and Long Eaton. This contributes to a strongly urbanised eastern fringe supplemented by the settlements of Sandiacre and Sawley.
- 1.12 Erewash is well linked to the strategic road and rail network. A combination of trunk and motorway routes pass through the Borough and the M1, A52, A38 and (just beyond the southern boundary) the A50 all provide connections to nearby towns and cities. Long Eaton directly adjoins Junction 25, an important road interchange between the M1 and A52. The opening of the Awsworth By-Pass has enhanced road accessibility between Ilkeston and Junction 26 of the M1 (located three miles to the north-east of the Borough)⁵.

Rushcliffe

- 1.13 Rushcliffe's main centre of population is West Bridgford, a large suburb of Greater Nottingham where around 48,200 of the Borough's 118,700 population live. The remainder of the Borough is largely rural, with the population divided between the six larger settlements (Bingham, Radcliffe on Trent, Cotgrave, Keyworth, Ruddington and

⁵ Erewash Core Strategy Adopted March 2014 pp. 7-8

East Leake, which range in population from around 9,000 to around 6,500 people) and the smaller rural villages. A large part of the Borough (40%) falls within the defined Nottingham-Derby Green Belt that encircles Greater Nottingham. West Bridgford acts as a key service centre for a number of the surrounding smaller settlements, and contains the Borough's largest retail centre that is relatively well performing. Outside of West Bridgford, the six towns and larger villages provide a range of facilities and services. Several of the medium sized villages such as East Bridgford, Gotham, Tollerton, Sutton Bonington and Cropwell Bishop have some local facilities to serve their population.

- 1.14 A number of important trunk roads pass through the Borough. The A46 links Rushcliffe to Newark to the north and Leicester to the south, the A52 connects Rushcliffe to Grantham and the A1 to the east and Derby (via Nottingham City, Broxtowe and Erewash) to the west, the A453 is a major route linking Nottingham City and Rushcliffe to East Midlands Airport and the M1. The widening of the A46 was completed in 2012. There are capacity issues on the A52 with ongoing improvement work expected to be completed by 2022/23.

Summary

- 1.15 Whilst the Housing and Planning Act 2016 removes the requirement for all local authorities to carry out a specific assessment, the accommodation needs of Gypsy and Traveller households are still required to be considered in housing needs assessments. Also, the August 2015 Planning Policy for Traveller Sites (PPTS) reiterates the need for local authorities to evidence the accommodation needs of Gypsies and Travellers and to determine the number, type and location of new provision.
- 1.16 The PPTS (2015) amended the definition of Gypsies and Travellers for planning purposes so that only the accommodation needs of households who have not permanently ceased to travel are assessed (although this GTAA considers the accommodation needs of households who both meet and do not meet the PPTS 2015 definition). It requires local planning authorities to set pitch targets for Gypsies and Travellers, and plot targets for Travelling Showpeople, as defined in Annex 1 of the same document, to address the likely permanent and transit site accommodation needs of travellers in their area. The needs of Travellers will be informed by local housing need assessments.
- 1.17 The purpose of this assessment is to quantify the accommodation needs of Gypsies, Travellers, Travelling Showpeople and boat dwellers in the study area between 2020 and 2038. This is in terms of permanent pitches/plots, sites/yards, and transit sites and/or negotiated stopping arrangements for Gypsies and Travellers. This report will

form part of the evidence base for the Greater Nottingham Core Strategies review work.

- 1.18 To achieve the study aims, the research drew on several data sources including: a review of secondary information; consultation with organisations involved with Gypsy and Traveller, Travelling Showpeople and boat dweller issues, and extensive surveys of Gypsies and Travellers, and Showpeople. These provided a range of quantitative and qualitative data enabling a robust and reliable assessment of accommodation needs.

2. Policy context

Introduction

- 2.1 To assess the current policy context, existing documents have been examined to determine what reference is made to Gypsy, Traveller, Travelling Showpeople, and boat dweller issues.
- 2.2 The intention is to summarise key national and local policies and examine the findings of GTAAs recently undertaken by neighbouring authorities. Furthermore, understanding the current position will be important in the development of future strategies intended to meet accommodation need and housing related support need among Gypsies and Traveller and Travelling Showpeople.

National Policies

DCLG Planning Policy for Traveller Sites (PPTS) (August 2015)

- 2.3 In August 2015 the Government published its amended planning policy for traveller sites, which replaced the previous guidance and circulars relating to Gypsies and Travellers and Travelling Showpeople. The guidance emphasised the need for local authorities to use evidence to plan positively and manage development. The PPTS requires local authorities to work with neighbouring local authorities to determine transit and permanent pitch and plot targets. It states that in assembling the evidence base necessary to support their planning approach, local authorities should:
- effectively engage with traveller communities
 - co-operate with traveller groups to prepare and maintain an up-to-date understanding of the likely permanent and transit/emergency accommodation needs of their areas
 - and use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions
- 2.4 There are some key differences between the March 2012 and August 2015 versions of the PPTS. One important amendment relates to the change in the definitions of Gypsies, Travellers, and Travelling Showpeople. The August 2015 PPTS changed the definition to exclude households who have permanently ceased to travel – in effect, for planning purposes, PPTS 2015 regards such households as members of the settled community and as such their needs are therefore included in a separate calculation.

Definition Context

2.5 The DCLG's amended definition of Gypsies and Travellers⁶, is set out below:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

In determining whether persons are "gypsies and travellers" for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:

- a) whether they previously led a nomadic habit of life*
- b) the reasons for ceasing their nomadic habit of life*
- c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.*

2.6 Unlike Gypsies and Travellers, Travelling Showpeople are not considered to be an ethnic minority by the Equalities Act 2010 (and previously the Race Relations Act 1976). Although some Gypsies and Travellers may earn a living as 'travelling showpeople', Travelling Showpeople as a group do not consider themselves to belong to an ethnic minority⁷.

2.7 The DCLG definition of Travelling Showpeople is:

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.⁸

2.8 For the purposes of this assessment, "Travellers" means "Gypsies and Travellers" and "Travelling Showpeople" as defined above from PPTS annex 1. Also, for the purposes of Gypsy and Traveller Accommodation Assessments (GTAAs), Travelling Showpeople are included under the definition of 'Gypsies and Travellers' in accordance with The Housing (Assessment of Accommodation Needs) (Meaning of Gypsies and Travellers) (England) Regulations 2006, and the draft guidance to local housing authorities on the periodical review of housing needs (March 2016). It recommends

⁶ DCLG, Planning Policy for Traveller Sites, August 2015.

⁷ DCLG, *Consultation on revised planning guidance in relation to Travelling Showpeople*, January 2007, p. 8

⁸ DCLG, *Planning Policy for Traveller Sites*, August 2015.

that Travelling Showpeople's own accommodation needs and requirements should be separately identified in the GTAA⁹. This GTAA adheres to the definition of Gypsies, Travellers and Travelling Showpeople as defined by the DCLG 'Planning Policy for Traveller Sites' (August 2015) (see above).

- 2.9 Whilst the guidance has been in draft form for over 5 years it remains important to acknowledge its underlying principles i.e. that an understanding of the need for caravan sites and moorings for houseboats is essential to make properly planned provision and avoid the problems associated with ad-hoc or unauthorised provision.
- 2.10 It is important to note that Gypsies and Travellers and Travelling Showpeople have separate accommodation need requirements. Different terminology is used to distinguish between Gypsy and Traveller accommodation and Travelling Showpeople. Gypsies and Travellers occupy pitches on sites, while Travelling Showpeople occupy plots on yards. As well as space for residing quarters, Travelling Showpeople also require additional space in order to store and maintain large equipment.
- 2.11 Whilst it is clear that the 2015 PPTS excludes those who have ceased to travel permanently as being Gypsies and Travellers (for planning purposes), it does not explicitly state how the new definition should be interpreted in relation to other factors such as whether families travel for economic or work purposes.
- 2.12 One interpretation is that 'a nomadic habit of life' means travelling for an economic purpose. Previous case law e.g. *R v Shropshire CC ex p Bungay* (1990) and *Hearne v National Assembly for Wales* (1999) has been used to support this point. There is nothing within PPTS 2015 which indicates that Gypsy or Traveller status (for planning purposes) is solely derived from whether there is any employment-related travelling.
- 2.13 More recent Planning Inspectors' reports have reached differing conclusions regarding whether the Gypsy and Traveller status (for planning purposes) should be based on patterns of employment-related nomadism. For example, a 2016 planning appeal decision regarding a site at Throcking, Hertfordshire, concluded the appellant was not a Gypsy and Traveller for planning purposes as there was insufficient evidence "that he is currently a person of a nomadic habit of life"¹⁰ for employment purposes (i.e. he did not meet the August 2015 PPTS definition).
- 2.14 In contrast, some other Planning Inspectors' reports have appeared to give less weight to the travelling status of Gypsies and Travellers. For example, an appeal decision regarding a site in Blythburgh, Suffolk, states that whilst the appellant had permanently

⁹ DCLG, *Planning Policy for Traveller Sites*, August 2015 and DCLG, *Draft Guidance to local housing authorities on the periodical review of housing needs (Caravans and Houseboats)* March 2016.

¹⁰ Appeal Ref: APP/J1915/W/16/3145267 Elmfield Stables, Thirty Acre Farm, Broadfield, Throcking, Hertfordshire SG9 9RD, 6 December 2016.

ceased to travel, he is nonetheless an ethnic Romany gypsy with protected characteristics under the Equality Act 2010¹¹.

- 2.15 Similarly, a local authority rejected a planning application as it determined that the household did not meet the PPTS 2015 definition. However, despite evidence that the family had reduced the extent to which they travel due to educational requirements, the Planning Inspector allowed the s78 appeal on the basis that they should be regarded as Gypsies for planning purposes¹². Also, in deciding whether to allow a S78 appeal for a site in West Kingsdown, Kent, the Planning Inspector acknowledged that the local authority included within its future calculations the accommodation needs (in terms of pitches) of 'cultural' Gypsies and Travellers¹³.
- 2.16 Importantly, much case law precedes the August 2015 definition. For example, the commonly cited *R v South Hams DC ex parte Gibb et al* judicial decision was undertaken in response to the now partly repealed Caravan Sites Act 1968. It is believed that there has not yet been any case law in relation to the updated definition. Also, it is increasingly recognised that defining Gypsies and Travellers in terms of employment status may contravene human rights legislation. For example, in 2003 the Welsh Assembly's Equality of Opportunity Committee noted the:

'...apparent obsession with finding ways to prove that an individual is not a 'Gypsy' for the purposes of the planning system. This approach is extremely unhelpful...and there can be no doubt that actual mobility at any given time is a poor indicator as to whether someone should be considered a Gypsy or a Traveller'¹⁴.

- 2.17 In September 2019 the Equality and Human Rights Commission published research into the impact of the PPTS 2015 definition on assessing accommodation needs¹⁵. The research examined a sample of 20 GTAAs undertaken since the August 2015 revised definition. The report found that there had been a 73% reduction in accommodation need in post-2015 GTAAs compared to pre-2015 GTAAs undertaken by the same local planning authorities.

¹¹ Appeal Ref: APP/J3530/A/14/2225118, Pine Lodge, Hazels Lane, Hinton, Blythburgh, Suffolk IP17 3RF 1 March 2016.

¹² Appeal Ref: APP/U2235/W/18/3198435 Ten Acre Farm, Love Lane, Headcorn TN27 9HL 9 May 2019.

¹³ Appeal Ref: APP/G2245/W/17/3170535 Land north-west of Eagles Farm, Crowhurst Lane, West Kingsdown, Kent TN15 6JE 27 November 2018.

¹⁴ Welsh Assembly 2003 cited in Johnson, Murdoch and Willers, *The Law Relating to Gypsies and Travellers*, no date).

¹⁵ Equality and Human Rights Commission, *Gypsy and Traveller sites: the revised planning definition's impact on assessing accommodation needs*, Research Report 128, September 2019 located at: https://www.equalityhumanrights.com/sites/default/files/190909_gypsy_and_traveller_sites_-_impact_of_the_revised_definition_-_final.pdf

2.18 Given the above, our approach is to use a methodology which provides first, an accommodation need figure based on ethnic identity; second, a figure based on the PPTS (August 2015) and a third which related to the work interpretation (where accommodation need only takes account of those who travel in a caravan for work purposes). Different GTAA's reach differing conclusions on which approach / definition to adopt and it is for local authorities to decide individually which approach to take for planning purposes. It is recommended that this be kept under review in the light of evolving appeal decisions and case law. This GTAA recommends adoption of the PPTS figure and that local authorities consider other options for meeting the needs of those who meet the ethnic definition such as a criteria-based policy. The work interpretation of need should be used as a form of reference and comparison with other authorities who use this approach.

*DCLG Review of housing needs for caravans and houseboats: draft guidance (March 2016)*¹⁶

2.19 The 2016 DCLG draft guidance to local housing authorities on the periodical review of housing needs for caravans and houseboats states that when considering the need for caravans and houseboats local authorities should include the needs of a variety of residents in differing circumstances, for example:

- Caravan and houseboat dwelling households:
 - who have no authorised site anywhere on which to reside
 - whose existing site accommodation is overcrowded¹⁷ or unsuitable, but who are unable to obtain larger or more suitable accommodation
 - who contain suppressed households who are unable to set up separate family units and
 - who are unable to access a place on an authorised site, or obtain or afford land to develop on.

- Bricks and mortar dwelling households:
 - Whose existing accommodation is overcrowded or unsuitable ('unsuitable' in this context can include unsuitability by virtue of a person's cultural preference not to live in bricks-and-mortar accommodation).

¹⁶ See <https://www.gov.uk/government/publications/review-of-housing-needs-for-caravans-and-houseboats-draft-guidance>

¹⁷ Overcrowding e.g. where family numbers have grown to the extent that there is now insufficient space for the family within its caravan accommodation and insufficient space on the pitch or site for a further caravan (DCLG 2007 p.25)

- 2.20 Importantly, in respect of this report, the draft guidance states that assessments should include, but are not limited to, Romany Gypsies, Irish and Scottish Travellers, New Travellers, and Travelling Showpeople.
- 2.21 The guidance recognises that the needs of those residing in caravans and houseboats may differ from the rest of the population because of:
- their nomadic or semi-nomadic pattern of life
 - their preference for caravan and houseboat-dwelling
 - movement between bricks-and-mortar housing and caravans or houseboats
 - their presence on unauthorised encampments or developments.
- 2.22 Also, it suggests that as mobility between areas may have implications for carrying out an assessment local authorities should consider:
- co-operating across boundaries both in carrying out assessments and delivering solutions
 - the timing of the accommodation needs assessment
 - different data sources.
- 2.23 Finally, the DCLG draft guidance (2016) states that, in relation to Travelling Showpeople, account should be taken of the need for storage and maintenance of equipment as well as accommodation, and that the transient nature of many Travelling Showpeople should be considered.

Housing and Planning Act 2016

- 2.24 The Housing and Planning Act, which gained Royal Assent on 12 May 2016, omits sections 225 and 226 of the Housing Act 2004, which previously identified 'gypsies and travellers' as requiring specific assessment for their accommodation needs when carrying out reviews of housing needs. Instead, the Act amends section 8 of the Housing Act 1985 governing the assessment of accommodation needs to include all people residing in or resorting to the study area in caravans or houseboats. However, for planning purposes, the DCLG Planning Policy for Traveller Sites (August 2015) still requires local authorities to identify the accommodation needs of Gypsies, Travellers and Travelling Showpeople who accord with the definition in Annex 1 of the PPTS.

Local Planning Policies

- 2.25 The following section summarises the planning policies of the GTAA constituent local authorities in relation to Gypsies, Travellers, and Travelling Showpeople. Strategic policies for the Greater Nottingham area are currently set out in the adopted Core Strategies for the Greater Nottingham authorities (Broxtowe Borough Council, Gedling

Borough Council, and Nottingham City Council). Collectively, these are referred to as the 'Aligned Core Strategies', as the policy framework within them is consistent, they are based on a common evidence base, collectively they meet the full objectively-assessed need for housing and other development, and they cover the same plan period. Erewash and Rushcliffe's Core Strategies were examined separately. The Core Strategies were all adopted in 2014. Ashfield District Council's existing planning policy is set out in the Ashfield Local Plan Review 2002, which contains a very broad policy in relation to traveller accommodation. This will be reviewed in the new emerging Local Plan for Ashfield.

- 2.26 Policy 9 in each Core Strategy is broadly similar, requiring a robust evidence base to identify sufficient sites and the deferral of site allocations (if needed) to subsequent development plans. Rushcliffe's Core Strategy directs new sites to two sustainable urban extensions at Fairham Pastures (Clifton) and Gamston, and contains additional protections within the countryside, beyond the Green Belt. In the case of speculative proposals, Policy 9 within all the Core Strategies sets out criteria that include the avoidance of Green Belt (unless in exceptional circumstances); proximity to local services; and protection of occupiers and local resident amenity.
- 2.27 The supporting text to Policy 9 also states that the assessment which informed the Core Strategy indicated that there is a requirement for a transit site somewhere within Nottinghamshire.

Aligned Core Strategies (Part 1 Development Plans)

- 2.28 Policy 9 of the Aligned Core Strategy (of Broxtowe Borough Council, Gedling Borough Council, and Nottingham City) is replicated in Erewash's Core Strategy:
1. Sufficient sites for Gypsy and Traveller, and Travelling Showpeople accommodation will be identified in line with a robust evidence base.
 2. The following criteria will be used to identify suitable Gypsy and Traveller and Travelling Showpeople sites and associated facilities. The criteria will also be used in the case of speculative proposals. Planning permission will be granted for the development of land as a Gypsy and Traveller caravan or Travelling Showpeople site where the following criteria are satisfied:
 - a) the site is not located in the Green Belt except in very special circumstances;
 - b) the site should be located within (or a reasonable travelling distance of) a settlement which offers local services and community facilities, including a primary school; and

- c) the site should enable development and subsequent use which would not have any unacceptable adverse impact on the amenities of the site's occupiers and occupiers of nearby properties or the appearance or character of the area in which it would be situated.

(Greater Nottingham Aligned Core Strategy 2014 p.88 and Erewash Borough Council 2014 Core Strategy p.42)

Ashfield District Council

2.29 'Saved' policy HG9 (Gypsy Caravan Sites and Sites for Travelling Showpeople) within the Ashfield Local Plan Review 2002 manages proposals for pitches within the district. It requires the establishment of need, access to services, protection of amenity, and avoidance of the Green Belt. It states that outside the Green Belt, proposals for Gypsy caravan sites and sites for Travelling Showpeople will be permitted where:

- a) the need for a site is established
- b) the site is reasonably accessible to community services and facilities,
- c) the site is located so as to minimise the potential for noise and other disturbance that may result from the use of the site for business activities
- d) the site does not adversely affect the visual amenities of the area, and
- e) adequate landscaping measures are included.

(Ashfield District Council 2002 Local Plan Review p.82)

2.30 The above policy will be reviewed in the new emerging Local Plan for Ashfield.

Rushcliffe Borough Council

2.31 Policy 9 of the Core Strategy 2014 states:

1. Sufficient sites for permanent Gypsy and Traveller caravan and Travelling Showpeople accommodation will be identified in line with a robust evidence base. The allocation of sites will be made in other Development Plan Documents in accordance with this evidence base.
2. As part of creating sustainable and mixed communities, where there is an identified need provision should be made within existing settlements or as part of Sustainable Urban Extensions.
3. Where an identified need cannot be met within existing settlements or through Sustainable Urban Extensions, the following criteria will be used to identify suitable Gypsy and Traveller caravan and Travelling Showpeople sites and associated facilities. The criteria will also be used in the case of speculative proposals. Planning permission will be granted for the development of land as a Gypsy and Traveller caravan or Travelling Showpeople site where all of the following criteria are satisfied:

- a) the site and its proposed use should not conflict with other policies relating to issues such as Green Belt, flood risk, contamination, landscape character, protection of the natural, built and historic environment or agricultural land quality;
 - b) the site should be located within reasonable travelling distance of a settlement which offers local services and community facilities, including a primary school;
 - c) the site should enable safe and convenient pedestrian and vehicle access to and from the public highway, and adequate space for vehicle parking, turning and servicing;
 - d) the site should be served, or be capable of being served, by adequate mains water and sewerage connections; and
 - e) the site should enable development and subsequent use which would not have any unacceptable adverse impact on the amenities of occupiers of nearby properties or the appearance or character of the area in which it would be situated.
4. In the countryside, any planning permission granted will restrict the construction of permanent built structures to small amenity blocks associated with each pitch and to small buildings for appropriate associated business use.
 5. Existing permanent provision will also be safeguarded from alternative development.

(Rushcliffe Local Plan Part 1: Core Strategy, Adopted December 2014, pp.68-69)

Local Plans Part 2

2.32 Since the adoption of Core Strategies, Broxtowe, Gedling, Nottingham City and Rushcliffe have progressed with Part 2 Local Plans. These identify non-strategic allocations and development management policies. Gedling Borough Council adopted their Local Plan Part 2 in July 2018, and Rushcliffe and Broxtowe Borough Councils adopted their plans in October 2019. Nottingham City Council adopted their plan in 2020. None have allocated additional permanent or transit pitches for Gypsies or Travellers, or plots for Travelling Showpeople. However, Policy LPD 38 within Gedling's Local Plan Part 2 and Policy 16 in Broxtowe's commit to identifying sites for 3 pitches and 2 pitches respectively.

Broxtowe Borough Council

2.33 Policy 16 of the Local Plan Part 2 (2019) ('Gypsies and Travellers') reiterates Policy 9 of the Local Plan Part 1 by stating that sites will be allocated in accordance with the evidence base.

Gedling Borough Council

- 2.34 Policy LPD 38 'Gypsy and Traveller Provision' of the Local Plan Part 2 states that a suitable site will be identified within the existing built up area to accommodate the requirement for three pitches for Gypsies and Travellers to ensure the identified need is met. It further states that notwithstanding the proactive approach to be taken to future provision, it may be that sites are promoted by the private sector. Any small-scale proposals for Gypsy and Traveller provision will be considered against Policy 9 of the Aligned Core Strategy as well as other relevant Local Plan policies. Policy 9 adopts a criteria-based approach which allows for planning permission to be granted where a number of criteria are satisfied. Sustainable locations within the urban area are more likely to be appropriate.

Nottingham City Council

- 2.35 Policy HO7 of the Local Plan Part 2 (2020) ('Gypsies and Travellers and Travelling Showpeople') refers to how the local authority will safeguard existing supply and meet future need:

Safeguarding Existing Supply:

1. Existing Gypsy and Traveller and Travelling Showpeople sites will be protected unless it can be demonstrated that they are no longer required or suitable alternative provision can be made.

Meeting Future Need:

2. The accommodation needs of Gypsies and Travellers and Travelling Showpeople will be met in the following ways:
 - a) On sites which have good access to the strategic road network and which meet the criteria of Core Strategy Policy 9; and
 - b) On appropriate small-scale infill and/or small-scale site extensions

Rushcliffe Borough Council

- 2.36 According to the Rushcliffe Local Plan Part 2 proposals for the accommodation of Gypsies, Travellers and Travelling Showpeople that are located within the countryside should comply with Local Plan Part 1: Core Strategy Policy 9. This policy prioritises the provision of such accommodation to within existing settlements or as part of Sustainable Urban Extensions. However, where this cannot be achieved, part 3 of Policy 9 would be applied. Part 4 of Policy 9 specifically restricts the construction of

permanent built structures in the countryside to small amenity blocks and other small buildings for appropriate associated business use.

