

# East Lindsey District Council Gypsy and Traveller Study 2016





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## The Authors

*RRR Consultancy Ltd* was founded by Dr Alan Rust-Ryan and Dr Kate Rust-Ryan. They undertake research and consultancy in all areas of social policy from small-scale projects to long-term research studies.

The *RRR Consultancy* team has a proven successful track record in research and training relating to children, young people and adults, policy and practice, families and communities, housing, community development, hard to reach people and groups, education, multi-agency working, and service users and service provision.

*RRR Consultancy* also offer 'best practice' training courses to help ensure that public, voluntary and private organisations understand and successfully implement policies in areas such as domestic violence, children and families.



# Executive Summary

- S1. This report details the findings from the East Lindsey District Council Gypsy and Traveller Study. There are two main objectives of the study: to obtain a better understanding of the permanent need in the District for Gypsies, Travellers and Show people and where this need is required; and to find suitable sites for transit and permanent need (if required) and methodologies for addressing that need.
- S2. The report considers the accommodation needs of English Romany Gypsy and Irish Traveller groups<sup>1</sup> found in East Lindsey District Council as well as New Travellers and Travelling Showpeople. It draws on primary and secondary data sources including:
- **Secondary information:** including a literature review and secondary data analysis
  - **Stakeholder consultation:** with local organisations involved with Gypsies and Travellers
  - **Face-to-face surveys** of Gypsies and Travellers
- S3. The report includes qualitative data based on views and experiences of accommodation provision and wider service issues. This is in terms of residential and transit/emergency sites accommodation. The results will be used to inform the allocation of local authority resources as an evidence base for policy development in housing and planning.
- S4. In August 2015 the Government published its revised planning policy for traveller sites. The guidance emphasises the need for local authorities to use evidence to plan positively and manage development.
- S5. East Lindsey District Council is currently preparing its Local Plan. A Draft Core Strategy was produced by the Council in November 2009 and December 2012, with a view to producing a pre-submission document in the summer of 2015 followed by a Settlements Proposals Plan. The saved policies of the adopted East Lindsey District Local Plan 1995 represents the main source of planning policies at the local level at present.
- S6. The East Lindsey DC draft Local Plan cites the 2012 Gypsy and Traveller Accommodation Assessment (2012) in determining a need for: 20 stopping places, 7 permanent pitches and 6 residential plots Travelling Showpeople. Through the Settlement Pattern the Council has identified towns, large and medium villages as the locations best able to ensure access to services and facilities. It is considered that the smaller medium villages do not have the capacity to accommodate significant levels of development but where there is a proven

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<sup>1</sup> Please note that throughout this report the term 'Gypsies' is used to refer to Romany and English Gypsies and the term 'Travellers' is used to refer to Irish Travellers.

need the Council will support the development of sites providing they do not dominate the scale of the existing settlement nor impact on its character.

- S7. To foster relationship building with the Travelling Community, the Council acknowledge that the experts in how sites should be set out are the Community itself and will actively support and encourage the Community to work with them with regard to the design and layout of sites. Because ownership and participation in the early stages of development proposals is one of the keys to acceptance, good relationships and community cohesion.
- S8. The Council is developing a positive criteria led planning policy should members of this client group choose to come forward with suitable sites within the District over and above the 5 year identified need. The Intensive Housing Support Workers have also been provided with training on the best way to work with Gypsies and Travellers.
- S9. According to the DCLG's January 2015 Traveller count, the District contained one of the lowest caravan counts within Lincolnshire. The number of caravans in East Lindsey remained constant between January 2013 and January 2015. Similarly, when population is taken into account, the District contains one of the lowest densities of caravans within the county.
- S10. The District contains a small number of Gypsy and Traveller pitches and Travelling Showpeople plots including 2 authorised permanent pitches (with potential for 11 further pitches at Brackenfreya Woods, Brackenborough Road, Louth), 5 unauthorised development pitches, and 6 private plots for Travelling Showpeople. There is currently no local authority or transit provision with the District.
- S11. Between February 2012 and September 2015 there were 68 instances of unauthorised encampments in East Lindsey. Unauthorised encampments peaked during July to September 2013 and April to May 2014. Some unauthorised encampments involved a large number of vehicles. For example, a single unauthorised encampment that took place at Mablethorpe in August 2015 involved more than 50 vehicles. Nearly two thirds of all unauthorised encampments recorded between February 2012 and September 2015 occurred on only 3 locations: Skegness, Mablethorpe and Louth.
- S12. Consultation with a range of stakeholders was conducted between September 2015 and January 2016 to provide in-depth qualitative information about the accommodation needs of Gypsies and Travellers. Stakeholders recognised the need to increase accommodation provision to address Gypsies and Travellers visiting the county, in particular East Lindsey coastal areas during the seasonal periods. Gypsy and Traveller families visit the East Lindsey (especially coastal) area for work, holidays or to visit families and friends. Skegness and Mablethorpe are especially attractive locations for the Gypsy and Traveller community. Stakeholders stated that families unable to reside on family or friends' pitches or unable to access touring caravan parks are often forced to reside on the roadside.