Duty to cooperate and cross-border issues

- 2.37 The duty to cooperate was created in the Localism Act 2011. It places a legal duty on local planning authorities, county councils in England, and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation relating to strategic cross boundary matters. Also, the need for councils to cooperate reflects the characteristic that Gypsy and Traveller travelling patterns transcend local authority borders¹⁸.
- 2.38 Local authorities are required to work together to prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs for their areas. They should also consider the production of joint development plans to provide more flexibility in identifying sites, particularly if a local planning authority has specific development constraints across its area.
- 2.39 As part of this assessment consultation in relation to Gypsies, Travellers and Travelling Showpeople was undertaken with adjoining planning and housing authorities. The findings from the consultation are discussed in detail in Chapter 4.
- 2.40 Given the transient nature of Gypsies and Travellers it is important for the GTAA to consider Gypsy and Traveller accommodation need in neighbouring authorities. The following section discusses the results of GTAA's recently undertaken by both the Greater Nottingham Authorities (which have commissioned this assessment) and neighbouring or nearby local authorities specifically in relation to accommodation need and travelling patterns. Please note that the Derby, Derbyshire, Peak District National Park Authority and East Staffordshire GTAA is currently being updated and due to be published in 2021.

Ashfield GTAA October 2015

- 2.41 The GTAA was undertaken by the local authority and drew on both primary and secondary data including census data, face-to-face surveys with the Gypsy and Traveller community, information from planning applications, caravan counts, and workshops with service providers and representatives from the Traveller communities. It identified a need for 2 additional pitches for the period 2014 to 2029 (over and above the potential provision from a site for 8 pitches with extant planning permission at Park Lane, Kirkby in Ashfield). This outstanding accommodation need was met by planning approval for 2 pitches at Back Lane, Huthwaite granted in 2018, however, the Park

¹⁸ It should be noted that the government's white paper 'Planning for the Future' (August 2020) indicates that it intends to abolish the duty to cooperate.

Lane site remains undeveloped at the time of writing. The assessment did not identify any additional plot requirements for Travelling Showpeople for the period 2014 to 2029.

Bassetlaw GTAA 2019

- 2.42 The GTAA report, undertaken by *RRR Consultancy Ltd*, sets out Gypsy, Traveller and Travelling Showpeople accommodation needs for Bassetlaw District Council for the period 2019 to 2037. It found that there is a need for a further 40 pitches (based on PPTS 2015) over the period 2019-2037 in Bassetlaw, or 52 Gypsy and Traveller pitches (based on the ethnic identify definition). The main drivers of accommodation need are from family units on unauthorised developments requiring residential pitches in the area, new family formations, and family units in housing but with a psychological aversion to housed accommodation. However, the accommodation needs figures are contingent on land which previously operated as an authorised private site being brought back into use.

Derby, Derbyshire, Peak District National Park Authority and East Staffordshire GTAA 2015

- 2.43 The GTAA was undertaken by *RRR Consultancy Ltd* on behalf of behalf of thirteen partners, including Erewash Borough Council (one of this assessment's commissioning authorities) the Derbyshire Gypsy Liaison Group, and covered a wide geographical study area. The GTAA concluded that there is a need for 134 new permanent pitches and 13 plots in the study area over the 20-year period 2014-34. In relation to transit provision the GTAA recommended 4 emergency stopping places close to the main arterial routes, including the M1 and A52. However, the geographic extent in which such facilities should be provided covered a much wider area extending into Derbyshire (the GTAA is currently being updated).

Leicester City and Leicestershire GTAA 2017

- 2.44 For the period 2016-2023 the GTAA identifies a need of 21 additional pitches for households who meet the 2015 PPTS definition, 52 pitches for households whose status is unknown, and 60 pitches for households who do not meet the planning definition. In relation to Travelling Showpeople, the GTAA identifies a need of 59 additional plots for households who meet the 2015 PPTS definition, 14 plots for households whose status is unknown, and 8 plots for households who do not meet the planning definition. The GTAA also recommends transit provision of a minimum of 12 caravan spaces (or managed equivalent) in Leicester City, and a minimum of 36 caravan spaces (or managed equivalent) spread over 2-3 sites elsewhere in Leicestershire.

Mansfield GTAA 2017

- 2.45 The 2017 GTAA (undertaken by *RRR Consultancy*) quantified the accommodation and housing related support needs of Gypsies, Travellers, and Travelling Showpeople in terms of residential and transit sites, and bricks and mortar accommodation for the period 2017-2033. It found that a further 3 Gypsy and Traveller pitches, 0 Travelling Showpeople plots, and 1 transit/emergency stopping place is needed over the period 2017-2033 throughout the district. It estimated that any future accommodation need for the period 2017-2033 will consist of a new small family site or extensions to the sites required during the first 5-year period 2017-2022. This GTAA informed the Mansfield Local Plan and was accepted as robust and reliable during examination of the Plan.

Newark and Sherwood GTAA 2020

- 2.46 According to the GTAA there is a need for 118 pitches for households that met the PPTS 2015 planning definition; 21 pitches for households whose planning status is undetermined; and 30 pitches for households that do not meet the planning definition. The GTAA states that in relation to households not meeting the definition, the local authority should meet “housing needs through culturally appropriate housing.” (p.30). It found no current or future need for Travelling Showpeople plots. Due to historic low numbers of unauthorised encampments, and the existence of private transit pitches, the GTAA does not recommend that there is a need for a formal public transit site in Newark & Sherwood at the current time.

South Kesteven and Rutland GTAA 2016

- 2.47 The GTAA (undertaken by *RRR Consultancy*) assessed the accommodation needs of Gypsies, Travellers, and Travelling Showpeople for the period 2016-2036. It showed a need for a further 32 Gypsy and Traveller pitches and 9 Travelling Showpeople plots over twenty years in South Kesteven, and 13 Gypsy and Traveller pitches and 10 Travelling Showpeople plots in Rutland. The main drivers of need identified were from newly forming families on authorised sites, families living on unauthorised encampments, families living on unauthorised developments, overcrowding and psychological aversion of households living in bricks and mortar accommodation. As records showed low levels of unauthorised encampments within the study area, it was recommended that the local authorities consider the potential for negotiated stopping arrangements.

South Nottinghamshire GTAA 2016

- 2.48 The primary purpose of the GTAA was to establish the additional permanent pitch provision requirements of the Gypsy and Traveller population in the local authority areas of Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe

Borough. It covered the period 2014 to 2029 and informed the adopted and emerging Local Plan Part 2s. According to the GTAA there is a need for 11 additional pitches for the period 2014-2029 including 4 in Rushcliffe, 3 in Gedling, 2 in Broxtowe, and 2 in Nottingham. The GTAA did not cover transit need. In terms of Travelling Showpeople needs the GTAA concluded that the most appropriate planning approach was to respond to demand as it emerged. The results of the GTAA were used to inform Part 2 Local Plans, and led Gedling Borough Council's commitment to allocate a site to accommodate the requirement for three pitches.

Summary

- 2.49 DCLG Planning Policy for Traveller Sites (August 2015) emphasises the need for local authorities to use evidence to plan positively and manage development. The Housing and Planning Act 2016 amends section 8 of the Housing Act 1985 governing the assessment of accommodation needs to include all people residing in the study area in caravans or houseboats. However, for planning purposes, as noted above, the DCLG Planning Policy for Traveller Sites (August 2015) still requires local authorities to identify the accommodation needs of Gypsies, Travellers and Travelling Showpeople who accord with the definition in Annex 1 of the PPTS. This GTAA recommends adoption of the PPTS figure and use the Ethnic need as a reserve need level as it takes into account the accommodation need of all of the Gypsies and Travellers in the area. The work interpretation of need should be used as a form of reference and comparison with other authorities who use this approach.
- 2.50 Five of the six Greater Nottingham authorities have existing Aligned Core Strategies, setting out strategic policies to govern development in the area. Whilst tailored to each authority, these follow an aligned approach and those of Nottingham City, Gedling, and Broxtowe were jointly prepared and examined. Erewash and Rushcliffe's Core Strategies were examined separately. The Aligned Core Strategies were adopted between March and December 2014. Ashfield District Council's 'saved' policy HG9 manages proposals for pitches within the district.
- 2.51 Given the cross-boundary characteristic of Gypsy and Traveller accommodation issues, it is important to consider the findings of GTAAs produced by neighbouring local authorities. GTAAs recently undertaken by neighbouring local authorities indicate that there remains some Gypsy and Traveller accommodation need throughout the region, but none have suggested a need arising in their area should be met within Greater Nottingham (including Erewash).

3. Trends in the population levels

Introduction

- 3.1 This section examines population levels in the GTAA study area and population trends. The primary source of information for Gypsies and Travellers (including Travelling Showpeople) in England is the MHCLG Traveller Caravan Count. This was introduced in 1979 and places a duty on local authorities in England to undertake a twice-yearly count for the MHCLG on the number of Gypsy and Traveller caravans in their area. The count was intended to estimate the size of the Gypsy and Traveller population for whom provision was to be made and to monitor progress in meeting accommodation need.
- 3.2 Although the duty to provide sites was removed in 1994, the need for local authorities to conduct the count has remained. There are, however, several weaknesses with the reliability of the data. For example, across the country counting practices vary between local authorities, and the practice of carrying out the count on a single day ignores the fluctuating number and distribution of unauthorised encampments. Also, some authorities include Travelling Showpeople in the same figures as Gypsies and Travellers, whilst others distinguish between the different groups and do not include Travelling Showpeople.
- 3.3 Significantly, the count is only of caravans (tourer and static caravans) and so Gypsies and Travellers residing in bricks and mortar accommodation are excluded. It should also be noted that pitches / households often contain more than one caravan, typically two or three.
- 3.4 Despite concerns about accuracy, the count is a useful indicator because it provides the only national source of information about numbers and distribution of Gypsy and Traveller caravans. As such, it is useful for identifying trends in the Gypsy and Traveller population, if not determining absolute numbers.
- 3.5 The MHCLG Count includes data concerning Gypsies and Travellers sites¹⁹. It distinguishes between caravans on socially rented authorised, private authorised, and unauthorised pitches. Unauthorised sites and pitches are broken down as to whether they are tolerated or not tolerated. The analysis in this chapter includes data from January 2016 to January 2020.

¹⁹. Data regarding Travelling Showpeople is published separately by the MHCLG as 'experimental statistics'.

Population

- 3.6 The total Gypsy and Traveller population residing in the UK is unknown, with estimates for England ranging from 90,000 and 120,000²⁰ (1994) to 300,000²¹ (2006). There are uncertainties partly because of the number of different definitions that exist, but mainly because of an almost total lack of information about the numbers of Gypsies and Travellers now residing in bricks and mortar accommodation. Estimates produced for the MHCLG suggest that at least 50%²² of the overall Gypsy and Traveller population are now residing in permanent housing.
- 3.7 Local authorities in England provide a count of Gypsy and Traveller caravans in January and July each year for the MHCLG. The January 2020 Count (the most recent figures available) indicate a total of 22,710 caravans. Applying an assumed three person per caravan²³ multiplier would give a population of 68,130. It is important to note that there may be inconsistencies between local authorities (including those within the study area) in terms of how the Count is undertaken. For example, some Counts may only include caravans situated on authorised Gypsy and Traveller pitches, whilst others may include those situated on Showpeople yards or residential caravans occupied by non-Gypsies and Travellers.
- 3.8 Applying an assumed multiplier of three persons per caravan and doubling this to allow for the numbers of Gypsies and Travellers in housing²⁴, gives a total population of 136,260 for England. However, given the limitations of the data this figure can only be very approximate, and may be a significant underestimate.
- 3.9 According to Niner²⁵, there are three broad groupings of Gypsies and Travellers in England: traditional English (Romany) Gypsies, traditional Irish Travellers, and New Travellers. There are smaller numbers of other types of Gypsies and Travellers including Welsh Gypsies and Scottish Travellers. Romany Gypsies were first recorded in Britain around the year 1500, having migrated across Europe from an initial point of origin in Northern India. Also, in the early 1990s Roma started to arrive from the new EU countries, particularly the Czech Republic, Poland, Romania and Slovakia.

²⁰ J. P. Liegeois, (1994) *Romas, Gypsies and Travellers* Strasbourg: Council of Europe. This is equivalent to 0.15% to 0.21% of the total population.

²¹ Commission for Racial Equality, *Common Ground Equality, good race relations and sites for Gypsies and Irish Travellers - Report of a CRE inquiry in England and Wales*, (Summary), May 2006, pages 3-4.

²² DCLG, *Gypsy and Traveller Accommodation Needs Assessments*, October 2007 para.64

²³ Niner, Pat (2003), *Local Authority Gypsy/Traveller Sites in England*, ODPM.

²⁴ Ibid.

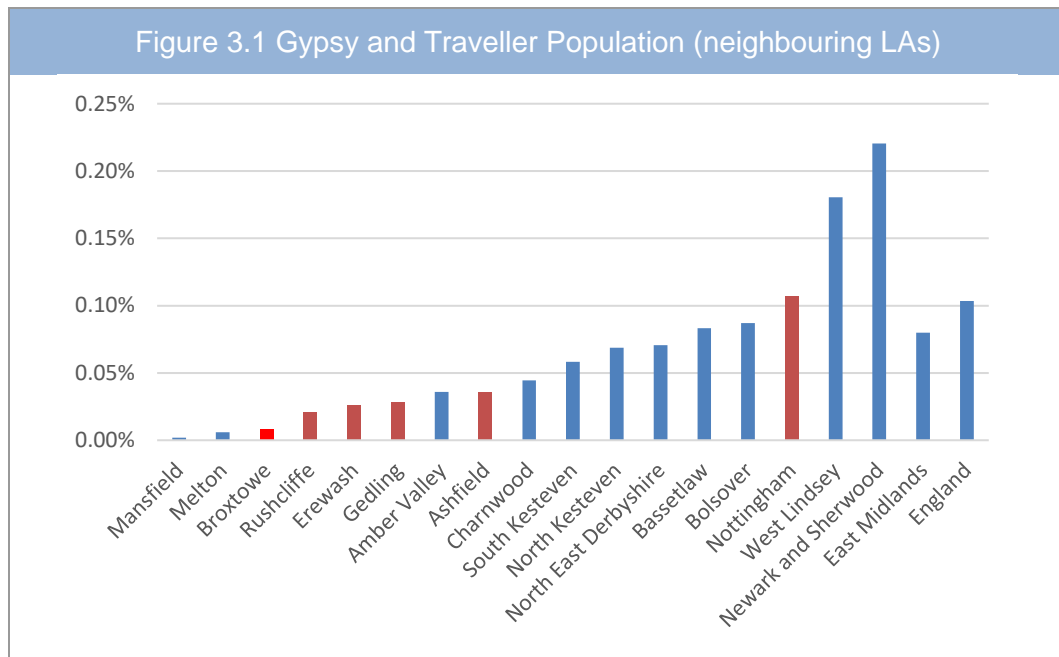
²⁵ Pat Niner *Counting Gypsies & Travellers: A Review of the Gypsy Caravan Count System*, ODPM, February 2004 located at <http://www.communities.gov.uk/documents/housing/pdf/158004.pdf>

- 3.10 Importantly, Romany Gypsies and Irish Travellers have been recognised by the courts to be two distinct ethnic groups, so have the full protection of the Equalities Act 2010. This means that they have the right to be free from racial harassment and discrimination. All public sector organisations have a positive duty under the law to eliminate racial discrimination and promote equality of opportunity, which includes Romany Gypsies and Irish Travellers.
- 3.11 For the first time, the national census undertaken in 2011 included the category of 'Gypsy or Irish Traveller' in the question regarding ethnic identity. Table 3.1 below shows total population and Gypsy and Traveller population per Nottinghamshire and Derbyshire local authority as derived from the 2011 Census. It shows that in 2011 there were 462 Gypsies and Travellers residing in the study area representing around 0.04% of the usual resident population.²⁶ This is below the average for England & Wales of 0.10%. The proportion of Gypsies and Travellers recorded in the study area local authorities varied widely with 0.01% of Broxtowe recorded as Gypsies or Travellers, 0.02% of Rushcliffe, 0.03% of Erewash and Gedling, 0.04% of Ashfield, and 0.11% of Nottingham City.
- 3.12 Figure 3.1 shows the Gypsy and Traveller population as a proportion of the total population for the study area local authorities in the context of neighbouring local authorities in the East Midlands. It shows 5 of the 6 study area local authorities have a population proportion lower in comparison to the England and Wales average of 0.10% and East Midlands average of 0.08%. The exception is Nottingham which has a proportion of 0.11%.

| Table 3.1 Gypsy and Traveller Population | | | |
|--|------------------|---------------|-------------|
| | Population (no.) | G&T Pop (no.) | G&T Pop (%) |
| Ashfield | 119,497 | 43 | 0.04% |
| Broxtowe | 109,487 | 9 | 0.01% |
| Erewash | 112,081 | 29 | 0.03% |
| Gedling | 113,543 | 32 | 0.03% |
| Nottingham | 305,680 | 326 | 0.11% |
| Rushcliffe | 111,129 | 23 | 0.02% |
| Total | 871,417 | 462 | 0.04% |

Source: Census 2011 cited by NOMIS 2020

²⁶ See ONS 2011 Census Table KS201EW Ethnic Group located at: <http://www.ons.gov.uk/>



Source: Census 2011 cited by NOMIS 2020

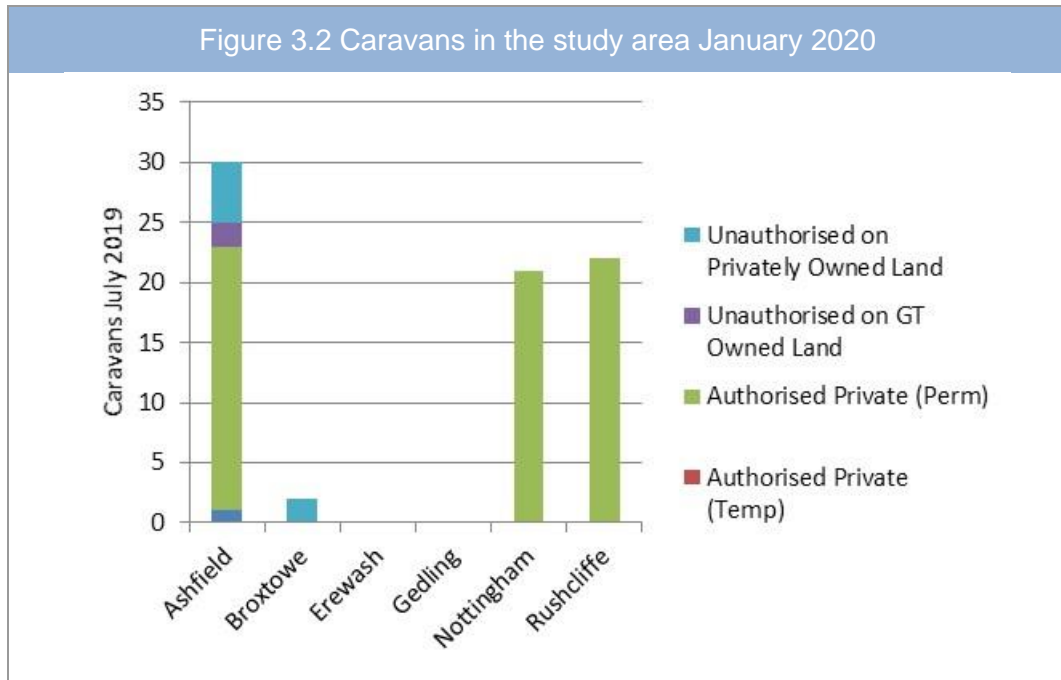
3.13 It is also possible to determine the Gypsy and Traveller population within the study area by tenure. Derived from 2011 Census data, Table 3.2 shows the tenure of 173 Gypsy and Traveller households. Equal proportions of households reside in the housing they own (35%) (compared with 38% in the East Midlands and 34% in England & Wales), or in private rented housing (35%) (compared with 29% in the East Midlands and 24% in England & Wales). A smaller proportion of households reside in social rented housing (29%) (compared with 33% in the East Midlands and 42% in England & Wales). This includes households residing both on sites and in bricks and mortar accommodation, but it is not possible to determine which are on sites and which are in bricks and mortar (the accommodation needs of Gypsy and Traveller households residing in bricks and mortar accommodation is discussed in Chapter 5).

| | Owned | | Social rented | | Private rented | | Total | |
|-------------------|-------|-----|---------------|-----|----------------|-----|--------|------|
| Ashfield | 10 | 43% | 8 | 35% | 5 | 22% | 23 | 100% |
| Broxtowe | 3 | 50% | 1 | 17% | 2 | 33% | 6 | 100% |
| Erewash | 10 | 67% | 3 | 20% | 2 | 13% | 15 | 100% |
| Gedling | 5 | 63% | 1 | 13% | 2 | 25% | 8 | 100% |
| Nottingham | 29 | 26% | 36 | 32% | 47 | 42% | 112 | 100% |
| Rushcliffe | 4 | 44% | 2 | 22% | 3 | 33% | 9 | 100% |
| Total | 61 | 35% | 51 | 29% | 61 | 35% | 173 | 100% |
| East Midlands | 438 | 38% | 382 | 33% | 334 | 29% | 1,154 | 100% |
| England and Wales | 6,912 | 34% | 8,567 | 42% | 4,983 | 24% | 20,462 | 100% |

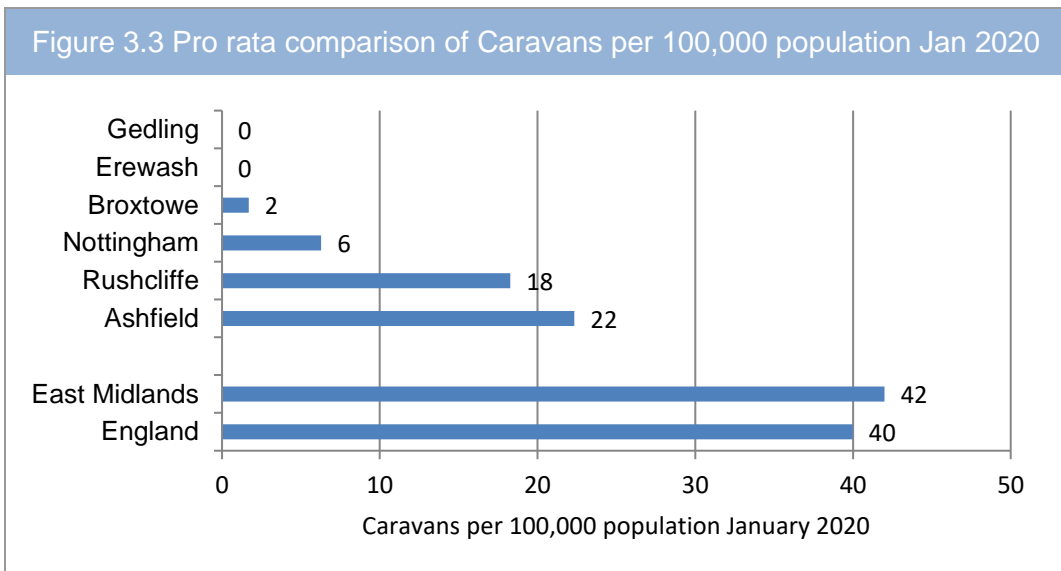
Source: Census 2011 cited by NOMIS 2020

3.14 Figure 3.2 below shows the study area councils' January 2020 Caravan Count. There is some variation in the number of caravans in each local authority with no caravans

recorded in Erewash and Gedling (due to no count having been undertaken). In contrast, 21 caravans were recorded in Nottingham City, 22 caravans in Rushcliffe, and 29 caravans in Ashfield (potentially including both Gypsy and Traveller and Showpeople’s caravans). The latter included 5 caravans at unauthorised sites on privately owned land and 2 caravans at unauthorised sites on land owned by Gypsies and Travellers.



Source: January 2020 MHCLG Traveller Caravan Count

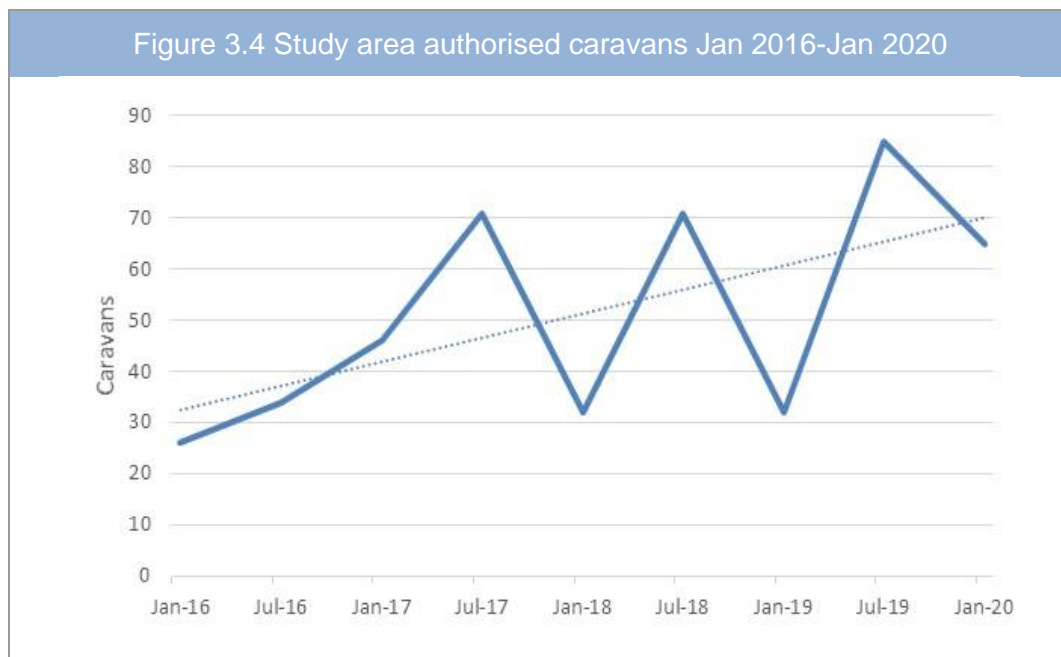


Source: January 2020 MHCLG Traveller Caravan Count

3.15 Figure 3.3 above shows that when the population is taken into account the density of caravans varies. As stated above, 2 of the 6 local authority areas did not record any caravans as part of the MHCLG January 2020 Traveller Caravan Count. In contrast,

Broxtowe recorded 2 caravans per 100,000 population compared with Nottingham City (6), Rushcliffe (18), and Ashfield (22). This compares to 42 caravans per 100,000 population in the East Midlands and 40 caravans per 100,000 population in England & Wales.

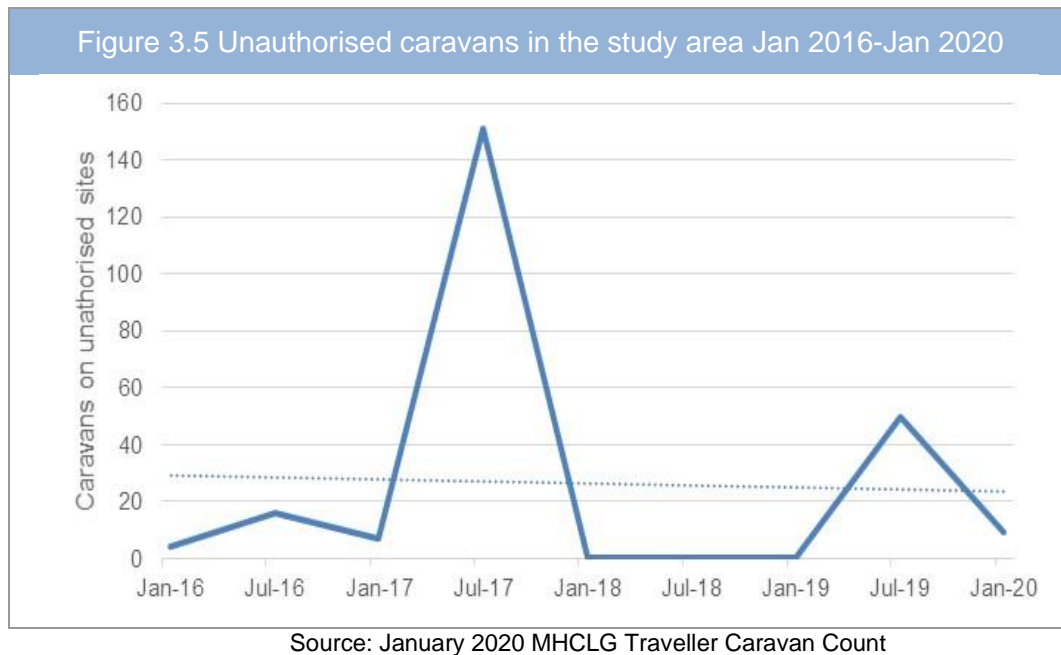
- 3.16 Figure 3.4 shows the total number of caravans in Ashfield, Nottingham City and Rushcliffe over the period January 2016 to January 2020. The Traveller Caravan Count recorded a total of 26 caravans located on authorised pitches in January 2016 compared to 65 caravans in January 2020. The dotted trend line shows that over the last 4 years there has been an increase in the number of authorised caravans.



Source: January 2020 MHCLG Traveller Caravan Count

Data on unauthorised sites

- 3.17 MHCLG data on unauthorised encampments (i.e. caravans residing temporarily on 'pitches' without planning permission) is of limited accuracy, although it may indicate general trends. Figure 3.5 shows a relatively small number of caravans recorded on unauthorised pitches in Nottingham City and Rushcliffe over the period January 2016 to January 2020. However, 151 unauthorised caravans were recorded in Rushcliffe in July 2017 (likely to have been related to an unauthorised encampment which took place north east of Bingham between 10-17 July 2017), and 50 caravans in July 2019 at caravan site. The dotted trend line shows that, on average, the number of caravans on unauthorised pitches has slightly decreased over the period January 2016 to January 2020.



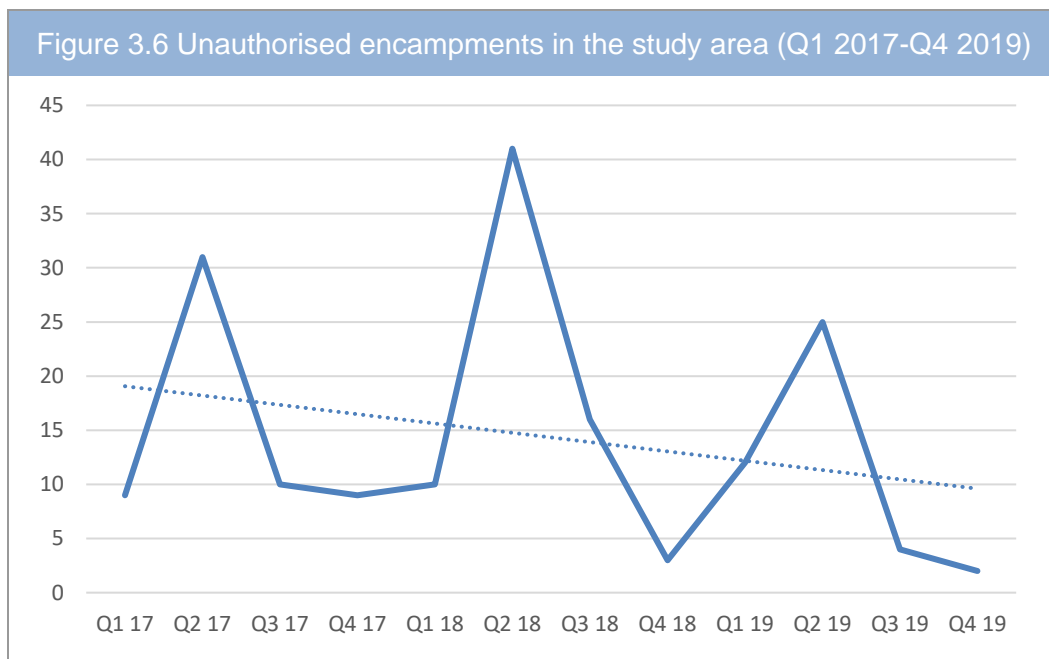
Local authority data on unauthorised encampments

- 3.18 As previously noted, the MHCLG data on unauthorised encampments (i.e. caravans residing temporarily on 'sites' without planning permission) is of limited accuracy, although it may indicate general trends. The study area local authorities keep more detailed records of unauthorised encampments. The records are inconsistent regarding the amount of detail they record (Nottingham City and Rushcliffe keep the most detailed records), and they are recorded over different periods. Nonetheless, they are useful in determining key factors regarding unauthorised encampments in the study area. Table 3.3 shows a total of 210 unauthorised encampments took place in the study area during the period Q1 2014 to Q1 2020 with most taking place in Nottingham City (67), Ashfield (61), and Rushcliffe (42).
- 3.19 Figure 3.6 shows the number of unauthorised encampments in the study area for the 3-year period Q1 2017 to Q4 2019. During the period there were 173 unauthorised encampments recorded equating to an average of 14 encampments per quarter. However, the number of unauthorised encampments per quarter varied widely ranging from only 2 in Q4 2019, to 41 in Q2 2018. The dotted trend line shows that the number of unauthorised encampments has gradually declined over the 3-year period. Most unauthorised encampments recorded during the 3-year period took place in Nottingham City (38%), Rushcliffe (23%), or Ashfield (21%).
- 3.20 On average, 9.6 vehicles were involved in each unauthorised encampment although over two fifths (42.9%) involved between 1 and 5 vehicles, and over a third (34.1%) between 6 and 10 vehicles. Cumulatively, over four fifths (85.4%) of unauthorised encampments recorded in the study area involved between 1 and 12 vehicles.

3.21 The unauthorised encampments took place in a wide variety of locations throughout the study area local authorities although those most commonly cited included laybys, parks, playing fields, recreation grounds and other types of open spaces.

| Table 3.3 Study area local authorities UE data | | | |
|--|---------|---------|-----|
| | From | To | No. |
| Ashfield | Q1 2014 | Q3 2018 | 61 |
| Broxtowe | Q1 2017 | Q4 2019 | 20 |
| Erewash | Q4 2015 | Q4 2017 | 13 |
| Gedling | Q1 2018 | Q1 2020 | 7 |
| Nottingham | Q4 2016 | Q3 2019 | 67 |
| Rushcliffe | Q4 2016 | Q4 2019 | 42 |
| Total | | | 210 |

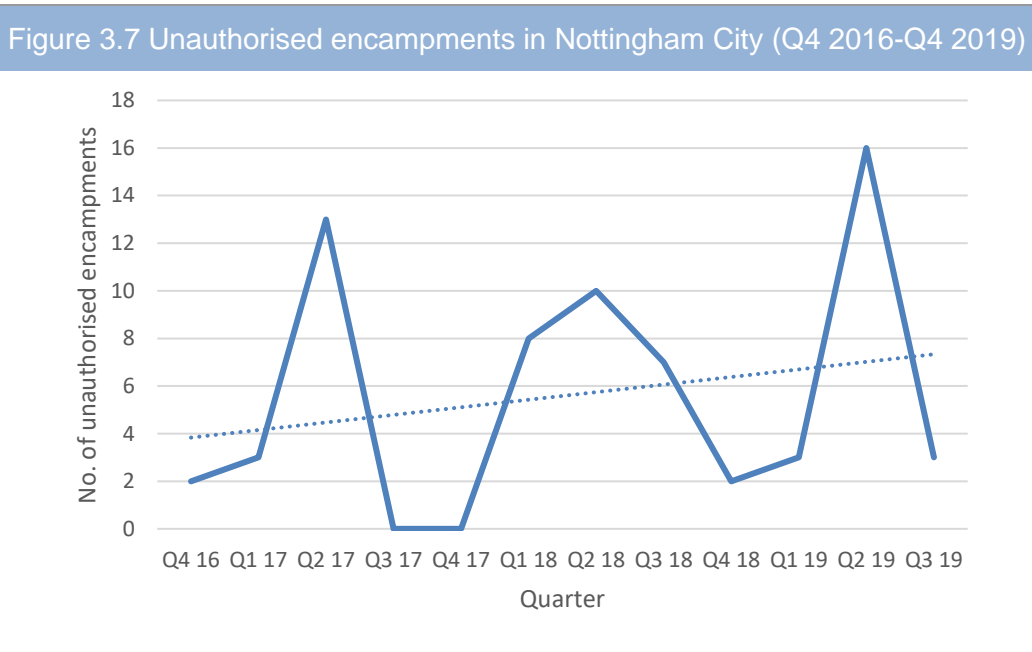
Source: Study area local authorities 2020



Source: Study area local authorities 2020

3.22 As stated above, Nottinghamshire Police recorded 67 unauthorised encampments taking place in the city of Nottingham during the period Q4 2016 to Q3 2019. In contrast to the study area as a whole, on average, the number of unauthorised encampments in Nottingham increased over the 3-year period (Figure 3.7). Unauthorised encampments in Nottingham were more likely to take place during summer months. On average, each unauthorised encampment consisted of 15 caravans and vehicles although the largest encampment which took place during July 2019 at Hempshill Vale consisted of 91 caravans and vehicles. Two thirds (66%) of unauthorised encampments in Nottingham consisted of 15 or fewer caravans and vehicles. The Nottinghamshire Police statistics also record the outcomes of police intervention: in

almost half (48%) of cases a 'notice of possession' was served; in over a quarter (28%) of cases an 'order of possession' was issued; and in just over a tenth (12%) of cases a High Court writ was served. However, in over half (55%) of all unauthorised encampment cases the occupants eventually moved of their own volition.



Permanent Gypsy and Traveller pitches within the study area

- 3.23 As Table 3.4 shows, in September 2020 there were a total of 10 Gypsy and Traveller sites containing 36 pitches consisting of 7 sites with 33 authorised pitches; 1 unauthorised development site / pitch; 1 site consisting of 1 authorised pitch which is vacant; and 1 site consisting of 1 pitch with temporary planning permission. There are no known Gypsy and Traveller sites in Broxtowe, Erewash or Gedling. The known sites are in Ashfield, Nottingham City and Rushcliffe.
- 3.24 There is one authorised site in Ashfield consisting of 4 permanent pitches. The sites are occupied by an extended family. There is a vacant pitch in the area at a different site. A further 3 sites in Ashfield have existing authorised used for Travellers which total 14 pitches. However, based on site visits and local authority data, these sites are no longer available to Gypsies and Travellers due to either being sold or are no longer occupied by Gypsy and Traveller households. As such, they have not been included in the pitch supply or need calculations.
- 3.25 There are two sites with planning permission for Gypsies and Travellers in Nottingham City, and one known unauthorised development. The two permanent sites are mainly occupied by extended family members. The unauthorised development is occupied by a family with strong links to the local area. The unauthorised site has planning

permission for storage, although the family would like planning permission for residency.

- 3.26 There is also a site in Nottingham City which has planning permission as a caravan site rather than a Gypsy and Traveller site. This site is owned and managed by a Gypsy and Traveller family who reside in an adjoining house. The site is mixed-use with planning permission for 25 caravans. Whilst the site has not been included in the pitch supply calculations, the accommodation needs of Gypsy and Traveller households residing on the site have been considered.
- 3.27 In Rushcliffe, there are 4 sites with 16 pitches with permanent planning permission, and 1 site containing 1 pitch with temporary planning permission.

Table 3.4 Gypsy and Traveller sites and pitches per authority

| | Sites | Pitches | UD sites | UD pitches | Temp sites | Temp pitches | Vacant sites | Vacant pitches |
|------------|-------|---------|----------|------------|------------|--------------|--------------|----------------|
| Ashfield | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 |
| Broxtowe | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Erewash | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gedling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nottingham | 2 | 15 | 1 | 1 | 0 | 0 | 0 | 0 |
| Rushcliffe | 4 | 16 | 0 | 0 | 1 | 1 | 0 | 0 |
| Total | 7 | 35 | 1 | 1 | 1 | 1 | 1 | 1 |

Source: Study area local authorities

Travelling Showpeople

- 3.28 Data from planning permissions is also available in the study area showing provision for Travelling Showpeople. The cultural practice of Travelling Showpeople is to live on a plot in a yard in static caravans or mobile homes, along with smaller caravans used for travelling or inhabited by other family members (for example, adolescent children). Their equipment (including rides, kiosks and stalls) is usually kept on the same plot. There are no known yards in Broxtowe, Erewash or Rushcliffe. The known yards are located in Ashfield, Gedling and Nottingham City.
- 3.29 There are 2 yards in Ashfield with 12 occupied plots with planning permission. A further 6 plots have existing authorised use on 2 yards. However, they are no longer available for accommodation: 1 plot is used for storage and 3 plots have been converted into 2 plots due to the need for additional space for storage and accommodation by the occupants of the plots. One yard with planning permission for 4 plots is no longer used for accommodation, but for storage until the yard is sold (also identified for redevelopment in the area).
- 3.30 Gedling and Nottingham City are the other two study area authorities with known yards. However, none of the yards have permanent planning status. There is one family yard

in Gedling with 4 plots, and in Nottingham City there is one yard consisting of 3 plots with temporary planning permission, and 3 yards with 6 plots listed as unauthorised developments. The occupants have permission to reside on the land, but the yards do not have planning permission to be used as such. All 10 unauthorised plots are without the benefit of planning permission, but it is understood the yards have been in use for many years and, as such, may be an established use and therefore exempt from enforcement action.

- 3.31 It should be borne in mind that the amount of land needed for a Travelling Showpeople plot is greater than that for Gypsy and Traveller pitches because of the mixed use of the plots. For clarity, we refer to Travelling Showpeople 'plots' rather than 'pitches', and 'yards' rather than 'sites' to recognise the differences in design.

| Table 3.5 Travelling Showpeople yards and plots per authority | | | | | | |
|---|-------|-------|----------|----------|------------|------------|
| | Yards | Plots | UD yards | UD plots | Temp yards | Temp plots |
| Ashfield | 2 | 12 | 0 | 0 | 0 | 0 |
| Broxtowe | 0 | 0 | 0 | 0 | 0 | 0 |
| Erewash | 0 | 0 | 0 | 0 | 0 | 0 |
| Gedling | 0 | 0 | 1 | 4 | 0 | 0 |
| Nottingham | 0 | 0 | 3 | 6 | 1 | 3 |
| Rushcliffe | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 12 | 4 | 10 | 1 | 3 |

Source: GTAA 2021

Boat Dwellers

- 3.32 In relation to boat dwellers, they are primarily along the navigable waterways of the River Trent, River Soar, River Derwent and the Trent and Mersey Canals. There are approximately over 600 residential moorings and approximately 700 leisure moorings on local marinas and boat yards across the study area (primarily in Broxtowe, Erewash, Nottingham City and Rushcliffe). There are also an unconfirmed number of boats moored at the bottom of private houses although there is no data to determine whether any are used as residential accommodation. Marinas and yards are either privately owned and managed or by the Canal and River Trust (CRT). The private boat yards and marinas have provision for residential boat dwellers and leisure cruisers as well as space for the storage and maintenance of boats. The CRT manage 3 permanent mooring locations within the study area consisting of approximately 70 moorings. They also manage transit moorings across the study area.

Summary

- 3.33 The 2011 Census suggests there were 462 Gypsies and Travellers residing in the study area representing about 0.04% of the total population compared to 0.08% in the East Midlands and 0.10% in England & Wales. The 2011 Census records a total of 173

Gypsy and Traveller households residing within the study area of which an equal proportion were residing in private rented accommodation and properties that they own.

- 3.34 The MHCLG January 2020 Count shows there were 65 Gypsy and Traveller caravans located in the study area. In relation to density Broxtowe recorded 2 caravans per 100,000 population compared with Nottingham City (6), Rushcliffe (18), and Ashfield (22) (potentially including both Gypsy and Traveller and Showpeople caravans). This compares to 42 caravans per 100,000 population in the East Midlands and 40 caravans per 100,000 population in England. The total number of caravans recorded on authorised pitches increased over the 4-year period with 65 caravans recorded in January 2020 compared to 26 in January 2016.
- 3.35 MHCLG data has recorded relatively few unauthorised encampments within the study area over the period January 2016 to January 2020, although an encampment of 151 caravans in Rushcliffe was recorded in July 2017. In contrast, local authority data shows 210 unauthorised encampments taking place in the study area during the period Q1 2014 to Q1 2020 with most taking place in Nottingham City (67), Ashfield (61), and Rushcliffe (42).
- 3.36 During the latest 3-year period Q1 2017 to Q4 2019 there were 173 unauthorised encampments recorded equating to an average of 14 encampments per quarter. On average, the number of unauthorised encampments has gradually declined over the 3-year period. Over four fifths (85.4%) of unauthorised encampments recorded in the study area involved between 1 and 12 vehicles. In relation to Nottingham City, the police record the outcomes of police intervention: in almost half (48%) of cases a 'notice of possession' was served; in over a quarter (28%) of cases an 'order of possession' was issued; and in just over a tenth (12%) of cases a High Court writ was served. However, in over half (55%) of all unauthorised encampment cases the occupants moved of their own volition.

4. Stakeholder consultation

Introduction

- 4.1 This chapter focuses solely on consultation with stakeholders (service providers). It does not include data gleaned from consultation with Gypsies, Travellers, Showpeople or boat dwellers. It was conducted between March and November 2020. It provides in-depth qualitative insight into the accommodation needs of Gypsies, Travellers, Travelling Showpeople and boat dwellers. The aim of this section of the assessment was to consider the views of service providers regarding accommodation needs within the study area.
- 4.2 Due to Covid-19 restrictions the consultation took the form of an online survey and telephone consultation. In recognition that Gypsies, Travellers, Travelling Showpeople and boat dwellers issues transcend geographical boundaries and the duty to cooperate in addressing their accommodation needs, consultation was undertaken with officers from within the study area and from neighbouring authorities.
- 4.3 The key stakeholders involved in the consultation included stakeholders from the Greater Nottingham local authorities and neighbouring authorities including Mansfield, Newark, Bassetlaw, South Kesteven, Amber Valley, Bolsover, Derby, South Derbyshire and county representatives from Lincolnshire, Leicestershire, Derbyshire and Nottinghamshire. The local authorities and agencies consulted included:
- Local authority and local statutory agency representatives from within the study area and neighbouring authorities (including officers for planning and planning policy, housing, enforcement, education, health services, and the police).
 - Local waterways authorities including the Canal and River Trust (CRT).
 - Local and national representative agencies including the National Federation of Gypsy Liaison Groups, the Showmen's Guild of Great Britain, and the National Bargee Travellers Association (NBTA).
- 4.4 Themes discussed through the consultation included: the need for additional accommodation and facilities; travelling patterns; the availability of land; accessing services; and work taking place to meet the needs of the different community groups.
- 4.5 This chapter presents brief summaries of the consultation with stakeholders and highlights the main points that were raised. It presents the perspectives of service providers regarding the Gypsies, Travellers, Travelling Showpeople and boat dweller communities. Their perspectives are presented in the following three chapters, which focus on the consultation carried out with members of these communities within the

assessment area. These will qualify any perceptions of the issues raised by stakeholders and quantify any need for additional provision for permanent, and transit provision on sites and yards.

Accommodation

- 4.6 Stakeholders recognised that there is a long history of Gypsies and Travellers residing in the assessment area. Stakeholders were asked about the main issues facing Gypsies, Travellers, Travelling Showpeople and boat dwellers in the local area. It was agreed by the majority of stakeholders that there is a need for more permanent sites, yards and moorings and for transit provision. There is a lack of identified land to enable families to develop sites/yards as well as an absence of publicly managed sites for households unable to develop sites. It was noted that there is no provision of publicly managed transit provision or temporary stopping places for Gypsy and Traveller families passing through the area.
- 4.7 The difference between the accommodation needs of Gypsies and Travellers, and Travelling Showpeople, was noted. For example, Travelling Showpeople have need for more space to accommodate work equipment compared with Gypsies and Travellers. Also, Gypsies and Travellers tend to use different caravans for different uses e.g. one caravan as living quarters and a second for sleeping. Travelling Showpeople tend to use a large mobile trailer for all. These differences may impact on the assessment of accommodation needs including the identification and allocation of suitable land if a need is established.
- 4.8 Other issues mentioned by stakeholders included the failure of local authorities (within the assessment area and other authorities) to provide a sufficient amount of permanent or transit provision; inflexible planning policies which prevent Gypsy and Traveller and Showpeople households from gaining planning permission for new sites; GTAAs which underestimate accommodation need; political and public opposition and finding appropriate locations for new sites/yards, which are both sustainably located and acceptable to decision makers. Some argued that there should be more flexible planning criteria to allow for the development of sites beyond settlement boundaries and questioned other location and environmental factors, including the extent that flood risk and Green Belt play a part in hindering the development of sites and yards.
- 4.8 Stakeholders generally agreed that there is currently a lack of provision within the study area. In particular, there is a lack of appropriate and affordable Gypsy and Traveller sites and Travelling Showpeople plots. Stakeholders cited recent GTAAs as identifying accommodation need for Gypsies and Travellers only.
- 4.9 In relation to boat dwellers, stakeholders commented on how despite the number of moorings at local marinas and boat yards, including some with vacancies, there is still

a high level of boaters mooring elsewhere and needing to constantly cruise the waterways. Some do this out of choice, whilst others do this due to not being able to afford the mooring fees or due to a lack of appropriate moorings. It was noted that some local waterways are in poor condition and overgrown banks prevent boats mooring safely. Stakeholders commented on the significant increase over recent years in the number boat dwellers residing in the study area. They commented on how people are increasingly using boats as an alternative to bricks and mortar accommodation. This is leading to a decreasing supply in available moorings whilst increasing pressure on waterways services.

- 4.10 Stakeholders commented on legislation and conditions being applied to boat dwellers. They referenced The British Waterways Act 1995, which introduced a requirement that a vessel (boat) used as the occupant's home, must either (a) have a long term 'home' mooring (a permanent authorised mooring), or (b) be used for navigation throughout the period of the licence. In the case of the former, the location of a permanent residential mooring requires planning permission, with no limits as to length of stay and subject to the relevant national and local planning policy. In relation to the latter, the boat must not be moored continuously in any one place for more than 14 days or such longer period as is reasonable in the circumstances and should be moored at an approved location. One stakeholder stated that they agreed with the 14-day condition although it should be more flexible. However, it was suggested that the lack of affordable moorings in the study area meant that some boats have to continuously travel.
- 4.11 It was noted that since 2015 the CRT refuse to re-license boats which "do not move far enough or often enough" to meet its 'Guidance for Boaters' and are not on a permanent mooring. The NBTAs regard this position as unlawful and are challenging it. This is because the legislation makes no reference to travelling a minimum distance when leaving a mooring and there is a lack of available and affordable permanent moorings in the study area. Also, the NBTAs suggest that the rule adversely impacts on boat dwellers, particularly those who might not be able to travel due to the poor condition of the boat, due to financial restraints, or because they have physical or mental health issues.
- 4.12 The main driver of accommodation need in relation to the Gypsies, Traveller and Travelling Showpeople communities was determined as new family formation which is putting pressure on existing sites and yards. One of the main issues relates to the need for expanding families to remain residing on existing sites. Stakeholders stated that there is a need for some sites to be extended to enable families to remain living within their community. Also, that current provision does not meet the needs of the different groups and in certain districts the number of pitches available is inadequate.

- 4.13 In contrast, according to stakeholders family growth is not an issue leading to the need for additional moorings. Also, it was noted that boat dwellers tend to consist of adult households without children and there is not yet a tradition of boat dwelling becoming generational i.e. children may not continue boat dwelling due to cultural or identity factors.
- 4.14 Stakeholders suggested that any new permanent provision for Gypsies, Travellers, Travelling Showpeople and boat dwellers should be located within or close to settlements where there is access to healthcare and education facilities. This could include expanding existing provision or new provision in sustainable locations adjacent to urban settlements. Also, sites or yards should be located close to existing traveller families to meet need arising from new family formations. It was noted that previous studies and discussions with Gypsies, Travellers, Travelling Showpeople and boat dwellers households indicated that a key requirement includes good access to the national road network and to facilities. However, it was stated that whilst households might prefer to reside close to built-up areas with facilities, they appreciate being detached in order to minimise possible conflict with the settled community.
- 4.15 A key barrier to delivering new sites and yards cited by stakeholders was lack of suitable, affordable land within the study area and beyond. Sites and yards that do come forward can be highly constrained. It was suggested that sites and yards that are appropriate for Traveller use are often marketed for conventional housing. Landowners want to deliver conventional housing rather than selling to Travellers as there is more profit to be made.
- 4.16 In relation to identifying and bringing forward new sites and yards it was stated that landowners often do not want to upset the local community who are often opposed to Traveller sites /yards. According to stakeholders calls for sites and yards undertaken by local authorities have a tendency to result in no sites being promoted for Gypsies, Travellers or Travelling Showpeople. It was noted that there may be public opposition to new sites as the settled community tend to support the development of conventional housing over the use of a site or yard by travellers. There remains to be a lot of stigma attached to Travellers although some families have lived in the locations longer than the settled community.
- 4.17 It was suggested that local authorities do not always prioritise the development of new sites / yards. Locations for new provision are dependent on land availability. It was recognised that Green Belt boundaries drawn tightly around built-up areas limit options for allocating land for sites/yards in accordance with government policy. Previous calls for sites (and yards) had led to limited responses which further constrains choices around the distribution of future provision. New sites and yards have locational needs similar to bricks and mortar accommodation such as good access to services and

community facilities such as schools, GP surgeries etc. Good access to the strategic road network is also important.

Transit provision and travelling patterns

- 4.18 Stakeholders did not regard there being a need for transit provision within the assessment area to accommodate Travelling Showpeople, although transit provision to accommodate Gypsies and Travellers, and boat dwellers (particularly constant cruisers and those without a mooring) was regarded as very important.
- 4.19 In relation to boat dwellers, the Canal & River Trust (CRT) provide numerous transient moorings along the waterways. These allow boat dwellers and leisure cruisers to moor for up to two weeks at one location. This was regarded as meeting the needs of leisure cruisers but not households who permanently reside on boats and are without a permanent mooring.
- 4.20 The main reasons stated by stakeholders for unauthorised encampments by Gypsies and Travellers taking place in the area included: a lack of available permanent pitches; households temporarily moving through the study area; and due to the desire to educate children in the cultural traditions of Gypsies and Travellers. There was a mixed response as to the level of impact that the PPTS August 2015 definition has had on the travelling patterns of Gypsies and Travellers. This varied from no change to a significant increase. It was suggested that PPTS 2015 had led to more households on unauthorised encampments wanting to become visible in order to prove they are travelling.
- 4.21 Stakeholders stated that the main barriers to new transit provision are similar to those of permanent provision including lack of suitable sites; opposition from the settled community to new sites; cost of development and management of sites and whether they would be used sufficiently and address the unauthorised encampments in any given area. It was suggested that Green Belt policy constrains potential provision in locations outside of the Nottingham Urban area. All areas beyond urban boundaries in Broxtowe, Erewash and Gedling are located in the Green Belt. Rushcliffe and Ashfield have large tracts of Green belt although this does not cover the whole of their rural areas.
- 4.22 Another key factor raised by stakeholders was a lack of a coordinated approach between authorities. Stakeholders commented on how some authorities take a more negative action such as implementing injunction orders rather than seeking to positively address the issue and explore potential solutions. Other reasons for a lack of transit provision included: lack of available and/or suitable locations; lack of understanding regarding the type of transit provision required; constraints due to the Green Belt; political sensitivity to new sites; and lack of financial viability. Some

stakeholders from across the study area and from neighbouring authorities commented on how a negotiated stopping approach could be the more effective and less complex way forward in addressing unauthorised encampments and in meeting the needs of transient travellers. They commented on how this approach does not require set locations, development of physical sites nor public or political approval of a site, but the agreement between key agencies in the form of a policy, followed by agreement of the transient household(s) as and when they temporarily stop in the area.

Relationship between Travellers communities and the settled community

- 4.23 According to stakeholders, there can be tensions between the different traveller groups and the settled community. Planning applications for new sites and yards tend to attract opposition from the settled community. This may occur even when the traveller communities have a long history of residing in local areas. Opposition from local people means it can be difficult to identify suitable sites or yards. However, such opposition may depend on the size and location, and in some areas, there is acceptance of cultural differences and mutual respect. Some stakeholders commented on how travellers on long-standing family sites frequently have a good relationship with the settled community. However, the relationship can be more antagonistic in relation to unauthorised encampments and larger sites.
- 4.24 Stakeholders stated that it is important to recognise that there can be differences between different Gypsy and Traveller households. It was suggested that in comparison to Gypsies and Travellers, there is less conflict between the settled community, boat dwellers, and Travelling Showpeople (although there can be issues regarding the maintenance of outdoor machinery).
- 4.25 In relation to improving the relationship between Gypsies, Travellers, Travelling Showpeople, boat dwellers and the settled community, it was suggested that there needs to be a better understanding of cultural differences between the communities. This could be achieved by employing community development officers, undertaking education and awareness sessions or cultural events, or neighbourhood plan consultation to encourage involvement of the Gypsy, Traveller, Travelling Showpeople and boat dweller communities. One stakeholder stated that ensuring permanent and transit provision in suitable locations would be the best way of alleviating negative issues between the communities. This would have the effect of reducing unauthorised encampments whilst better access to services and facilities would help integrate the Gypsy, Traveller and settled communities.
- 4.26 Stakeholders stated that the relationship between Gypsies and Travellers and the settled community can be difficult. They commented on a general mistrust on both sides. It was suggested that not only can there be differences between Gypsies and Travellers and the settled community, but also differences between different Gypsy and Travellers groups or families, which can also be linked to mistrust and also

historical family divisions. Another stakeholder described the relationship between Gypsies, Travellers and the settled community as 'fraught'. However, once site occupants are known by the local community there is less tension although larger sites may cause problems.

- 4.27 Calls for land for Gypsy and Traveller sites can lead to opposition from the settled community who may not want new sites located nearby. As such, it was noted that the level of integration between Gypsies, Travellers, and the settled community could be improved. In contrast, the relationship between Travelling Showpeople and the settled community tends to be better.
- 4.28 In response, it was suggested that there needs to be better community cohesion and a more inclusive approach to the Gypsy, Traveller, Travelling Showpeople and boat dweller communities. This could include raising awareness of the different cultures through education which would help dispel myths about the communities. It is particularly important for young people to have a better understanding of the Gypsy and Traveller community. More positive representation of the communities in the media should be encouraged. Also, it is important for the settled community to understand why there may be need for more sites, yards and moorings.
- 4.29 Better relations may be formed when settled communities have more positive experiences of existing sites. As such, examples of new sites which have been successfully developed with little or no negative impact on local communities could help displace local fears and misconceptions. Also, joint community events with members from both the settled, and Traveller communities may be useful in encouraging integration.
- 4.30 Stakeholders discussed the importance of both public and service providers having a better understanding and awareness of the Gypsy and Traveller culture. According to stakeholders, planning applications for new Gypsy and Traveller sites or extensions to existing sites can attract negative comments from the settled community. A more proactive and positive attitude towards planning applications for Gypsy and Traveller sites needs to be encouraged. Whilst it was acknowledged that local authorities are not to allow racist or discriminatory comments, and must withdraw any that are presented, some stakeholders commented on how this would include not allowing racist or discriminatory comments in relation to planning applications for new sites or extensions to existing sites. There needs to be more work to help bridge the gap between the different communities. Stakeholders also emphasised the need for more community cohesion events, to continue raising awareness and education workshops around the Gypsy and Traveller community, and more positive media representations of the community.

Health and education needs

- 4.31 Stakeholders were asked if they were aware of any health, education or other service needs amongst the Gypsy, Traveller, Travelling Showpeople and boat dweller communities. Some stakeholders were not aware of any specific issues, although it was suggested that the Gypsy and Traveller community have poor health and educational outcomes when compared to the settled community. Stakeholders working in the health, education or housing sectors spoke about the need to encourage Gypsy and Traveller households to access services.
- 4.32 No longer employing a Gypsy Traveller Liaison Officer across Nottinghamshire means that there is less help for the Gypsy and Traveller community to access health and education services. Some spoke of how health and educational inequality are important issues for the Gypsy and Traveller community in general. There is a need to ensure that new sites or yards are accessible to health services including primary care.
- 4.33 It was noted that Gypsy and Traveller households residing in bricks and mortar accommodation were more likely to access health and education services compared with families residing on sites. In particular, transiting households are less likely to access services.

Cooperation and joint working

- 4.34 Stakeholders were asked whether local authorities and agencies cooperate well on Gypsy, Traveller, Travelling Showpeople and boat dweller issues. It was suggested that there could be better cooperation between local authorities to meet transit needs although this could include developing a negotiated stopping places policy rather than new site provision. Some stakeholders emphasised how the transit issue is one which would benefit from a more coordinated approach. Some argued that there was a need for a more cross-boundary approach, and not just on a single authority basis or on a county-wide approach to addressing transit need. Another stated that there has been increased collaboration on this issue over recent years, particularly in relation to unauthorised encampments. This should continue in relation to permanent provision and cross boundary stopping sites, and future co-operation should be informed by the results of this assessment.
- 4.35 It was also suggested that there could be better coordination between the local authorities to identify suitable locations for new permanent and transit sites. It was noted that there are no emergency stopping places in Nottinghamshire which would help reduce the number of unauthorised encampments. One stakeholder stated that they liaised with neighbouring authorities and the County Council in order to help identify potential sites.

- 4.36 Some stakeholders also commented on how, in the past, it was more effective when there used to be a county-wide liaison officer whom Gypsies and Travellers and the different council departments and agencies could call on for help and information. Stakeholders commented on how local authorities used to do more community cohesion work. However, government cuts mean that it is more difficult for local authorities to undertake such work. For example, there used to be a county-wide Community Liaison Team which included a Gypsy and Traveller Liaison Officer who would organise regular meetings, help facilitate educational needs, and foster dialogue between the communities. Since the post no longer exists such responsibilities fall on individual officers leading to a more disjointed approach.
- 4.37 Stakeholders commented on disparate approaches between the county and local authorities in relation to education, welfare checks, dealing with unauthorised encampments, and planning processes. They emphasised the need for a more consistent approach which they hoped the GTAA would help facilitate.

Summary

- 4.38 The consultation with key stakeholders offered important insights into the main issues within the study area. According to stakeholders the main drivers of accommodation need were determined as: new family formation which is putting pressure on existing provision; the desire for households to develop their own sites and yards rather than reside on existing provisions; and accommodation need deriving from households located on unauthorised encampments. Stakeholders suggested that any new permanent provision should be located within or close to the large settlements where there is access to healthcare and education facilities.
- 4.39 A key barrier to delivering new provisions cited by stakeholders was lack of suitable, affordable land within the study area and beyond. It can be difficult to find appropriate land that is not being marketed for conventional housing. Whilst previous calls for suitable land had not been successful, it was suggested that a new call could be undertaken. However, sites that do come forward can be highly constrained and there may be local opposition to new provisions.
- 4.40 There can be tensions between the traveller groups and the settled community. Planning applications for new sites and yards tend to attract much opposition from the settled community. There needs to be a better understanding of cultural differences between the different traveller communities and settled communities. This could be achieved by employing community development officers, undertaking education and awareness sessions or cultural events, or neighbourhood plan consultation to encourage involvement of the different traveller communities. Stakeholders were not aware of any particular health or education issues although it was acknowledged that access to such services is a perennial issue for many traveller households.

- 4.41 Finally, there is a need for better coordination and communication amongst local authorities regarding issues concerning these traveller groups. In particular, there needs to be better cooperation and communication on Gypsy, Traveller, Travelling Showpeople and boat dweller issues across the study area, with housing and planning groups tasked to work towards consistency between districts.

5. Gypsies and Travellers consultation

Introduction

- 5.1 This chapter provides a snapshot of households residing in the study area at the time of the survey and an analysis of need for current and future pitches across the study area. In doing so, it examines the key findings derived from the consultation with Gypsy and Traveller families (the accommodation needs of Travelling Showpeople are discussed in Chapter 6).
- 5.2 Table 5.1 below lists the number of authorised sites and pitches, sites and pitches on unauthorised developments, and sites and pitches with temporary planning permission within the study area. Every known authorised and unauthorised site was visited, and consultation with the households has taken into consideration the accommodation need of every known pitch and site. Due to Covid-19 restrictions, a combination of direct consultation with households and proxy consultation with members of the community (including site owners, neighbours and relatives) was undertaken, some of which was undertaken over the phone. This resulted in over 90% response rate and data concerning accommodation need and occupancy confirmed of all known pitches and sites. There was one site which did not take part in the consultation. However, it was possible to confirm the pitch supply and that there was currently no additional accommodation need.

| Table 5.1 Gypsy and Traveller sites and pitches per authority | | | | | | | | |
|---|-------|---------|----------|------------|------------|--------------|--------------|----------------|
| | Sites | Pitches | UD sites | UD pitches | Temp sites | Temp pitches | Vacant sites | Vacant pitches |
| Ashfield | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 |
| Broxtowe | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Erewash | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gedling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nottingham | 2 | 15 | 1 | 1 | 0 | 0 | 0 | 0 |
| Rushcliffe | 4 | 16 | 0 | 0 | 1 | 1 | 0 | 0 |
| Total | 7 | 35 | 1 | 1 | 1 | 1 | 1 | 1 |

Source: Study area local authorities

* Ashfield also has planning permission for a further 14 pitches on 3 sites. However, based on site visits and council data, these sites are no longer available to Gypsies and Travellers (either been sold, or simply no longer Gypsy and Traveller sites). There is only one authorised site in use, along with another which is currently vacant, but there are plans for it to be re occupied within the 2020-2025 period

**One site in Nottingham City has planning permission as a caravan site and is not registered as a Gypsy and Traveller site. This site has previously been included in the local authority supply as a Gypsy and Traveller site, but due to recent changes and change in status, it has not been included in the pitch supply calculations. However, the accommodation needs of Gypsy and Traveller households residing on the site have been considered.

| | Pitches | Consultation |
|------------|---------|--------------|
| Ashfield | 4 | 4 |
| Broxtowe | 0 | 0 |
| Erewash | 0 | 0 |
| Gedling | 0 | 0 |
| Nottingham | 16 | 16 |
| Rushcliffe | 17 | 16 |
| Total | 37 | 36 |

Source: GTAA 2021

- 5.3 The consultation included questions regarding issues such as: family composition (per pitch), accommodation and facilities, the condition, ownership, management and suitability of current sites and pitches (including facilities and services), occupancy of existing pitches (including the number of, and reasons for, vacant and / or undeveloped pitches and future plans for pitches), travelling patterns, health, education and employment, and accommodation needs.
- 5.4 The number and location of pitches were determined using local authority data. Households were consulted on key issues regarding accommodation needs. The consultation was undertaken between September and November 2020. The combination of local authority data, site visits and consultation with households helped to clarify the status of pitches i.e. which pitches are occupied by Gypsies and Travellers, vacant pitches, overcrowded pitches, pitches occupied by household members with a need for separate accommodation, and hidden households, amongst other needs issues.
- 5.5 All efforts were made to access households residing in bricks and mortar accommodation. However, it was not possible to consult with households residing in bricks and mortar accommodation. This does not undermine any findings in relation to those in bricks and mortar accommodation, as an alternative method of taking into account the accommodation needs of those in bricks and mortar with accommodation need have been taken into account (see step 15 below). The methods used in attempting to contact households residing in bricks and mortar accommodation included:
- Asking households residing on sites if they were aware of any relatives or friends residing in bricks and mortar accommodation;
 - Contacting key stakeholders to request help to access Gypsies and Travellers living in bricks and mortar; and
 - Seeking information about the location of households residing in bricks and mortar accommodation through the stakeholder interviews

Population Characteristics

- 5.6 The consultation recorded 200 Gypsies and Travellers (a combination of Irish Travellers, New Travellers, and English Romany Gypsies) residing on pitches in the study area. Interestingly, this compares with figures derived from the 2011 Census which recorded 462 Gypsies and Travellers living in the study area²⁷. However, whilst the Census figures are likely to reflect a larger proportion of Gypsies and Travellers living in bricks and mortar accommodation, they may not record all those residing on sites.
- 5.7 Not all Gypsy and Traveller households residing within the study area remain on their pitches all year. Whilst most households reside the majority of time on their respective pitches, some mainly travel and use the pitches as a base. However, all Gypsy and Traveller households within the study area regard having a permanent pitch on a site as essential.

Residency characteristics

- 5.8 All sites are privately owned and mainly occupied by extended family members. There are exceptions, including a site in Nottingham City which is occupied partly by extended family members, with a growing number of pitches being occupied by non-Gypsies and Travellers and therefore not included in the local authorities supply. Similarly, whilst most occupants on a site located in Rushcliffe are related, there are some pitches occupied by non-related households. As mentioned above, there is a second site in Nottingham City which is occupied by households who mainly travel and use the site as a base.
- 5.9 Reflecting longevity of tenure, most of the households had lived on their respective pitches since the site was first occupied. In some cases, some residents were born on their respective site. The commitment of families to remaining on existing sites is reflected in the fact that they wanted to stay living together on their respective site and none of them intend to move in the future. Household size on each pitch varied between 1 person and 8 persons. The age of pitch occupants ranged from a child aged under 1 year to retirement age.
- 5.10 Spatial provision within the study area varied from relatively small e.g. pitches with sufficient space to accommodate a tourer or static caravan and a car to relatively large e.g. sufficient space to accommodate a static caravan and/or 2 or 3 tourer caravans as well as spaces for parking and storage, and a garden. The sites also varied in design with some based on 'open-plan' principles i.e. without clearly demarcated pitches, to those with clearly demarcated pitches using fences, walls or gates.

²⁷ See ONS 2011 Census Table KS201EW Ethnic Group located at: <http://www.ons.gov.uk/>

Site and pitch provision

- 5.11 As shown in Table 5.1 there are no permanent or temporary pitches either on authorised or unauthorised sites located in Broxtowe, Erewash, or Gedling. The following describes the Gypsy and Traveller site and pitch provision located in Ashfield, Nottingham City and Rushcliffe.

Ashfield

- 5.12 There is one authorised site within the district consisting of 4 permanent pitches. The pitches are occupied by an extended family. There is planning permission for a further 14 pitches on 3 other sites in Ashfield. However, based on site visits and local authority data, these sites are no longer available to Gypsies and Travellers due to either being sold or are no longer occupied by Gypsy and Traveller households. As such, they have not been included in the pitch supply or need calculations. There is also a pitch on a separate site with planning permission which is currently vacant. The owner of the pitch has plans to occupy the pitch but is likely to be re-occupied within the 2020-2025 period.

Nottingham City

- 5.13 There are two sites with planning permission for Gypsies and Travellers in Nottingham City, and one known unauthorised development. The two permanent sites are mainly occupied by extended family members. The unauthorised development is occupied by a family with strong links to the local area. The site has planning permission for storage, although the family would like planning permission for residency.
- 5.14 There is also a site in Nottingham City which has planning permission as a caravan site rather than a Gypsy and Traveller site. This site is owned and managed by a Gypsy and Traveller family who reside in an adjoining house. The site is mixed-use with planning permission for 25 caravans. The site is currently undergoing redevelopment with pitches being changed from accommodating tourer caravans and utility blocks, to accommodating static caravans with parking space, and where possible, a small garden and storage area. Whilst the site has not been included in the supply figures below (Table 5.2), the accommodation needs of the Gypsy and Traveller households residing on the site have been considered.

Rushcliffe

- 5.15 There are 4 authorised sites with permanent planning permission containing 16 authorised pitches within the borough. There is also a site consisting of one pitch with temporary planning permission. All households have strong links to the local area. Three sites (including the site with temporary planning permission) are small family sites. Another site has clearly demarcated pitches some of whose occupants are

related. There is also a large family site with planning permission for 12 caravans set out as 8 pitches.

Satisfaction with sites and pitches

- 5.16 Most households were satisfied with the condition and location of respective sites. Although most commented on experiencing varying levels of racism, most spoke about feeling part of the local community. They stated that it is important to reside on family sites with sufficient space and good facilities. Owning the land they reside on with family residing close by was regarded by households as ideal. Residing on privately rented land was the preferred alternative if owning land is not possible.
- 5.17 Some households are needing to move due to a lack of space on current pitches. This includes households with family members in need of their own pitches, hidden households on pitches resulting in overcrowding, and households residing on pitches which are too small to accommodate a sufficient number of caravans and vehicles. Ideally, pitches should be sufficiently large to accommodate current and future accommodation need as well as caravans, vehicles and equipment.
- 5.18 Also, households residing on unauthorised developments felt unable to invest in their sites due to not having permanent planning permission. Some households residing on permanent sites commented on wanting to make improvements to their sites but being unable to do so due to a lack of finance or space restraints. One household is in the process of applying for planning permission for a larger and better equipped utility facility. Households commented on how, depending on planning and financial restraints, owning land provides them with the opportunity to develop it how they need and want it, "even if it takes us longer that we would like it to".
- 5.19 As well having sufficient space and facilities on site, good access to local services including education, health, and retail facilities were also important to the households. There is one family currently in need of accommodation who are seeking a more appropriate site in the area. They spoke about how having a support network involving services such as health and education is essential for both the adult members of the household and children. The support network is an important reason as to why the family prefer to remain in the local area.
- 5.20 Access to other types of services and facilities such as shops were also regarded as important. However, households stated that it is not important that these are close as long as they are accessible by car. Access to services for households without access to transport e.g. due to age or health issues was deemed problematic although such households were usually supported by family or neighbours. Households deemed it more important to reside on a site and for family members to reside close together than to have access to any particular service.

Education and employment

- 5.21 Education was regarded as an important element of life for the families. They spoke of how this was becoming more important amongst Gypsy and Traveller communities, including learning to read and write, and gaining skills and qualifications. They also spoke of the importance of every generation learning the culture and skills linked to way of life, and the importance of keeping their culture whilst at the same time gaining a good education. The families on the sites without permanent planning permission commented on how their children's education was one reason why they would prefer to reside on a permanent site.
- 5.22 One household residing on an unauthorised development site commented on how they want their children to get a full education but are concerned that they will be moved on and have to leave the area. Households on authorised pitches commented on how this enables their children to get a better education than travellers who do not have a permanent pitch. There is a need for local authorities and local services to engage with and sign post the GTAA population to support services to improve the accessibility as an action.
- 5.23 Employment was also regarded as important. Households spoke of how Gypsies and Travellers travel more if they are unable to gain sufficient employment locally. Households were primarily self-employed with some occupants employed locally, unemployed, or retired. With Covid-19 restrictions, self-employed households or those who travel for work have struggled to find work.

Travelling

- 5.24 Gypsy and Traveller households in the study area regard travel primarily for cultural and social reasons. Some households also travel for work purposes including the buying and selling of horses, building and construction work, and garden and maintenance work. Some households spoke about how Gypsies and Travellers do not travel as much as they used to. This is because they may be employed locally, or children may attend local schools. Households suggested that it can be difficult to travel due to limited stopping places, being moved on, and the increasing costs of travelling. One commented on how travelling is only part of their culture.
- 5.25 In relation to transit provision, some form of negotiated stopping agreement was regarded by households as an effective way of meeting the transit needs of Gypsies and Travellers visiting the area and to minimise unauthorised encampments. This would involve caravans being sited at suitable locations for an agreed and limited period of time, with possible provision of limited services. Also, households residing permanently on sites would like to be able to accommodate visiting family and friends for an agreed period of time.

Accommodation need

- 5.26 Based on the household consultation and site visits, it is evident that additional accommodation need derives from: households residing on unauthorised pitches or pitches with temporary planning permission requiring permanent permission; and households residing on authorised sites requiring more space. Accommodation need also derives from households residing in bricks and mortar accommodation. Households residing on sites and stakeholders commented on how it is important to determine this component of accommodation need.
- 5.27 There is evidence of overcrowding on sites in Rushcliffe. This is due to pitches with space for one household being occupied by more than one household (sometimes consisting of up to three generations) (included in step 12 of the calculations below). Some accommodation need derives from children requiring their own pitches in the next 5 years (step 14). Households felt that this need could best be met by gaining planning consent for additional pitches on existing sites. One site with temporary planning permission in Rushcliffe (step 7) which requires permanent planning permission has space for additional pitches to meet their children's future needs.
- 5.28 Nottingham's additional accommodation need derives from a household residing in the area in need of an appropriate site (step 8), and another family living on a site which is currently recorded as unauthorised development which requires planning permission (step 11). As with the other study area local authorities, accommodation need also derives from households residing in bricks and mortar accommodation in need of pitches (step 15).
- 5.29 Households with accommodation need stated their desire to stay with or close to family. No households residing on sites expressed an interest in residing in a house. Owners of sites with space to accommodate their own additional need are considering applying for planning permission to develop additional pitches.
- 5.30 One site owner stated that they are considering developing another site which could accommodate the needs of his family and other households in the area. Another family with additional accommodation need also commented on being interested in developing a site. This new site would initially address their accommodation needs and could then be expanded to meet the accommodation needs of other Gypsy and Traveller households.

Requirement for residential pitches 2020-2025²⁸

- 5.31 The need for residential pitches in the study area is assessed according to a 15-step process, based on the model suggested in DCLG (2007) guidance and supplemented
-

by data derived from the survey. The results of this are shown in Table 5.3 below, while the subsequent section contains explanations of the sourcing and calculation of figures for each step.

- 5.32 As discussed in Chapter 2, there are differing interpretations of the PPTS (August 2015) definition. As such, the needs assessment provides three accommodation needs figures: first, based on ethnic identity ('Ethnic' column); second, based on PPTS 2015 ('PPTS' column); and third, including the accommodation needs only of households who travel for work purposes ('work' column).

| Table 5.3 Estimate of the need for permanent residential site pitches 2020-2025 | | | |
|---|--------|-----------|------|
| | Ethnic | PPTS | Work |
| 1) Current occupied permanent residential site pitches | 35 | 35 | 35 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 1 | 1 | 1 |
| 3) Number of existing pitches expected to become vacant through mortality | 1 | 1 | 1 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 2 | 2 | 2 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | 1 | 1 | 1 |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 2 | 2 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 1 | 1 | 1 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 6 | 3 | 2 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 6 | 4 | 2 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 15 | 8 | 3 |
| Total Need | 31 | 19 | 9 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 29 | 17 | 7 |
| Annualised Additional Pitch Requirement | 6 | 4 | 2 |

Source: GTAA 2021

Requirement for residential pitches 2020-2025: steps of the calculation

- 5.33 Information from local authorities and the census plus evidence from the survey was used to inform the calculations including:

- The number of Gypsies and Travellers housed in bricks and mortar accommodation
- The number of existing Gypsy and Traveller pitches
- The number of families residing on unauthorised encampments requiring accommodation (and surveyed during the survey period)
- The number of unauthorised developments (during the survey period)
- The number of temporary pitches
- The number of vacant pitches
- The number of planned or potential new pitches
- The number of transit pitches

5.34 The remainder of this chapter describes both the process and results of the Gypsy and Traveller accommodation needs calculations.

Supply of pitches 2020-2025

Supply steps (steps 1 to 6) are the same irrespective of which definition of accommodation need used.

Step 1: Current occupied permanent site pitches

5.35 Based on information provided by the councils and corroborated by site visits and household surveys, there are currently 35 occupied authorised Gypsy and Traveller pitches in the study area.

Step 2: Number of unused residential pitches available

5.36 There is currently 1 vacant pitch within the study area (Ashfield).

Step 3: Number of existing pitches expected to become vacant 2020-2025

5.37 This is calculated using mortality rates as applied in conventional Housing Needs Assessments. However, the figures for mortality have been increased in accordance with studies of Gypsy and Traveller communities suggesting a life expectancy approximately 10 years lower than that of the general population.²⁹ This results in the supply of 1 pitch.

²⁹ E.g. L. Crout, *Traveller health care project: Facilitating access to the NHS*, Walsall Health Authority, 1987.

Step 4: Number of family units in site accommodation expressing a desire to leave the study area

- 5.38 None of the households surveyed as part of this GTAA stated that they would like to leave the study area. Also, there is no data regarding households who would like to migrate from outside the study area into it. As such, it is usual to determine both in- and out-migration as zero.

Step 5: Number of family units in site accommodation expressing a desire to reside in housing

- 5.39 This is determined by survey data. It was assumed that all those currently residing on sites planning to move into housing in the next five years (step 5), or preferring to move into housing from an overcrowded pitch (step 11), would be able to do so. This resulted in a supply of 0.

Step 6: Residential pitches planned to be built or brought back into use, 2020-2025

- 5.40 This is determined by local authority data and from an assessment of sites during visits. Such pitches are referred to as 'potential'. This means that the pitches have been granted planning permission but have not yet been developed. Potential pitches include those which have been partly developed or which were previously occupied but are currently not occupied and in need of redevelopment. There are no pitches in the study area that are expected to be built or brought back into use during the period 2020-2025.

Need for pitches 2020-2025

- 5.41 As discussed in Chapter 2, this needs assessment provides three accommodation needs figures: first, based on ethnic identity ('Ethnic' column); second, based on PPTS 2015 ('PPTS' column); and third, including the accommodation needs only of households who travel for work purposes ('work' column).

Step 7: Seeking permanent permission from temporary sites

- 5.42 This is determined by local authority data. It is assumed that families residing on pitches whose planning permission expires within the period 2020-2025 will still require accommodation within the study area. There is currently 1 pitch with temporary planning permission located in the study area. This generates a total need in the study area of 1 pitch ('ethnic'), 1 pitch ('PPTS'), and 1 pitch ('work').

Step 8: Family units on pitches seeking residential pitches in the study area 2020-2025

- 5.43 This is determined by survey data. These family units reported that they 'needed or were likely' to move to a different home in the next five years, and wanted to stay on an authorised site, or that they were currently seeking accommodation.
- 5.44 This category of accommodation need overlaps with those moving due to overcrowding, counted in step 12, and so any family units which both are overcrowded and seeking accommodation are deducted from this total. This generates a total need in the study area of 2 pitches ('ethnic'), 2 pitches ('PPTS'), and 0 pitches ('work').

Step 9: Family units on transit pitches seeking residential pitches in the study area 2020-2025

- 5.45 This is determined by survey data. These family units reported that they required permanent pitches within the study area in the next five years. There was 0 need resulting from this source.

Step 10: Family units on unauthorised encampments seeking residential pitches in the study area

- 5.46 Guidance (DCLG 2007) indicates that it should be considered whether alternative accommodation is required for families residing on unauthorised encampments. Using survey data, it has been calculated how many families on unauthorised encampments want residential pitches in the study area. Please note that only Gypsies and Travellers requiring permanent accommodation within the study area have been included in this calculation – transiting Gypsies and Travellers are included in separate calculations. There were 0 households surveyed on unauthorised encampments within the study area during the survey period.

Step 11: Family units on unauthorised developments seeking residential pitches in the area

- 5.47 This was determined by consultation data. The guidance also indicates that the accommodation needs of families living on unauthorised developments for which planning permission is not expected must be considered. Regularising families living on their land without planning permission would reduce the overall level of need by the number of pitches given planning permission. There is a need of 1 pitch deriving from unauthorised developments in the study area. This generates a total need in the study area of 1 pitch ('ethnic'), 1 pitch ('PPTS'), and 1 pitch ('work').

Step 12: Family units on overcrowded pitches seeking residential pitches in the area

- 5.48 This was determined by the consultation. Households which also contain a newly formed family unit that has not yet left are excluded. This is because it is assumed that once the extra family unit leaves (included in the need figures in step 14) their accommodation will no longer be overcrowded. The calculations suggest that the need for additional pitches in the study area to resolve overcrowding over the period 2020-2025 are as follows: 6 pitches ('ethnic definition'), 4 pitches ('PPTS' definition), and 2 pitches ('travel to work' definition).

Step 13: New family units expected to arrive from elsewhere

- 5.49 In the absence of any data derivable from primary or secondary sources (beyond anecdotal evidence) on the moving intentions of those outside the study area moving into the area, as in the case of those moving out of the area, it is assumed that the inflow of Gypsies and Travellers into the area will be equivalent to the outflow. Together, these amount to a net inflow of 0 units in the study area.

Step 14: New family formations expected to arise from within existing family units on sites

- 5.50 The number of individuals needing to leave pitches to create new family units within the period 2020-2025 was estimated from consultation and excludes those included in steps 8, 12 and 13. This will result in the formation of 6 new households requiring residential pitches over the period 2020-2025 ('ethnic definition'), 4 pitches ('PPTS' definition) and 2 pitches ('work' definition).

Step 15: Family units in housing with a psychological aversion to housed accommodation

- 5.51 Whilst not a medical condition 'psychological aversion' is a term that is accepted as part of accommodation assessments in encapsulating a range of factors that demonstrate an aversion to residing in bricks and mortar accommodation (see DCLG October 2007). The factors concerned can include: feelings of depression, stress, sensory deprivation, feeling trapped, feeling cut off from social contact, a sense of dislocation with the past, feelings of claustrophobia. Proven psychological aversion to residing in bricks and mortar accommodation is one factor used to determine accommodation need.
- 5.52 This was determined firstly by estimating the number of houses occupied by Gypsies and Travellers. Work undertaken by Shelter (2005) estimates that between one-half to two-thirds of the Gypsy and Traveller population reside in bricks and mortar accommodation. From previous GTAA's undertaken by *RRR Consultancy Ltd* it is estimated that 10% of Gypsies and Travellers residing in bricks and mortar

accommodation experience psychological aversion and require accommodating on sites. This was based on previous GTAA's undertaken by *RRR Consultancy* in the region including Central Lincolnshire (2013 and 2020), East Staffordshire and Derbyshire GTAA (2015), South Kesteven and Rutland (2016), and Bassetlaw (2019). Local Plan examinations already undertaken have found the GTAA's to be sound.

- 5.53 As stated in Table 3.2, there were 173 Gypsy and Traveller households recorded by the 2011 Census. Table 5.1 shows the number of authorised pitches in each local authority area. The number of households whose accommodation needs derives from psychological aversion is determined by applying a 10% multiplier to the difference between the number of households recorded by the 2011 Census and number residing on authorised pitches as determined by the 2020 GTAA. For example, the 2011 Census recorded 112 households residing in Nottingham City, whilst the GTAA recorded 15 pitches residing in sites – a difference of 97 households. Applying a 10% multiplier to 97 = 9.7 (rounded up to 10). The exception is Rushcliffe – the 2011 Census recorded 9 households, whilst the GTAA recorded 15 pitches residing on sites i.e. a difference of -7 pitches.

Table 5.4 Accommodation need deriving from psychological aversion

| | Households 2011 | Pitches on auth. sites | Households less pitches | 10% | Rounded |
|------------|-----------------|------------------------|-------------------------|------|---------|
| Ashfield | 23 | 2 | 21 | 2.1 | 2 |
| Broxtowe | 6 | 0 | 6 | 0.6 | 1 |
| Erewash | 15 | 0 | 15 | 1.5 | 1 |
| Gedling | 8 | 0 | 8 | 0.8 | 1 |
| Nottingham | 112 | 15 | 97 | 9.7 | 10 |
| Rushcliffe | 9 | 16 | 0 | 0 | 0 |
| Total | 173 | 33 | 147 | 14.7 | 15 |

Source: GTAA 2021

- 5.54 Based on consultation with stakeholders and the Gypsies and Travellers in the study area, half of households are likely to travel of which half are likely to travel for work purposes. This results in ethnic based need of 15 pitches, PPTS need of 8 pitches and a work-based need of 3 pitches.

Balance of Need and Supply

- 5.55 From the above the Total Additional Pitch Requirement is calculated by deducting the supply from the need.

Table 5.5 Summary of Gypsy and Traveller pitch needs 2020-25

| | Ethnic | PPTS | Work |
|------------|--------|-----------|------|
| Supply | 2 | 2 | 2 |
| Need | 31 | 19 | 9 |
| Difference | 29 | 17 | 7 |

Source: GTAA 2021

Requirement for residential pitches 2020-2025 per authority

5.56 The following breaks down the supply and need for each of the local authorities which form the study area.

Ashfield

Table 5.6 Estimate of the need for permanent residential site pitches 2020-2025

| | Ethnic | PPTS | Work |
|---|--------|----------|------|
| 1) Current occupied permanent residential site pitches | 4 | 4 | 4 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 1 | 1 | 1 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 1 | 1 | 1 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | | | |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 2 | 1 | 0 |
| Total Need | 2 | 1 | 0 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 1 | 0 | 0 |
| Annualised Additional Pitch Requirement | 0 | 0 | 0 |

Source: GTAA 2021

*NB: Ashfield also has planning permission for a further 14 pitches on 3 sites. However, based on site visits and council data, these sites are no longer available to Gypsies and Travellers (either been sold, or simply no longer Gypsy and Traveller sites). There is only one authorised site in use, along with another which is currently vacant, but there are plans for it to be re occupied within the 2020-2025 period.

Broxtowe

| Table 5.7 Estimate of the need for permanent residential site pitches 2020-2025 | | | |
|---|--------|------|------|
| | Ethnic | PPTS | Work |
| 1) Current occupied permanent residential site pitches | 0 | 0 | 0 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 0 | 0 | 0 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | | | |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 1 | 0 | 0 |
| Total Need | 1 | 0 | 0 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 1 | 0 | 0 |
| Annualised Additional Pitch Requirement | 0 | 0 | 0 |

Source: GTAA 2021

Erewash

| Table 5.8 Estimate of the need for permanent residential site pitches 2020-2025 | | | |
|---|--------|----------|------|
| | Ethnic | PPTS | Work |
| 1) Current occupied permanent residential site pitches | 0 | 0 | 0 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 0 | 0 | 0 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | | | |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 1 | 1 | 0 |
| Total Need | 1 | 1 | 0 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 1 | 1 | 0 |
| Annualised Additional Pitch Requirement | 0 | 0 | 0 |

Source: GTAA 2021

Gedling

| Table 5.9 Estimate of the need for permanent residential site pitches 2020-2025 | | | |
|---|--------|----------|------|
| | Ethnic | PPTS | Work |
| 1) Current occupied permanent residential site pitches | 0 | 0 | 0 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 0 | 0 | 0 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | | | |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 1 | 1 | 0 |
| Total Need | 1 | 1 | 0 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 1 | 1 | 0 |
| Annualised Additional Pitch Requirement | 0 | 0 | 0 |

Source: GTAA 2021

Nottingham City

| Table 5.10 Estimate of the need for permanent residential site pitches 2020-2025 | | | |
|---|--------|-----------|------|
| | Ethnic | PPTS | Work |
| 1) Current occupied permanent residential site pitches | 15 | 15 | 15 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 0 | 0 | 0 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | 0 | 0 | 0 |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 2 | 2 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 1 | 1 | 1 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 10 | 5 | 2 |
| Total Need | 13 | 8 | 3 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 13 | 8 | 3 |
| Annualised Additional Pitch Requirement | 3 | 2 | 1 |

Source: GTAA 2021

Rushcliffe

| Table 5.11 Estimate of the need for permanent residential site pitches 2020-2025 | | | |
|---|--------|-----------|------|
| | Ethnic | PPTS | Work |
| 1) Current occupied permanent residential site pitches | 16 | 16 | 16 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 1 | 1 | 1 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 1 | 1 | 1 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | 1 | 1 | 1 |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 6 | 3 | 2 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 6 | 4 | 2 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 0 | 0 | 0 |
| Total Need | 13 | 8 | 5 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 12 | 7 | 4 |
| Annualised Additional Pitch Requirement | 2 | 1 | 1 |

Source: GTAA 2020

Requirement for residential pitches 2025-2038

5.57 Considering future accommodation need it is assumed that those families with need stemming from psychological aversion to residing in houses, overcrowding, unauthorised developments and encampments will move onto sites within a 5-year period. As such, only natural population increase (same as step 15 above), mortality, and movement into and out of the study area accommodation need to be considered. The base figures regarding the number of pitches on sites at the end of the first 5-year period are shown in Table 5.12 below. Please note that the 2020 base figures include both authorised occupied and vacant pitches, whilst the 2025 base figures assume that any potential pitches have already been developed.

5.58 2025 pitch base figures are determined by a number of factors including:

- the number of occupied pitches in 2020 (as determined by the household survey)
- the number of vacant pitches in 2020 (as determined by the household survey)
- the number of potential pitches (as determined by local authority data)
- accommodation need for the period 2020-2025 (as determined by the GTAA)

5.59 In relation to the accommodation needs based on the ethnic identity definition, the 2025 base data is determined by:

PPTS Based

- Occupied pitches in 2020 (35) + vacant pitches (1) + potential pitches (0) + additional needs 2020-2025 (17) = 51 pitches.

Ethnic Based

- Occupied pitches in 2020 (35) + vacant pitches (1) + potential pitches (0) + additional needs 2020-2025 (29) = 63 pitches.

Work Based

- Occupied pitches in 2020 (35) + vacant pitches (1) + potential pitches (0) + additional needs 2020-2025 (7) = 41 pitches.

5.60 It is assumed that by 2025 vacant pitches will be occupied, potential pitches will have been developed and occupied, and any additional need has been met by new supply.

Table 5.12 Base figures for pitches as at 2025 assuming all need is met for 2020-2025

| | 2020 Base | Vacant | Potentials 2020-25 | Need 2020-25 | 2025 Base |
|-------------|-----------|----------|--------------------|--------------|-----------|
| Ethnic | 35 | 1 | 0 | 29 | 63 |
| PPTS | 35 | 1 | 0 | 17 | 51 |
| Work | 35 | 1 | 0 | 7 | 41 |

Source: GTAA 2021

- 5.61 In March 2014 Brandon Lewis (Parliamentary Under Secretary of State within the Department for Communities and Local Government) confirmed that the 3% household growth rate for Gypsy and Traveller households does not represent national planning policy. From previous GTAAs (including those that have gone through local plan examination) it is likely that an annual household growth rate of between 1.5% and 2.5% is more appropriate.
- 5.62 In relation to this accommodation assessment, analysis of the current population indicates that an annual household growth rate of 2.46% per annum (compound) equating to a 5-year rate of 12.9% is more appropriate. This is based on an analysis of various factors derived from the surveys including current population numbers, the average number of children per household, and marriage rates. It is assumed that these rates are likely to continue during the period 2025-2038.
- 5.63 The following tables show the accommodation need for the study area for the periods 2025-2030, 2030-2035, and 2035-2038.

Table 5.13 Estimate of the need for residential pitches 2025-2030

| | Ethnic | PPTS | Work |
|---|--------|-----------|------|
| 1) Estimated pitches occupied by Gypsies and Travellers | 63 | 51 | 41 |
| <i>Additional Supply of pitches</i> | | | |
| 2) Pitches expected to become vacant due to mortality | 2 | 2 | 0 |
| 3) Number of family units on pitches expected to move out of the study area | 0 | 0 | 0 |
| Total Additional Supply | 2 | 2 | 0 |
| <i>Additional Need for pitches</i> | | | |
| 4) Family units moving into the study area (100% of outflow) | 0 | 0 | 0 |
| 5) Newly forming family units | 9 | 8 | 7 |
| Total Additional Need | 9 | 8 | 7 |
| <i>Balance of Need and Supply</i> | | | |
| Total additional pitch requirement | 7 | 6 | 5 |
| Annualised additional pitch requirement | 2 | 1 | 1 |

Source: GTAA 2021

| Table 5.14 Estimate of the need for residential pitches 2030-2035 | | | |
|---|--------|-----------|------|
| | Ethnic | PPTS | Work |
| 1) Estimated pitches occupied by Gypsies and Travellers | 70 | 57 | 46 |
| <i>Additional Supply of pitches</i> | | | |
| 2) Pitches expected to become vacant due to mortality | 2 | 2 | 2 |
| 3) Number of family units on pitches expected to move out of the study area | 0 | 0 | 0 |
| Total Additional Supply | 2 | 2 | 2 |
| <i>Additional Need for pitches</i> | | | |
| 4) Family units moving into the study area (100% of outflow) | 0 | 0 | 0 |
| 5) Newly forming family units | 9 | 8 | 7 |
| Total Additional Need | 9 | 8 | 7 |
| <i>Balance of Need and Supply</i> | | | |
| Total additional pitch requirement | 7 | 6 | 5 |
| Annualised additional pitch requirement | 2 | 1 | 1 |

Source: GTAA 2021

| Table 5.15 Estimate of the need for residential pitches 2035-2038 | | | |
|---|--------|-----------|------|
| | Ethnic | PPTS | Work |
| 1) Estimated pitches occupied by Gypsies and Travellers | 77 | 63 | 51 |
| <i>Additional Supply of pitches</i> | | | |
| 2) Pitches expected to become vacant due to mortality | 1 | 1 | 1 |
| 3) Number of family units on pitches expected to move out of the study area | 0 | 0 | 0 |
| Total Additional Supply | 1 | 1 | 1 |
| <i>Additional Need for pitches</i> | | | |
| 4) Family units moving into the study area (100% of outflow) | 0 | 0 | 0 |
| 5) Newly forming family units | 6 | 5 | 4 |
| Total Additional Need | 6 | 5 | 4 |
| <i>Balance of Need and Supply</i> | | | |
| Total additional pitch requirement | 5 | 4 | 3 |
| Annualised additional pitch requirement | 1 | 1 | 1 |

Source: GTAA 2021

Requirements for transit pitches / negotiated stopping arrangements

- 5.64 It is recommended that all of the local authorities within the study area adopt a negotiated stopping policy. This involves caravans being sited at a suitable location for an agreed and limited period of time, and if necessary, with the provision of services such as waste disposal and toilets. Whilst it is important that all of local authorities adopt the negotiated stopping place policy, it could be implemented on an individual local authority, across the study area, or countywide basis.
- 5.65 The term 'negotiated stopping' is used to describe agreed short-term provision for transient Gypsies and Travellers. Caravans on negotiated stopping places are

allowed to stay for an agreed amount of time. This could be on private or public land providing the encampment does not cause any danger, problems or nuisance to its occupants or local community. The arrangement is between the local authority, police, the transient households (and landowner if situated on privately owned land).

- 5.66 The location of a negotiated stopping place could be where the transient household is located at the time they are identified. If not appropriate, the household could be moved on to an appropriate alternative location. It is important for local authorities to respond to the temporary accommodation needs of transiting households within the local authority area rather than simply directing them to neighbouring authorities. Also, local authorities should consider allowing households visiting family or friends who reside on permanent sites in the local authority area to temporarily reside on the site for an agreed amount of time.

Summary

- 5.67 This chapter has provided both quantitative and qualitative data regarding key characteristics of respondent households residing on Gypsy and Traveller sites. Accommodation needs resulting from the calculations in the tables above for the study area and the six constituent local authorities.

Study Area

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 29 | 17 | 7 |
| Total 2025-30 | 7 | 6 | 5 |
| Total 2030-35 | 7 | 6 | 5 |
| Total 2035-38 | 5 | 4 | 3 |
| Total 2020-38 | 48 | 33 | 20 |

Source: GTAA 2021

Ashfield

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 1 | 0 | 0 |
| Total 2025-30 | 1 | 1 | 1 |
| Total 2030-35 | 1 | 1 | 1 |
| Total 2035-38 | 1 | 1 | 1 |
| Total 2020-38 | 4 | 3 | 3 |

Source: GTAA 2021

Broxtowe

Table 5.18: Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 1 | 0 | 0 |
| Total 2025-30 | 0 | 0 | 0 |
| Total 2030-35 | 0 | 0 | 0 |
| Total 2035-38 | 0 | 0 | 0 |
| Total 2020-38 | 1 | 0 | 0 |

Source: GTAA 2021

Erewash

Table 5.19: Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 1 | 1 | 0 |
| Total 2025-30 | 0 | 0 | 0 |
| Total 2030-35 | 0 | 0 | 0 |
| Total 2035-38 | 0 | 0 | 0 |
| Total 2020-38 | 1 | 1 | 0 |

Source: GTAA 2021

Gedling

Table 5.20: Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 1 | 1 | 0 |
| Total 2025-30 | 0 | 0 | 0 |
| Total 2030-35 | 0 | 0 | 0 |
| Total 2035-38 | 0 | 0 | 0 |
| Total 2020-38 | 1 | 1 | 0 |

Source: GTAA 2021

Nottingham City

Table 5.21: Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 13 | 8 | 3 |
| Total 2025-30 | 3 | 3 | 2 |
| Total 2030-35 | 3 | 3 | 2 |
| Total 2035-38 | 2 | 1 | 1 |
| Total 2020-38 | 21 | 15 | 8 |

Source: GTAA 2021

Rushcliffe

Table 5.22: Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|-----------------------------|-----------------|
| Total 2020-25 | 12 | 7 | 4 |
| Total 2025-30 | 3 | 2 | 2 |
| Total 2030-35 | 3 | 2 | 2 |
| Total 2035-38 | 2 | 2 | 1 |
| Total 2020-38 | 20 | 13 | 9 |

Source: GTAA 2021

6. Travelling Showpeople consultation

Introduction

- 6.1 As described in Chapter 1, this GTAA considers the accommodation needs of Travelling Showpeople. Unlike Gypsies and Travellers, Travelling Showpeople are not considered to be an ethnic minority and, as such, are not protected by the Equality Act 2010. Nonetheless, government guidance (DCLG Planning Policy for Traveller Sites August 2015) indicates that local authorities should consider the accommodation needs of Travelling Showpeople families. As such, they have been included in this report.
- 6.2 There are 25 known Travelling Showpeople plots located within the study area, including 12 with permanent permission. Table 6.1 below lists the number of authorised plots and yards, and unauthorised developments (UD) (yards and plots), and yards and plots with temporary planning permission per local authority within the study area.

| | Yards | Plots | UD yards | UD plots | Temp yards | Temp plots |
|--------------|-------|-------|----------|----------|------------|------------|
| Ashfield * | 2 | 12 | 0 | 0 | 0 | 0 |
| Broxtowe | 0 | 0 | 0 | 0 | 0 | 0 |
| Erewash | 0 | 0 | 0 | 0 | 0 | 0 |
| Gedling** | 0 | 0 | 1 | 4 | 0 | 0 |
| Nottingham** | 0 | 0 | 3 | 6 | 1 | 3 |
| Rushcliffe | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 12 | 4 | 10 | 1 | 3 |

Source: GTAA 2021

* There is planning permission in Ashfield for 6 further plots. However, they are no longer available for accommodation. On an existing yard 1 plot is used for storage and 3 plots have been converted into 2 plots due to the need for additional space for storage and accommodation by the occupants of the plots. A second yard has planning permission for 4 plots which is currently used for storage rather than accommodation.

** There are three yards in Nottingham City and one in Gedling which are categorised as unauthorised developments, all of which have been in use for many years. Subsequently, the local authorities are reviewing the status of these yards in respect to potential lawfulness.

| | Plots | Consultation |
|------------|-------|--------------|
| Ashfield | 12 | 12 |
| Broxtowe | 0 | 0 |
| Erewash | 0 | 0 |
| Gedling | 4 | 4 |
| Nottingham | 9 | 9 |
| Rushcliffe | 0 | 0 |
| Total | 25 | 25 |

Source: GTAA 2021

- 6.3 All of the known yards were visited using Covid-19 safe methods. The consultation considered the accommodation needs of every known plot and yard. This resulted in the assessment of accommodation need and occupancy of all known authorised and unauthorised plots and yards. Due to Covid-19 restrictions, a combination of direct consultation with households and proxy consultation with members of the community was undertaken, some of which was undertaken over the phone. The consultation, with the Showpeople community, included questions regarding issues such as: family composition (per plot), accommodation and facilities, the condition, ownership, management and suitability of current yards and plots (including facilities and services), occupancy of existing plots (including number of and reasons for vacant and / or undeveloped plots and future plans for plots), travelling patterns, health, education and employment, and accommodation needs.

Population Characteristics

- 6.4 The consultation identified 143 Showpeople residing on plots in the study area. The 2011 Census does not record Travelling Showpeople as a separate ethnic category, so it is not possible to make a comparison with Census results. During the consultation period (July to December 2020), there were 12 plots with permanent planning permission, 3 plots with temporary permission, and 10 plots located on 4 unauthorised developments.

Residency characteristics

- 6.5 Most households have lived on their respective yard since it was first developed and in some cases were born on the yard. Three generations of the same family are residing on some plots leading to overcrowding and the need for separate accommodation for some newly forming households.
- 6.6 There are 2 authorised yards adjacent to one another in Ashfield. The yard with temporary planning status is located in Nottingham City and is linked to the Showmen's Guild. There have been families living on the yard for over 40 years. There is one unauthorised development on private land in Gedling, occupied by an extended family who have lived there for many years. There are three known unauthorised development yards in Nottingham City, one located on local authority land, and is

tolerated by the local authority, whilst the other 2 are located on private land. It may or may not be demonstrated that the 4 unauthorised development yards have been used for a number of years. If so, this may allow them to benefit from a certificate of lawfulness if such an application were made.

- 6.7 Household size on each plot varied between 2 and 12 persons. The age of individuals ranged from a child aged under 1 year to retirement age. Some individuals and households reside on yards all year round, whilst others use the yards as a base. Covid-19 restrictions have led to more Showpeople residing on plots all year, a factor which exacerbates overcrowding. In contrast, some plots have been less occupied during Covid-19 restrictions. This was due to households supporting family members elsewhere or being unable to return to their main base.

Satisfaction

- 6.8 Households on all yards were mainly satisfied with their condition and location. They spoke about feeling part of the local community. They also spoke of the importance of family living together with sufficient space to store and maintain equipment. The yards have good access to services such as education, health, and retail facilities. However, some households spoke of an urgent need for additional space in which to store and maintain equipment, and to accommodate growing families.
- 6.9 One household stated that they own land adjacent to the yard which could address their accommodation need. Households who owned land with permanent planning permission were more likely to be satisfied with yards than households who did not. Stability of tenure and yard security were also regarded as important issues by households. Showpeople households with permanent planning permission stated that they were more willing to invest in plots given the sense of security and permanence. Owning the land they reside on with family residing close by was regarded by households as ideal. Residing on privately rented land was the preferred alternative if owning land is not possible.

Education and employment

- 6.10 Education was regarded as an important element of life for the families. They spoke of how this was always important amongst Showpeople communities. They also spoke of the importance of managing a good balance between their children gaining a good education and learning the culture and tradition of the families.
- 6.11 Employment was also regarded as important. Every plot contained self-employed Showpeople with a few individuals undertaking different types of work locally. Covid-19 restrictions have meant that some households have been unable to work or unable to receive financial support. This has resulted in them seeking alternative work on a temporary basis.

Travelling

- 6.12 Households residing on all yards travel mainly for work reasons. However, some spoke of how households travel less than they used. This is because work tends to be mainly at local events and venues, or at least within a reasonable distance which enables them to travel to and from yards. Covid-19 restrictions have meant that families have been unable to travel, and subsequently unable to work much, if at all, throughout 2020.
- 6.13 Transit provision was regarded as an important component of travelling and work. Showpeople commented on how they need somewhere to stop between events, or even during events, if the venue cannot accommodate all households. Some stated that not all venues have space or provision for over-night stops. Also, venues may not show sufficient flexibility regarding the amount of time Showpeople can be accommodated on site before or after events. They also stated that it is important for existing yards to be able to temporarily accommodate visiting families, friends or Showpeople from outside the area working at local venues.

Accommodation needs

- 6.14 When the yards were initially developed there was sufficient space for both accommodation and equipment. However, an increasing number of people occupying the yards and larger equipment means that the yards are not large enough for both accommodation and storage. Those with additional accommodation need expressed the need to stay with or close to family. None, either with additional need or living on existing yards expressed any interest in living in a house.
- 6.15 There is overcrowding on plots in Nottingham City and Ashfield, resulting in an additional need of 9 plots (included in step 12 of the calculations below). This is primarily due to more than one household residing on the same plot. This places further pressure on limited space for equipment and accommodation.
- 6.16 There are 10 plots currently classified as unauthorised developments (6 in Nottingham City and 4 in Gedling) (step 11) and a further 3 with temporary planning permission (in Nottingham City), all in need of planning permission (step 7). An additional 8 plots are needed due to newly forming households consisting of older children who already, or will within the first 5-year period, require separate plots (step 14). All 10 of the unauthorised developments in Nottingham and Gedling are without the benefit of planning permission (step 11), but it is understood that the yards have been in use for many years and, as such, may be an established use and therefore exempt from enforcement action.

Requirement for residential plots 2020-2025

- 6.17 The need for residential plots in the area is assessed according to a 14-step process, based on the model suggested in DCLG (2007) guidance and supplemented by data derived from the survey. The results of this are shown in Table 6.3 below, while the subsequent section contains explanations of the sourcing and calculation of figures for each step.
- 6.18 As discussed in Chapter 2, there are differing interpretations of the PPTS (August 2015) definition of Travelling Showpeople. However, as all households travel and all meet both the PPTS definition and the work interpretation, only one needs figure is provided.

| Table 6.3 Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|----|
| 1) Current occupied permanent residential site plots | 12 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 3 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 10 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 9 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 8 |
| Total Need | 30 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 30 |
| Annualised Additional Plot Requirement | 6 |

Source: GTAA 2021

Requirement for residential plots 2020-2025: steps of the calculation

- 6.19 Information from local authorities and evidence from the survey was used to inform the calculations including:
- The number of existing plots

- The number of families residing on unauthorised encampments requiring accommodation (and surveyed during the survey period)
- The number of unauthorised developments (during the survey period)
- The number of temporary plots
- The number of vacant plots
- The number of planned or potential new plots
- The number of transit plots

6.20 The remainder of this chapter describes both the process and results of the Travelling Showpeople's needs calculations.

Supply of plots 2020-2025

Step 1: Current occupied permanent plots

6.21 Based on information provided by the Councils and corroborated by information from plot surveys, there are currently 2 authorised yards with planning permission for 12 plots, with all occupied.

Step 2: Number of unused residential plots available

6.22 As the plots are all occupied there are 0 unused plots.

Step 3: Number of existing plots expected to become vacant 2020-2025

6.23 This is calculated using mortality rates as applied in conventional Housing Needs Assessments. It then calculates the number of plots that would become vacant as a result of the mortality. This results in 0.

Step 4: Number of family units in plot accommodation expressing a desire to leave the study area

6.24 This was determined by survey data. It was assumed, that those currently residing on plots expecting to leave the area permanently in the next five years – out of choice (step 4) or due to overcrowding (step 12) – would generally be able to do so. Given that the plots are not currently occupied and that none of the intended households indicated they would be leaving the study area, this resulted in the supply of 0 plots.

Step 5: Number of family units in plot accommodation expressing a desire to live in housing

- 6.25 This was determined by survey data. It was assumed that all those currently residing on plots planning to move into housing in the next five years (step 5) or preferring to move into housing from an overcrowded plot (step 12), would be able to do so.
- 6.26 As with step 5, a supply of 0 plots were expected from this source, excluding those moving out of the study area, since these are already counted in step 4.

Step 6: Residential plots planned to be built or brought back into use, 2020-2025

- 6.27 This can include plots which have been partly developed or which were previously occupied but are now vacant and in need of redevelopment. There are 0 plots in the study area that are expected to be built or brought back into use during the period 2020-2025.

Need for plots 2020-2025**Step 7: Seeking permanent permission from temporary plots**

- 6.28 This is determined by local authority data. It is assumed families residing on plots whose planning permission expires within the period 2020-2025 will still require accommodation within the study area. There are currently 3 plots with temporary planning permission located in the area.

Step 8: Family units on plots seeking residential plots in the study area 2020-2025

- 6.29 This was determined by survey data. These family units reported that they 'needed or were likely' to move to a different home in the next five years, and wanted to stay on an authorised plot, or that they were currently seeking accommodation.
- 6.30 This category of need overlaps with those moving due to overcrowding, counted in step 12. In order to avoid double-counting family units which both are overcrowded and seeking accommodation are counted only once. This generates a total need of 0 plots in the study area.

Step 9: Family units on transit plots seeking residential plots in the study area

- 6.31 This generates a total need of 0 plots as there is no transit yard in the study area.

Step 10: Family units on unauthorised encampments seeking residential plots in the study area

6.32 There were 0 households residing on unauthorised encampments interviewed during the survey period, so there is a need of 0 plots arising from this source.

Step 11: Family units on unauthorised developments seeking residential plots in the study area

6.33 There are 10 unauthorised plots in the study area and therefore there is a need of 10 plots.

Step 12: Family units on overcrowded plots seeking residential plots in the study area

6.34 Overcrowding on a Travelling Showpeople plot may differ to that on Gypsy and Traveller pitch due to the larger need for equipment and vehicle storage. Showpeople require more space for their equipment and vehicles as well as enough space for accommodation such as caravans (static and tourers). Based on the consultation, this generates a total need of 9 plots in the study area (4 in Ashfield and 5 in Nottingham City).

Step 13: New family units expected to arrive from elsewhere

6.35 Based on the consultation, this generates a total need of 0 plots in the study area.

Step 14: New family formations expected to arise from within existing family units on yards

6.36 Based on the consultation, this generates a total need of 8 plots in the study area. The number of individuals needing to leave pitches to create new family units within the period 2020-2025 was estimated from consultation and excludes those included in steps 8, 12 and 13.

Balance of Need and Supply

6.37 From the above the net additional plot requirement is calculated by deducting the supply from the need.

Table 6.4: Summary of Travelling Showpeople plot needs 2020-25

| | |
|------------|----|
| Supply | 0 |
| Need | 30 |
| Difference | 30 |

Source: GTAA 2021

Requirement for residential plots 2020-2025 per authority

6.38 The following breaks down the supply and need for each of the local authorities which form the study area.

Ashfield

| Table 6.5 Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|----|
| 1) Current occupied permanent residential plots | 12 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 0 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 4 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 5 |
| Total Need | 9 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 9 |
| Annualised Additional Plot Requirement | 0 |

Source: GTAA 2021

Broxtowe

| Table 6.6 Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|---|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 0 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 0 |
| Total Need | 0 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 0 |
| Annualised Additional Plot Requirement | 0 |

Source: GTAA 2021

Erewash

| Table 6.7 Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|---|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 0 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 0 |
| Total Need | 0 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 0 |
| Annualised Additional Plot Requirement | 0 |

Source: GTAA 2021

Gedling

| Table 6.8 Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|---|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 4 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 1 |
| Total Need | 5 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 5 |
| Annualised Additional Plot Requirement | 1 |

Source: GTAA 2021

Nottingham City

| Table 6.9 Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|----|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 3 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 6 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 5 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 2 |
| Total Need | 16 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 16 |
| Annualised Additional Plot Requirement | 3 |

Source: GTAA 2021

Rushcliffe

| Table 6.10 Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|---|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 0 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 0 |
| Total Need | 0 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 0 |
| Annualised Additional Plot Requirement | 0 |

Source: GTAA 2020

Requirement for residential plots 2025-2038

6.39 Considering future need, only natural population increase, mortality, and movement into and out of the District need be considered. The base figures regarding the number of plots on sites at the end of the first 5-year period are shown in Table 6.11 below. Please note that the 2020 base figures include both authorised occupied and vacant plots, whilst the 2025 base figures assume that any potential plots have been developed.

Occupied pitches in 2020 (12) + vacant pitches (0) + potential pitches (0) + additional needs 2020-2025 (30) = 42 pitches.

| Table 6.11 Base figures for plots as of 2025 assuming all need is met for 2020-2025 | | | | |
|---|--------|--------------------|--------------|-----------|
| 2020 Base | Vacant | Potentials 2020-25 | Need 2020-25 | 2025 Base |
| 12 | 0 | 0 | 30 | 42 |

Source: GTAA 2021

6.40 In March 2014 Brandon Lewis (Parliamentary Under Secretary of State within the Department for Communities and Local Government) confirmed that the 3% household growth rate does not represent national planning policy. From previous GTAA's

(including those that have gone through local plan examination) it is likely that an annual household growth rate of between 1.5% and 2.5% is more appropriate.

- 6.41 In relation to this accommodation assessment, analysis of the current population indicates that an annual household growth rate of 2.44% per annum (compound) equating to a 5-year rate of 12.8% is more appropriate. This is based on an analysis of various factors derived from the surveys including current population numbers, the average number of children per household, and marriage rates. It is assumed that these rates are likely to continue during the period 2025-2038. The following tables show the accommodation need for the periods 2025-2030, 2030-2035, and 2035-2038.

| Table 6.12 Estimate of the need for residential plots 2025-2030 | |
|---|----|
| <i>Plots</i> | |
| 1) Estimated plots occupied by Travelling Showpeople | 44 |
| <i>Supply of plots</i> | |
| 2) Plots expected to become vacant due to mortality | 1 |
| 3) Number of family units on plots expected to move out of the District | 0 |
| Total Supply | 1 |
| <i>Need for plots</i> | |
| 4) Family units moving into the District (100% of outflow) | 0 |
| 5) Newly forming family units | 6 |
| Total Need | 6 |
| <i>Additional Need</i> | |
| Total additional plot requirement | 5 |
| Annualised additional plot requirement | 1 |

Source: GTAA 2021

| Table 6.13 Estimate of the need for residential plots 2030-2035 | |
|---|----|
| <i>Plots</i> | |
| 1) Estimated plots occupied by Travelling Showpeople | 47 |
| <i>Supply of plots</i> | |
| 2) Plots expected to become vacant due to mortality | 2 |
| 3) Number of family units on plots expected to move out of the District | 0 |
| Total Supply | 2 |
| <i>Need for plots</i> | |
| 4) Family units moving into the District (100% of outflow) | 0 |
| 5) Newly forming family units | 7 |
| Total Need | 7 |
| <i>Additional Need</i> | |
| Total additional plot requirement | 5 |
| Annualised additional plot requirement | 1 |

Source: GTAA 2021

| Table 6.14 Estimate of the need for residential plots 2035-2038 | |
|---|----|
| <i>Plots</i> | |
| 1) Estimated plots occupied by Travelling Showpeople | 52 |
| <i>Supply of plots</i> | |
| 2) Plots expected to become vacant due to mortality | 1 |
| 3) Number of family units on plots expected to move out of the District | 0 |
| Total Supply | 1 |
| <i>Need for plots</i> | |
| 4) Family units moving into the District (100% of outflow) | 0 |
| 5) Newly forming family units | 5 |
| Total Need | 5 |
| <i>Additional Need</i> | |
| Total additional plot requirement | 4 |
| Annualised additional plot requirement | 1 |

Source: GTAA 2021

Summary

6.42 This chapter has provided both quantitative and qualitative data regarding key characteristics of respondent households residing on Travelling Showpeople plots. Accommodation need resulting from the calculations in the tables above are as follows:

Study Area

| | |
|---------------|----|
| Total 2020-25 | 30 |
| Total 2025-30 | 5 |
| Total 2030-35 | 5 |
| Total 2035-38 | 4 |
| Total 2020-38 | 44 |

Source: GTAA 2021

Ashfield

| | |
|---------------|----|
| Total 2020-25 | 9 |
| Total 2025-30 | 2 |
| Total 2030-35 | 2 |
| Total 2035-38 | 1 |
| Total 2020-38 | 14 |

Source: GTAA 2021

Broxtowe

| | |
|---------------|---|
| Total 2020-25 | 0 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 0 |

Source: GTAA 2021

Erewash

| | |
|---------------|---|
| Total 2020-25 | 0 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 0 |

Source: GTAA 2021

Gedling

Table 6.19: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|---|
| Total 2020-25 | 5 |
| Total 2025-30 | 1 |
| Total 2030-35 | 1 |
| Total 2035-38 | 1 |
| Total 2020-38 | 8 |

Source: GTAA 2021

Nottingham City

Table 6.20: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|----|
| Total 2020-25 | 16 |
| Total 2025-30 | 2 |
| Total 2030-35 | 2 |
| Total 2035-38 | 2 |
| Total 2020-38 | 22 |

Source: GTAA 2021

Rushcliffe

Table 6.21: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|---|
| Total 2020-25 | 0 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 0 |

Source: GTAA 2021

7. Boat Dwellers Consultation

Introduction

- 7.1 As described in Chapter 1, this GTAA considers the accommodation needs of boat dwellers. Unlike Gypsies and Travellers, boat dwellers are not considered to be an ethnic minority and, as such, are not protected by the Equality Act 2010. Nonetheless, government guidance (DCLG 2016) indicates that local authorities should consider the accommodation needs of boat dweller families. Given the presence of boat dwellers in the study area they have been included in this report.
- 7.2 Due to Covid-19 restrictions, it was not possible to visit and consult directly with all boat dwellers in the study area. The data gathered for the assessment of accommodation need was subsequently based on consultation with key stakeholders including local authority officers, representatives from the National Bargee Traveller Association (NBTA), representatives from the Canal and River Trust (CRT), and managers and owners of the local boat yards and marinas. This enabled the data gathered to be provided by key representatives (and in some cases members) of the local boat dweller and traveller community who have expert knowledge and insight into the community within the study area. The consultation has led to the following estimations of moorings: authorised and unauthorised permanent and transient moorings; the number of occupied and vacant moorings; the characteristics of the boat dwellers; and the need for permanent and transit moorings.

Population Characteristics

- 7.3 It has been estimated from the consultation that there are approximately over 600 residential moorings in the study area, and approximately 700 leisure moorings on local marinas and boat yards. Marinas and yards are either privately owned and managed or by the Canal and River Trust (CRT). The private boat yards and marinas have provision for residential boat dwellers and leisure cruisers as well as space for the storage and maintenance of boats. The CRT manage 3 permanent mooring locations within the study area consisting of around 70 moorings. They also manage transit moorings across the study area. It has also been estimated that there are over 200 boat dwellers who reside on their boats all year round, but do not have a permanent mooring within the study area. This is a combination of those who choose to be constant cruisers and those who are in need of a permanent mooring. There is also an unknown number of boat dwellers residing on boats at the end of gardens and fields with the consent of the landowners but not necessarily with planning permission.

- 7.4 The household size on each mooring varied between 1 person and 4 persons with most occupied by 1 or 2 people. According to stakeholders, very few boats within the study area are permanently occupied by families with children.
- 7.5 The age of boat dwellers residing on permanent moorings ranged from early twenties to retirement age. Approximately half of the leisure cruisers are being occupied on a regular basis. An unconfirmed number of boats are used as accommodation during the week by people working in the local area. The remaining boats on local marinas are used for leisure purposes by households with permanent accommodation elsewhere.

Residency characteristics

- 7.6 Boat dwellers derive from a broad range of social backgrounds with a wide range of professions, skills and interests. Some boat dwellers permanently live and work within the local area, particularly those residing on permanent moorings and constant cruisers. Some boat dwellers have permanent residency elsewhere but work in the area and reside on a boat only during the working week. Similarly, some boat dwellers only access boats in the area for leisure purposes at weekends or during holidays.
- 7.7 Boats are increasingly being used as student accommodation. Some parents who may have previously purchased a house to accommodate their children whilst at university or college are purchasing boats as a more affordable option. A preferred option is narrow boats. However, some student boat dwellers do not reside on permanent moorings and are continuously cruising.
- 7.8 A number of boat dwellers are retired whilst some are unemployed. A small number of local boat dwellers have special needs including substance misuse issues, and / or experience mental health issues. There are also boat dwellers who previously resided in a house but are separated from partners and reside on boats due to a lack of alternative or affordable accommodation. This enables them continued access to their children and employment. There are also those who have moved out of houses due to a lack of affordable and available housing. There is a growing number of people turning to boats as an alternative form of accommodation, which is putting a high demand on the waterways, the services and available moorings.
- 7.9 Some boat dwellers are in need of permanent moorings, whilst others prefer to reside around the waterways with no permanent base. The latter are referred to as 'constant cruisers' and include a wide range of people including professionals who work locally, people who adhere to an alternative lifestyle philosophy, and people who for varying reasons would prefer to not to be registered as part of civic society.
- 7.10 The NBTA refer to three key types of boaters in the study area. First, boat dwellers who are able to afford a 'home' mooring i.e. a permanent authorised mooring. Second,

boat dwellers who can afford a permanent mooring but are unable to do so due to a lack of provision in the study area. Third, boat dwellers who are unable to afford a permanent mooring. This may include boat dwellers residing on boats unfit to be licensed.

Accommodation need

- 7.11 Whilst many boat dwellers permanently reside on boats due to a desire to live an alternative lifestyle, some were regarded to be doing so due to a lack of affordable accommodation. The cost of buying or renting housing in the local area was regarded by stakeholders as leading to boat dwelling as an affordable alternative. It was also suggested that there is a lack of available and affordable moorings on the local waterways and a lack of suitable locations for further moorings. There is a lack of areas that are safe for moorings to be located, due to unsuitable locations with appropriate banksides to develop moorings and safe waterway locations. Also, mooring locations were regarded as being restricted by land ownership and places not being made available for moorings to be developed.
- 7.12 Stakeholders stated that there is a need for more moorings in the area, although locations for potential developments are limited. Stakeholders highlighted the importance of the local authority working closely with both the Canal and River Trust (CRT), and organisations such as the National Bargee Traveller Association (NBTA) in addressing accommodation need. This is particularly important in relation to the CRT who are aiming to develop further permanent moorings, and transit moorings where boats can moor for short periods of time, in the local area.

Requirement for residential moorings 2020-2025

- 7.13 Due to Covid-19 restrictions, face-to face consultation was not possible with boat dwellers. The level of supply and need have therefore been based on an estimation of authorised permanent provision and unauthorised developments and encampments. This is based on consultation with boat yard and marina owners and managers, CRT, and NBTA, assessment of secondary data, online data concerning marinas, yards and the waterways in the area and visits to different parts of the waterways (limited due to Covid-19 restrictions).
- 7.14 It has also been estimated that there are over 200 boat dwellers who reside on their boats all year round, but do not have a permanent mooring within the study area. It is estimated that a quarter of these have need of a permanent mooring, and the rest either out of choice or financial restraints prefer to be constant cruisers. These require more flexible transit provision.

- 7.15 These estimations and visits to different parts of the waterways for visual observations have resulted in an estimated requirement for a further 50 residential moorings for 2020 to 2025.

Requirement for residential moorings 2025-2038

- 7.16 As there is no known future need, additional accommodation need for 2025 – 2038 is 0. However, this is only if sufficient provision has been met by 2025. And sufficient provision could potentially be above the estimated 50 if more come forward with evidence of need for permanent provision.

Requirements for transit moorings: 2020-2038

- 7.17 From this consultation, it is evident that in addition to the need for additional permanent moorings in the area, there is also clear evidence of need for more moorings to assist those who are travelling across the area. Constant cruisers in particular have need for additional and more flexible transient moorings. Some spoke of how the councils need to work closely with the Canal and River Trust (CRT) (who provide such moorings) to ensure that sufficient provisions are made available in the area.

Summary

- 7.18 This chapter has provided both quantitative and qualitative data regarding key characteristics of respondent households residing on residential moorings. It is estimated that there are around 600 residential moorings in the study area, approximately 700 leisure moorings on local marinas and boat yards, and over 200 boat dwellers residing on their boats without an authorised permanent mooring. The latter is a combination of those who choose to be constant cruisers and those who would prefer a permanent authorised mooring. It is recommended that the local authorities liaise with marine and boat yard owners, and agencies such as the NBTA and CRT, to help determine how boat dweller accommodation needs can be met. It is also recommended that the accommodation need is shared by the study area local authorities which contain navigable waterways. A summary of the boat dweller accommodation need is as follows:

Table 7.1: Summary of accommodation needs 2020-38 (moorings)

| | |
|---------------|----|
| Total 2020-25 | 50 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 50 |

Source: GTAA 2021

8. Conclusion and Recommendations

Introduction

- 8.1 This final chapter draws conclusions from the evidence. It then makes a series of recommendations relating to meeting the identified need for new provision, facilities, and recording and monitoring processes.
- 8.2 The chapter begins by presenting an overview of the policy changes, followed by review of the needs and facilitating the needs of Gypsy and Traveller sites, Travelling Showpeople and boat dwellers, and then concludes with key recommendations.
- 8.3 The accommodation needs calculations undertaken as part of this GTAA were based on analysis of both secondary data and primary consultation with Gypsies, Travellers, Travelling Showpeople, key stakeholders, and boat yard managers and owners. The consultation was undertaken in a Covid-19 safe manner i.e. it followed government guidance and restrictions. However, this meant that consultation with households was delayed and some consultation was undertaken using remote methods e.g. over the telephone.

Policy Changes

- 8.4 In August 2015 the DCLG published 'Planning Policy for Traveller Sites' (including Travelling Showpeople yards). It states that for the purposes of planning policy "gypsies and travellers" means:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

- 8.5 In determining whether persons are "Gypsies and Travellers" for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:
- a) whether they previously led a nomadic habit of life
 - b) the reasons for ceasing their nomadic habit of life
 - c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.

- 8.6 In March 2016 the then Department of Communities and Local Government (DCLG) published its draft guidance to local housing authorities on the periodical review of

housing needs for caravans and houseboats. It states that when considering the need for caravans and houseboats local authorities will need to include the needs of a variety of residents in differing circumstances including, for example caravan and houseboat dwelling households and households residing in bricks and mortar dwelling households.

- 8.7 The Housing and Planning Act, which gained Royal Assent on 12 May 2016, deletes sections 225 and 226 of the Housing Act 2004, which previously identified ‘gypsies and travellers’ as requiring specific assessment for their accommodation needs when carrying out reviews of housing needs. Instead, the Act amends section 8 of the Housing Act 1985 governing the assessment of accommodation needs to include all people residing in or resorting to the District in caravans or houseboats. However, for planning purposes, as noted above, the DCLG Planning Policy for Traveller Sites (August 2015) still requires local authorities to identify the accommodation needs of Gypsies, Travellers and Travelling Showpeople.

Accommodation need

- 8.8 The following outlines the accommodation need for each of the community groups for the Local Plan period of 2020 to 2038.

Gypsies and Travellers

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 29 | 17 | 7 |
| Total 2025-30 | 7 | 6 | 5 |
| Total 2030-35 | 7 | 6 | 5 |
| Total 2035-38 | 5 | 4 | 3 |
| Total 2020-38 | 48 | 33 | 20 |

Source: GTAA 2021

Travelling Showpeople

| | |
|---------------|----|
| Total 2020-25 | 30 |
| Total 2025-30 | 5 |
| Total 2030-35 | 5 |
| Total 2035-38 | 4 |
| Total 2020-38 | 44 |

Source: GTAA 2021

Boat Dwellers

Table 8.3: Summary of accommodation needs 2020-38 (moorings)

| | |
|---------------|----|
| Total 2020-25 | 50 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 50 |

The location of new provision

- 8.9 This is general consensus that smaller sites, yards and moorings are preferred by Gypsy, Traveller, Showpeople and boat dweller communities due to better management and maintenance of provision and security. Ongoing monitoring of provision and vacant provisions should be undertaken by the local authorities alongside discussions with different community groups, to ensure that any additional need that may arise is identified.
- 8.10 Ensuring that new provisions are located in a safe environment is important although the impact of land costs on determining feasibility must also be considered. The settled community neighbouring sites, yards, or moorings should also be involved in consultations. In relation to Showpeople, the accommodation need on one yard could be met by the family purchasing adjoining land to develop additional plots. With regards to boat dwellers, there is potential for increasing the provisions of permanent moorings on existing yards and marinas. It is important for the study area local authorities to work closely with CRT and NBTA to assist them with the development of new moorings.
- 8.11 In terms of identifying broad locations for new permanent sites, there are a number of factors which could be considered including:

Costs

- How do land costs impact on feasibility i.e. is it affordable?
- Implementation of services – is it possible for the new site to connect to nearby mains services e.g. electricity, gas, water or sewerage?
- Can good drainage be ensured on the new provision?

Social

- Does the proposed location of the new provision lie within a reasonable distance of school catchment areas?
- Sustainability – is the proposed location close to existing bus routes?

- Proximity of social and leisure services – is the proposed location close to leisure facilities such as sports centres, cinemas etc. or welfare services such as health and social services etc?

Availability

- Who owns the land and are they willing to sell / rent?
- Is access easy or will easements across other land be needed both for residents and services/utilities?
- Are utilities close enough to service the provision at realistic prices?

Deliverability

- Does the proposed location meet existing general planning policy in terms of residential use, (for example in relation to Green Belt, flooding and the historic environment)?
- Can the owner sell the land easily and quickly?
- Can utilities connect to the proposed provision?
- Can highways connect to the proposed provision?

8.12 Considering the evidence gathered throughout the GTAA, it is likely that the key factors determining new provision are:

- The affordability of land suitable for the development of new sites and the cost of development
- The need to ensure that new provisions are within reasonable travelling distance of social, welfare and cultural services
- The need to carefully consider the proximity of new provisions to existing provisions i.e. whether social tensions might arise if new provisions are located too close to existing provisions
- The sustainability of new provisions i.e. ensuring that they do not detrimentally impact on the local environment and do not place undue pressure on the local infrastructure

8.13 It is important that new provisions are located close to amenities such as shops, schools and health facilities or where there are good transport links or within reasonable distance for households to access the necessary facilities and amenities. DCLG (2015) guidance suggests that local planning authorities should strictly limit new Gypsy and Traveller site development in the open countryside that is away from existing settlements or outside areas allocated in the development plan. Local planning authorities should ensure that sites in rural areas do not dominate the nearest settled community and avoid placing an undue pressure on the local infrastructure. As stated in Chapter 2, the study area local authority Local Plan

policies contain locational criteria to help determine suitable locations for the development of new sites or yards.

- 8.14 The DCLG (2015) guidance states that when considering applications, local planning authorities should attach weight to the following matters:
- a. effective use of previously developed (brownfield), untidy or derelict land
 - b. sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness
 - c. promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas for children
 - d. not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community

The size of new provision

Gypsy and Traveller pitches

- 8.15 DCLG (2008)³⁰ guidance states that there is no one-size-fits-all measurement of a pitch as, in the case of the settled community, this depends on the size of individual families and their particular needs. However, they do suggest that as a general guide, it is possible to specify that an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan, (or two trailers, drying space for clothes, a lockable shed for bicycles, wheelchair storage etc.), parking space for two vehicles and a small garden area.
- 8.16 Based on DCLG guidance, it can be determined that a pitch of approximately 325 square metres would take into account all minimum separation distance guidance between caravans and pitch boundaries as stipulated in guidance and safety regulations for caravan development. A pitch size of at least 500 square metres (0.05ha) would comfortably accommodate the following on-pitch facilities:
- Hard standing for a touring caravan (enabling households to travel)
 - Hard standing for a static caravan (including double static trailers)
 - 2 car parking spaces
 - 1 amenity block
 - Hard standing for storage shed and drying
 - Garden/amenity area
- 8.17 If granting permission on an open plan basis, permission should be given on a pitch-by-pitch equivalent basis to the above. For example, an existing pitch which has

³⁰ Please note that this publication was withdrawn in September 2015.

enough space to accommodate a chalet structure, 2 touring caravans and 1 – 2 static caravans along with 4 parking spaces, 2 blocks etc., could be counted as 2 pitches even if based on an open plan basis on one structured pitch. However, this would need to be recorded for future monitoring.

Showpeople plots

- 8.18 In relation to Showpeople, size of new plots need to not only accommodate providing for living space (similar to above), but also space for work equipment. The new plots need to accommodate structures and / or caravans designed for living quarters sufficient to accommodate the household and meet their specific requirements, and space away from the living quarters for storage and maintenance of work equipment and vehicles and domestic vehicles i.e. family car(s). Due to the need for both accommodation space and space for storage and maintenance of very large equipment, the size and space required for a Showpeople plot needs to be much larger than a standard Gypsy and Traveller pitch.

Boat Dwellers Moorings

- 8.19 New provision for boat dwellers is needed for both permanent moorings and there needs to be moorings with sufficient space and time allowed to moor for transient use. Both types of moorings need to have access to all the necessary provisions and services, be located in safe locations and with good access by emergency services. It is recommended that the councils work closely with representative organisations such as the CRT and NBTA to ensure that any provision meets guidance (e.g. CRT 2017).

Transit provision

- 8.20 It is recommended that the local authorities set up a negotiated stopping places policy to address transit provision. This is land temporarily used as authorised short-term (less than 28 days) stopping places. They may not require planning permission if they are in use for fewer than 28 days in a year. The requirements for emergency stopping places reflect the fact that the site will only be used for a proportion of the year and that individual households will normally only stay on the agreed location for a few days. Amenities such as portaloos and showers (or access to alternative nearby facilities) and skips or wheelie bins should ideally be made available for the duration of the agreed period.
- 8.21 Agreements could be made with households residing on sites and allowing visiting family and friends to stay for agreed periods of time. This would lead to fewer unauthorised encampments which adversely impact on the local community.

Summary

- 8.22 There is an overall accommodation need in the local authority area over the period 2020-2038 for 48 additional pitches (ethnic definition), 33 pitches (PPTS 2015 definition), and 20 pitches ('travel to work' definition). There is also a need for 47 additional Travelling Showpeople plots during the same period and a minimum of 50 additional permanent moorings. There is also need for (an unknown number of) additional transit moorings for boat dwellers. It is recommended that the councils have a corporate policy in place to address negotiated stopping places for small scale transient Gypsy and Traveller encampments, and that they work with neighbouring authorities to determine the location and size of new transit provision.
- 8.23 It is recommended that the local authorities' Local Plans seek to meet the PPTS need (as required) with 'ethnic' need (potential need) covered by a criteria-based policy. This will not only demonstrate knowledge of the overall accommodation need of all Gypsies and Travellers, but also able to demonstrate that how accommodation need for those who do not meet the PPTS definition are being addressed. The local authorities could adopt the accommodation needs as determined by the PPTS 2015 definition for Gypsies and Travellers, with the remaining need from the ethnic definition as a reserve need. This means that the local authorities would firstly meet the need of 33 (17 within the first five years) as its obligation but accept the need of a further 15 (12 within the first five years) as potential need in the area if further applications are brought forward through windfalls. It is important to note that this only refers to Gypsies and Travellers and not Travelling Showpeople or boat dwellers.
- 8.24 In addition to the above in order to meet the specific accommodation need of the different community groups, the report recommends the following:
- In relation to Gypsies and Travellers and Travelling Showpeople it is recommended that the Local authorities work closely with the families to determine how their accommodation need can best be met.
 - Also, for the local authority to provide pre-planning application advice to households who have identified land to help determine if it is suitable to address accommodation need.
 - In order to meet the accommodation needs of Showpeople it is also recommended that the local authorities work closely with yard owners to determine how the proposed land that they have already identified, and other potential land could meet their current and future accommodation needs.
 - Dependent upon meeting planning requirements (etc), it is recommended that the local authorities review the sites and yards with temporary permission and consider making them permanent, and to review the unauthorised sites and yards and consider them gaining permanent status.

- In order to meet the accommodation needs of boat dwellers, it is recommended that the local authorities work closely with the NBTA and CRT to help identify potential land for development as new moorings. Also, to help determine more effective ways of supporting transient boat dwellers. This could include a more flexible approach to the length of time boats dwellers can reside on transit moorings and amend the distance travelled conditions from licenses. It is also recommended that the local authorities contact the owners and managers of existing moorings to discuss the potential for increasing permanent mooring provision within the study area.

8.25 As well as quantifying accommodation need, the study also makes recommendations on other key issues including:

Planning policy:

- Implement corporate policy to provide negotiated stopping arrangements to address unauthorised encampments for set periods of time at agreed locations.
- To liaise with owners of the sites and yards to determine how they could expand the number of pitches to meet the family's accommodation needs.
- To consider how the accommodation needs can be met by expanding existing provision and/or providing new sites, yards and moorings.
- To consider alternative options for developing new sites, yards and moorings such as sites developed on a cooperative basis, shared ownership, or small sites owned by a local authority, but rented to families for their own use.
- To consider alternative site funding mechanisms such as: site acquisition funds; loans for private site provision through Community Development Financial Institutions; and joint ventures with members of the Gypsy and Traveller, Showpeople and boat dweller communities.
- To collate data on the planning status of all known moorings, in particular the location and levels of planning permissions for permanent moorings and to monitor and update accordingly.
- Prior to action being taken against a mooring which is being used without planning permission, the local authority, in partnership with the CRT, NBTA, the owner of the mooring, and the occupant(s), should review the mooring in relation to its current, historic and potential planning status.
- A similar approach should be adopted in relation to unauthorised Gypsy and Traveller sites and Showpeople yards. The local authority, in partnership with the landowner, occupants and relevant agencies (e.g. Showmen's Guild and National Federation of Gypsy Liaison Groups), to review its current, historic and potential planning status.
- To consider safeguarding Gypsy, Traveller and Travelling Showpeople sites and yards and moorings with permanent planning permission for their current use unless it can be demonstrated that they are no longer needed to meet identified need.

- The population size and demographics of the Gypsy, Traveller, Travelling Showpeople and boat dweller communities can change rapidly. As such, their accommodation needs should be reviewed every 5 to 7 years.

Management:

- Housing organisations need to consider the type of housing allocated to Gypsies and Travellers residing in bricks and mortar in order to minimise the psychological aversion and feelings of isolation.
- Develop a holistic vision for their work on Gypsies and Travellers and embed it in Community and Homelessness Strategies, Local Plans and planning and reporting obligations under the Equality Act 2010.
- Provide training and workshop sessions with local authority and service provider employees (and elected members) to help them to further understand issues relating to the Gypsy and Traveller, Showpeople, and boat dweller communities.
- In liaison with relevant enforcement agencies such as the police to develop a common approach to dealing with unauthorised encampments.
- Encourage local housing authorities to include Gypsy and Traveller categories on ethnic monitoring forms to improve data on population numbers, particularly in housing.
- Better sharing of information between agencies in relation to Gypsy and Traveller, Travelling Showpeople and boat dweller communities.
- During the ongoing Covid-19 related restrictions placed on the communities, determine help and support the local authorities and other services could provide to the households
- The population size and demographics of the Gypsy, Traveller, Travelling Showpeople and boat dweller communities can change. As such, their accommodation needs should be reviewed every 5 to 7 years.

Bibliography

Ashfield District Council Annual Monitoring Report 2017/2018.

Aligned Core Strategies Part 1 Local Plan adopted September 2014.

Brown, Philip, *Advice for Warwick District Council on household formation relating to Gypsy and Traveller pitches*, Sustainable Housing & Urban Studies Unit (SHUSU), University of Salford, October 2015.

Cemlyn, Sarah, Greenfields, Margaret, Burnett, Sally, Matthews, Zoe and Whitwell, Chris (2009) *Inequalities Experienced by Gypsy and Traveller Communities: A Review*, Equality and Human Rights Commission, London.

Commission for Racial Equality, *Common Ground Equality, good race relations and sites for Gypsies and Irish Travellers* - Report of a CRE inquiry in England and Wales, (Summary), May 2006.

Cullen, Sue, Hayes, Paul and Hughes, Liz (2008), *Good practice guide: working with housed Gypsies and Travellers*, Shelter, London.

DCLG, *Consultation on revised planning guidance in relation to Travelling Showpeople*, January 2007.

DCLG, *Gypsy and Traveller Accommodation Needs Assessments*, October 2007.

DCLG, *Planning Policy for Traveller Sites*, August 2015.

DCLG, *Draft Guidance to local housing authorities on the periodical review of housing needs (Caravans and Houseboats)* March 2016.

Erewash Core Strategy Adopted March 2014.

House of Commons Library, *Gypsies and Travellers: Planning Provisions*, Briefing Paper 07005, 4 January 2016.

Liegeois, J. P. (1994) *Romas, Gypsies and Travellers*, Strasbourg: Council of Europe.

Mid Suffolk Development Plan Document, Adopted 2008.

Ministry of Housing, Communities and Local Government (MHCLG), *January 2018 Traveller Caravan Count*, June 2018.

Niner, Pat (2003), *Local Authority Gypsy/Traveller Sites in England*, ODPM.

Niner, PM (2004) 'Accommodating Nomadism? An Examination of Accommodation Options for Gypsies and Travellers in England', *Housing Studies*, Carfax Publishing.

Niner, Pat, *Counting Gypsies & Travellers: A Review of the Gypsy Caravan Count System*, ODPM, February 2004 located at <http://www.communities.gov.uk/documents/housing/pdf/158004.pdf>

ONS 2011 *Census Table KS201EW Ethnic Group* located at: <http://www.ons.gov.uk/>

Ryder, A, Acton, T, Cemlyn, S, Cleemput, P, Greenfields, M, Richardson, J and Smith, D. (2011) *A Big or Divided Society? Final Recommendations and Report of the Panel Review into the Impact of the Localism Bill and Coalition Government Policy on Gypsies and Travellers*. London: Travellers Aid Trust

Glossary

Amenity block

A small permanent building on a pitch with bath/shower, WC, sink and (in some larger ones) space to eat and relax. Also known as an amenity shed or amenity block.

Authorised site

A site with planning permission for use as a Gypsy and Traveller site. It can be privately owned (often by a Gypsy or Traveller), leased or socially rented (owned by a council or registered provider).

Average

The term 'average' when used in this report is taken to be a mean value unless otherwise stated.

Bargee Travellers and boat dwellers

As defined by the National Bargee Travellers Association (NBTA):

“Someone who lives aboard a vessel (which may or may not be capable of navigation), that the vessel is used as the main or only residence and where that vessel is either (i) moored in one location for more than 28 days in a year (but may occasionally or periodically leave its mooring); or (ii) has no permanent mooring and navigates in accordance with the statutes appropriate to the navigation such as inter alia s.17(3)(c)(ii) of the British Waterways Act 1995 or s.79 of the Thames Conservancy Act 1932”.

The NBTA also distinguish between 'Bargee Travellers' and 'boat dwellers'. 'Bargee Travellers' are people whose main or only home is a boat without year-round access to a permanent mooring. 'Boat dwellers' are considered by the NBTA to be people whose main or only home is a boat and who have year-round access to a permanent mooring, whether or not that mooring has planning consent for residential use.

Bedroom standard

The bedroom standard is based on that which was used by the General Household Survey to determine the number of bedrooms required by families. For this study, a modified version of the bedroom standard was applied to Gypsies and Travellers residing on sites to take into account that caravans or mobile homes may contain both bedroom and residing spaces used for sleeping. The number of spaces for each accommodation unit is divided by two to provide an equivalent number of bedrooms. Accommodation needs were then determined by comparing the number (and age) of family members with the number of bedroom spaces available.

Bricks and mortar accommodation

Permanent housing of the settled community, as distinguished from sites.

Caravan

Defined by Section 29 (1) of the Caravan Sites and Control of Development Act 1960:

"... any structure designed or adapted for human habitation which is capable of being moved from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer) and any motor vehicle so designed or adapted."

Concealed household

A household or family unit that currently lives within another household or family unit but has a preference to live independently and is unable to access appropriate accommodation (on sites or in housing).

Doubling up

More than one family unit sharing a single pitch.

Emergency stopping places

Emergency stopping places are pieces of land in temporary use as authorised short-term (less than 28 days) stopping places for all travelling communities. They may not require planning permission if they are in use for fewer than 28 days in a year. The requirements for emergency stopping places reflect the fact that the site will only be used for a proportion of the year and that individual households will normally only stay on the site for a few days.

Family Owner Occupied Gypsy Site

Family sites are seen as the ideal by many Gypsies and Travellers in England. They are also often seen as unattainable. There are two major obstacles: money/affordability and getting the necessary planning permission and site licence. While the former is clearly a real barrier to many less well-off Gypsies and Travellers, getting planning permission for use of land as a Gypsy caravan site (and a 'site' in this context could be a single caravan) is currently a major constraint on realising aspirations among those who could afford to buy and develop a family site.

Family unit

The definition of 'family unit' is used flexibly. The survey assumes that a pitch is occupied by a single household or family unit although it acknowledges that this may also include e.g. extended family members or hidden households.

Gypsy

Member of one of the main groups of Gypsies and Travellers in Britain. In this report it is used to describe English (Romany) Gypsies, Scottish Travellers and Welsh Travellers. English Gypsies were recognised as an ethnic group in 1988.

Gypsy and Traveller

As defined by DCLG Planning Policy for Traveller Sites (August 2015):

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

The DCLG guidance also states that in determining whether persons are “gypsies and travellers” for the purposes of planning policy, consideration should be given to the following issues amongst other relevant matters:

- a) whether they previously led a nomadic habit of life
- b) the reasons for ceasing their nomadic habit of life
- c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.

Hidden Household

A household not officially registered as occupying a site/yard or pitch/plot who may or may not require separate accommodation.

Household

The definition of 'household' is used flexibly. The survey assumes that a pitch is occupied by a single household or family unit although it acknowledges that this may also include e.g. extended family members or hidden households.

Irish Traveller

Member of one of the main groups of Gypsies and Travellers in Britain. Distinct from Gypsies but sharing a nomadic tradition, Irish Travellers were recognised as an ethnic group in England in 2000.

Local Authority Sites

The majority of local authority sites are designed for permanent residential use.

Local Development Documents (LDD)

These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area.

Negotiated Stopping

The term 'negotiated stopping' is used to describe agreed short-term provision for Gypsy and Traveller caravans. It does not describe permanent 'built' transit sites but negotiated

arrangements which allow caravans to be sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of limited services such as water, waste disposal and toilets. The arrangement is between the local authority and the (temporary) residents. The Nottinghamshire Joint Protocol for the Management of Unauthorised Encampments is an example of a Negotiated Stopping Policy

Net need

The difference between need and the expected supply of available pitches (e.g. from the re-letting of existing socially rented pitches or from new sites being built).

New Traveller (formerly 'New Age Traveller')

Member of the settled community who has chosen a nomadic or semi-nomadic lifestyle. The first wave of New Travellers began in the 1970s and were associated with youth culture and 'new age' ideals. They now comprise a diverse range of people who seek an alternative lifestyle for differing reasons including personal or political convictions. Economic activities include making hand-made goods that are sold at fairs.

Newly forming families

Families residing as part of another family unit of which they are neither the head nor the partner of the head and who need to live in their own separate accommodation, and/or are intending to move to separate accommodation, rather than continuing to live with their 'host' family unit.

Overcrowding

An overcrowded dwelling is one which is below the bedroom standard. (See 'Bedroom Standard' above).

Permanent residential site

A site intended for long-stay use by residents. It has no maximum length of stay but often constraints on travelling away from the site.

Pitch

Area on a site developed for a family unit to live. On socially rented sites, the area let to a tenant for stationing caravans and other vehicles.

Plot

Area on a yard for Travelling Showpeople to live. As well as dwelling units, Travelling Showpeople often keep their commercial equipment on a plot.

Primary data

Information that is collected from a bespoke data collection exercise (e.g., surveys, focus groups or interviews) and analysed to produce a new set of findings.

Private rented pitches

Pitches on sites which are rented on a commercial basis to other Gypsies and Travellers. The actual pitches tend to be less clearly defined than on socially rented sites.

Psychological aversion

Whilst not a medical condition this is a term that is accepted as part of accommodation assessments in encapsulating a range of factors that demonstrate an aversion to residing in bricks and mortar accommodation (see DCLG October 2007). The factors concerned can include: feelings of depression, stress, sensory deprivation, feeling trapped, feeling cut off from social contact, a sense of dislocation with the past, feelings of claustrophobia. Proven psychological aversion to residing in bricks and mortar accommodation is one factor used to determine accommodation need.

Secondary data

Existing information that someone else has collected. Data from administrative systems and some research projects are made available for others to summarise and analyse for their own purposes (e.g. Traveller Caravan Count).

Settled community

Used to refer to non-Gypsies and Travellers who live in housing.

Site

An area of land laid out and/or used for Gypsy and Traveller caravans for residential occupation, which can be authorised (have planning permission) or unauthorised. Sites can be self-owned by a Gypsy and Traveller resident or rented from a private or social landlord. Sites vary in type and size and can range from one-caravan private family sites on Gypsies' and Travellers' own land, through to large local authority sites. Authorised private sites (those with planning permission) can be small, family-run, or larger, privately-owned rented sites.

Socially rented site

A Gypsy and Traveller site owned by a council or private Registered Provider. Similar to social rented houses, rents are subsidised and offered at below private market levels.

Tolerated

An unauthorised development or encampment may be tolerated by the local authority meaning that no enforcement action is currently being taken.

Transit site/pitch

This is the authorised encampment option for Gypsies and Travellers travelling in their caravans and in need of temporary accommodation while away from 'home'. Transit sites are sometimes used on a more long-term basis by families unable to find suitable permanent accommodation

Travelling Showpeople

People who organise circuses and fairgrounds and who live on yards when not travelling between locations. Most Travelling Showpeople are members of the Showmen's Guild of Great Britain.

Unauthorised development

Unauthorised developments include situations where the land is owned by the occupier, or the occupier has the consent of the owner (e.g. is tolerated /no trespass has occurred), but where relevant planning permission has not been granted.

Unauthorised encampment

Unauthorised encampments include situations where the land is not owned by the occupier, the land is being occupied without the owner's consent, and as such a trespass has occurred. An encampment can include one or more vehicles, caravans or trailers.

Unauthorised site

Land occupied by Gypsies and Travellers without the appropriate planning or other permissions. The term includes both unauthorised development and unauthorised encampment.

Accommodation Need Per Authority

Study Area

Gypsies and Travellers

Table A1.1 Estimate of the need for permanent residential site pitches 2020-2025

| | Ethnic | PPTS | Work |
|---|--------|-----------|------|
| 1) Current occupied permanent residential site pitches | 33 | 33 | 33 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 1 | 1 | 1 |
| 3) Number of existing pitches expected to become vacant through mortality | 1 | 1 | 1 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 2 | 2 | 2 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | 1 | 1 | 1 |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 2 | 2 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 1 | 1 | 1 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 6 | 3 | 2 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 6 | 4 | 2 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 15 | 8 | 3 |
| Total Need | 31 | 19 | 9 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 29 | 17 | 7 |
| Annualised Additional Pitch Requirement | 6 | 4 | 2 |

Source: GTAA 2021

Table A1.2: Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 29 | 17 | 7 |
| Total 2025-30 | 7 | 6 | 5 |
| Total 2030-35 | 7 | 6 | 5 |
| Total 2035-38 | 5 | 4 | 3 |
| Total 2020-38 | 48 | 33 | 20 |

Source: GTAA 2021

Showpeople

| Table A1.3. Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|----|
| 1) Current occupied permanent residential site plots | 12 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 3 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 10 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 9 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 8 |
| Total Need | 30 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 30 |
| Annualised Additional Plot Requirement | 6 |

Source: GTAA 2021

| Table A1.4: Summary of accommodation needs 2020-38 (plots) | |
|--|----|
| Total 2020-25 | 30 |
| Total 2025-30 | 5 |
| Total 2030-35 | 5 |
| Total 2035-38 | 4 |
| Total 2020-38 | 44 |

Source: GTAA 2021

Ashfield

Gypsies and Travellers

| Table A1.5: Estimate of the need for permanent residential site pitches 2020-2025 | | | |
|---|--------|------|------|
| | Ethnic | PPTS | Work |
| 1) Current occupied permanent residential site pitches | 4 | 4 | 4 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 1 | 1 | 1 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 1 | 1 | 1 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | | | |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 2 | 1 | 0 |
| Total Need | 2 | 1 | 0 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 1 | 0 | 0 |
| Annualised Additional Pitch Requirement | 0 | 0 | 0 |

Source: GTAA 2021

*NB: Ashfield also has planning permission for a further 14 pitches on 3 sites. However, based on site visits and council data, these sites are no longer available to Gypsies and Travellers (either been sold, or simply no longer Gypsy and Traveller sites). There is only one authorised site in use, along with another which is currently vacant, but there are plans for it to be re occupied within the 2020-2025 period.

| Table A1.6: Summary of accommodation needs 2020-38 (pitches) | | | |
|--|-------------------|----------------------|-----------------|
| Period | Ethnic definition | PPTS 2015 definition | Work definition |
| Total 2020-25 | 1 | 0 | 0 |
| Total 2025-30 | 1 | 1 | 1 |
| Total 2030-35 | 1 | 1 | 1 |
| Total 2035-38 | 1 | 1 | 1 |
| Total 2020-38 | 4 | 3 | 3 |

Source: GTAA 2021

Showpeople

| Table A1.7. Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|----|
| 1) Current occupied permanent residential plots | 12 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 0 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 4 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 5 |
| Total Need | 9 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 9 |
| Annualised Additional Plot Requirement | 2 |

Source: GTAA 2021

| Table A1.8: Summary of accommodation needs 2020-38 (plots) | |
|--|----|
| Total 2020-25 | 9 |
| Total 2025-30 | 2 |
| Total 2030-35 | 2 |
| Total 2035-38 | 1 |
| Total 2020-38 | 14 |

Source: GTAA 2021

Broxtowe

Gypsies and Travellers

| Table A1.9. Estimate of the need for permanent residential site pitches 2020-2025 | | | |
|---|--------|------|------|
| | Ethnic | PPTS | Work |
| 1) Current occupied permanent residential site pitches | 0 | 0 | 0 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 0 | 0 | 0 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | | | |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 1 | 0 | 0 |
| Total Need | 1 | 0 | 0 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 1 | 0 | 0 |
| Annualised Additional Pitch Requirement | 0 | 0 | 0 |

Source: GTAA 2021

| Table A1.10: Summary of accommodation needs 2020-38 (pitches) | | | |
|---|-------------------|----------------------|-----------------|
| Period | Ethnic definition | PPTS 2015 definition | Work definition |
| Total 2020-25 | 1 | 0 | 0 |
| Total 2025-30 | 0 | 0 | 0 |
| Total 2030-35 | 0 | 0 | 0 |
| Total 2035-38 | 0 | 0 | 0 |
| Total 2020-38 | 1 | 0 | 0 |

Source: GTAA 2021

Showpeople

| Table A1.11. Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|---|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 0 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 0 |
| Total Need | 0 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 0 |
| Annualised Additional Plot Requirement | 0 |

Source: GTAA 2021

Table A1.12: Summary of accommodation needs 2020-38 (plots)

| | |
|---------------|---|
| Total 2020-25 | 0 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 0 |

Source: GTAA 2021

Erewash

Gypsies and Travellers

Table A1.13. Estimate of the need for permanent residential site pitches 2020-2025

| | Ethnic | PPTS | Work |
|---|--------|------|------|
| 1) Current occupied permanent residential site pitches | 0 | 0 | 0 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 0 | 0 | 0 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | | | |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 1 | 1 | 0 |
| Total Need | 1 | 1 | 0 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 1 | 1 | 0 |
| Annualised Additional Pitch Requirement | 0 | 0 | 0 |

Source: GTAA 2021

Table A1.14. Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 1 | 1 | 0 |
| Total 2025-30 | 0 | 0 | 0 |
| Total 2030-35 | 0 | 0 | 0 |
| Total 2035-38 | 0 | 0 | 0 |
| Total 2020-38 | 1 | 1 | 0 |

Source: GTAA 2021

Showpeople

| Table A1.15. Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|---|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 0 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 0 |
| Total Need | 0 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 0 |
| Annualised Additional Plot Requirement | 0 |

Source: GTAA 2021

| Table A1.16. Summary of accommodation needs 2020-38 (plots) | |
|---|---|
| Total 2020-25 | 0 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 0 |

Source: GTAA 2021

Gedling

Gypsies and Travellers

Table A1.17. Estimate of the need for permanent residential site pitches 2020-2025

| | Ethnic | PPTS | Work |
|---|--------|------|------|
| 1) Current occupied permanent residential site pitches | 0 | 0 | 0 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 0 | 0 | 0 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | | | |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 1 | 1 | 0 |
| Total Need | 1 | 1 | 0 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 1 | 1 | 0 |
| Annualised Additional Pitch Requirement | 0 | 0 | 0 |

Source: GTAA 2021

Table A1.18. Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 1 | 1 | 0 |
| Total 2025-30 | 0 | 0 | 0 |
| Total 2030-35 | 0 | 0 | 0 |
| Total 2035-38 | 0 | 0 | 0 |
| Total 2020-38 | 1 | 1 | 0 |

Source: GTAA 2021

Showpeople

| Table A1.19. Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|----|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 4* |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 1 |
| Total Need | 5 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 5 |
| Annualised Additional Plot Requirement | 1 |

Source: GTAA 2021

*There is one in Gedling with four plots which are categorised as unauthorised developments, all of which have been in use for many years. Subsequently, the local authority is reviewing the status of this yard and plots in respect to potential lawfulness.

| Table A1.20. Summary of accommodation needs 2020-38 (plots) | |
|---|---|
| Total 2020-25 | 5 |
| Total 2025-30 | 1 |
| Total 2030-35 | 1 |
| Total 2035-38 | 1 |
| Total 2020-38 | 8 |

Source: GTAA 2021

Nottingham City

Gypsies and Travellers

Table A1.21. Estimate of the need for permanent residential site pitches 2020-2025

| | Ethnic | PPTS | Work |
|---|--------|-----------|------|
| 1) Current occupied permanent residential site pitches | 15 | 15 | 15 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 0 | 0 | 0 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 0 | 0 | 0 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | 0 | 0 | 0 |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 2 | 2 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 1 | 1 | 1 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 0 | 0 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 0 | 0 | 0 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 10 | 5 | 2 |
| Total Need | 14 | 8 | 4 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 14 | 8 | 4 |
| Annualised Additional Pitch Requirement | 3 | 2 | 1 |

Source: GTAA 2021

Table A1.22. Summary of accommodation needs 2020-38 (pitches)

| Period | Ethnic definition | PPTS 2015 definition | Work definition |
|----------------------|-------------------|----------------------|-----------------|
| Total 2020-25 | 14 | 8 | 4 |
| Total 2025-30 | 3 | 3 | 2 |
| Total 2030-35 | 3 | 3 | 2 |
| Total 2035-38 | 2 | 1 | 1 |
| Total 2020-38 | 22 | 15 | 9 |

Source: GTAA 2021

Showpeople

| Table A1.23. Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|----|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 3 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 6* |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 5 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 2 |
| Total Need | 16 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 16 |
| Annualised Additional Plot Requirement | 3 |

Source: GTAA 2021

*There are three yards in Nottingham City with a total of 6 plots, all categorised as unauthorised developments, and all of which have been in use for many years. Subsequently, the local authority is reviewing the status of these yards and plots in respect to potential lawfulness.

| Table A1.24. Summary of accommodation needs 2020-38 (plots) | |
|---|----|
| Total 2020-25 | 16 |
| Total 2025-30 | 2 |
| Total 2030-35 | 2 |
| Total 2035-38 | 2 |
| Total 2020-38 | 22 |

Source: GTAA 2021

Rushcliffe

Gypsies and Travellers

| Table A1.25. Estimate of the need for permanent residential site pitches 2020-2025 | | | |
|---|--------|-----------|------|
| | Ethnic | PPTS | Work |
| 1) Current occupied permanent residential site pitches | 16 | 16 | 16 |
| <i>Additional residential supply</i> | | | |
| 2) Number of unused residential pitches available | 0 | 0 | 0 |
| 3) Number of existing pitches expected to become vacant through mortality | 1 | 1 | 1 |
| 4) Net number of family units on sites expected to leave the area in next 5 years | 0 | 0 | 0 |
| 5) Number of family units on sites expected to move into housing in next 5 years | 0 | 0 | 0 |
| 6) Residential pitches planned to be built or to be brought back into use | 0 | 0 | 0 |
| Total Additional Supply | 1 | 1 | 1 |
| <i>Additional residential need</i> | | | |
| 7) Seeking permanent permission from temporary sites | 1 | 1 | 1 |
| 8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12 | 0 | 0 | 0 |
| 9) Family units on transit pitches requiring residential pitches in the area | 0 | 0 | 0 |
| 10) Family units on unauthorised encampments requiring residential pitches | 0 | 0 | 0 |
| 11) Family units on unauthorised developments requiring residential pitches | 0 | 0 | 0 |
| 12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8 | 6 | 3 | 2 |
| 13) Net new family units expected to arrive from elsewhere | 0 | 0 | 0 |
| 14) New family formations expected to arise from within existing family units | 6 | 4 | 2 |
| 15) Family units in housing but with a psychological aversion to housed accommodation | 0 | 0 | 0 |
| Total Need | 13 | 8 | 5 |
| <i>Balance of Need and Supply</i> | | | |
| Total Additional Pitch Requirement | 12 | 7 | 4 |
| Annualised Additional Pitch Requirement | 2 | 1 | 1 |

Source: GTAA 2021

| Table A1.26. Summary of accommodation needs 2020-38 (pitches) | | | |
|---|-------------------|----------------------|-----------------|
| Period | Ethnic definition | PPTS 2015 definition | Work definition |
| Total 2020-25 | 12 | 7 | 4 |
| Total 2025-30 | 3 | 2 | 2 |
| Total 2030-35 | 3 | 2 | 2 |
| Total 2035-38 | 2 | 2 | 1 |
| Total 2020-38 | 20 | 13 | 9 |

Source: GTAA 2021

Showpeople

| Table A1.27. Estimate of the need for permanent residential yard plots 2020-2025 | |
|--|---|
| 1) Current occupied permanent residential plots | 0 |
| <i>Additional residential supply</i> | |
| 2) Number of unused residential plots available | 0 |
| 3) Number of existing plots expected to become vacant through mortality 2020-2025 | 0 |
| 4) Net number of family units on yards expected to leave the area in next 5 years | 0 |
| 5) Number of family units on yards expected to move into housing in next 5 years | 0 |
| 6) Residential plots planned to be built or to be brought back into use 2020-2025 | 0 |
| Total Additional Supply | 0 |
| <i>Additional residential need</i> | |
| 7) Seeking permanent permission from temporary yards | 0 |
| 8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12 | 0 |
| 9) Family units on transit plots requiring residential plots in the area | 0 |
| 10) Family units on unauthorised encampments requiring residential plots | 0 |
| 11) Family units on unauthorised developments requiring residential plots | 0 |
| 12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing emerging family in step 8 | 0 |
| 13) Net new family units expected to arrive from elsewhere | 0 |
| 14) New family formations expected to arise from within existing family units | 0 |
| Total Need | 0 |
| <i>Balance of Need and Supply</i> | |
| Total Additional Plot Requirement | 0 |
| Annualised Additional Plot Requirement | 0 |

Source: GTAA 2021

| Table A1.28. Summary of accommodation needs 2020-38 (plots) | |
|---|---|
| Total 2020-25 | 0 |
| Total 2025-30 | 0 |
| Total 2030-35 | 0 |
| Total 2035-38 | 0 |
| Total 2020-38 | 0 |

Source: GTAA 2021