- S13. Some Gypsy and Traveller families spoke about the challenges accessing touring caravan sites in the local area. Many know Gypsy and Traveller families who have been refused access to a site because of their ethnic identity. Surveys undertaken with a small number of touring caravan site owners indicated that most are unwilling to accommodate Gypsy and Traveller families. According to one stakeholder, a small number of New Travellers have been residing and travelling around East Lindsey for over 20 years.
- S14. Barriers to new accommodation provision identified included identifying land, gaining planning permission, and having sufficient funds to develop and maintain a site. It was suggested that whilst transit provision with extensive facilities could be provided by the private sector, the local authority should consider emergency stopping places with minimal facilities. In relation to the location of transit or emergency stopping provision in East Lindsey, it was agreed that there is an urgent need around Skegness. It is important that any new transit provision is located close to the town and amenities.
- S15. General locations mentioned by stakeholders included being slightly out of town, on brown-field land, within walking distance to town, and close to bus routes. Stakeholders discussed the permanent and transit needs of Travelling Showpeople. It was suggested that, compared with Gypsies and Travellers, there is no evidence of unauthorised encampments caused by Showpeople. However, there does need to be consideration of the transit needs of Travelling Showpeople visiting the District.
- S16. It is calculated that there is a need for 13 new permanent pitches within the District in the next 5 years. This need derives from current and future need on authorised sites, unauthorised encampments and psychological aversion to living in housing.
- S17. Three of the need derive from the two existing Gypsy and Traveller sites who have sufficient space to expand (although they require planning permission). There is also a need for 7 new pitches derived from Gypsy and Traveller families residing on unauthorised encampments and 3 from potential psychological aversion.
- S18. There is also a requirement for 2 additional Travelling Showpeople plots. These can be provided on existing family sized yards. However, the local authority yard located at Mablethorpe is in poor condition and in need of redevelopment and the status, management and purpose of the site needs to be clarified.
- S19. Analysis shows that there remains need for new transit provision within the District. Between February 2012 and September 2015 there were 68 instances of unauthorised encampments in East Lindsey. Although on average there are 6 vehicles involved in each unauthorised encampment, very large encampments involving more than 50 vehicles are not uncommon. A consideration of the unauthorised encampment data combined with stakeholder comments confirms the 2012 GTAA estimate of a need for 20 new transit pitches. It is suggested that these are established in the two areas most likely to attract unauthorised encampments within the District – Skegness and Mablethorpe.

S20. In terms of new permanent and transit provision, 2 of 4 proposed sites located at Holly Road, Skegness and Enterprise Road, Mablethorpe are considered suitable for new transit/emergency stopping provision. Only the proposed site at South Parade Car Park, Skegness is deemed unsuitable for new transit provision. It is important that any new transit provision is situated close to where unauthorised encampments occur i.e. the coastal areas.

# 1. Introduction

## Study context

1.1 In September 2015 East Lindsey District Council commissioned *RRR Consultancy* to undertake a Gypsy and Traveller Study. There are two main objectives of the study:

Part A – To obtain a better understanding of the permanent need in the District for Gypsies, Travellers and Show people and where this need is required.

Part B – To find suitable sites for transit and permanent need (if required) and methodologies for addressing that need.

1.2 To achieve the study aims, the research drew on a number of data sources including:

- **Review of secondary information:** including secondary data analysis
- **Consultation** with organisations involved with Gypsy and Traveller issues
- **Face-to-face surveys** of Gypsies and Travellers

## Geographical context

1.3 Extending over 1,800 square kilometres, East Lindsey is the third largest District in the UK. It is also one of the most sparsely populated, with its 137,600-population spread among some 200 settlements. Wages and skills are relatively low<sup>2</sup> and the District has a higher than average self-employed work force<sup>3</sup>. The District is a safe and healthy place to live with low crime rates and very little noise, air, light or water pollution. Many residents have migrated to the District for the quality of life.

1.4 There are pockets of social deprivation and unemployment is slightly higher than the national mean, average earnings are relatively low and dependence on benefits is high, particularly along the coast where seasonal and temporary employment is common. The District does not have a single dominating urban centre. Instead, its distinctive polycentric settlement pattern is a legacy of a history of small farming communities with local markets.

1.5 Four settlements (Louth, Horncastle, Alford and Spilsby) have built on their historic market town roles to grow and serve wider rural hinterlands. Mablethorpe and Skegness have grown to serve both a local rural hinterland and a vibrant tourism market. These two groups of settlements have contrasting characters. The former have attractive town centres, with market squares streets typified by red brick buildings with pantile or slate roofs. The latter

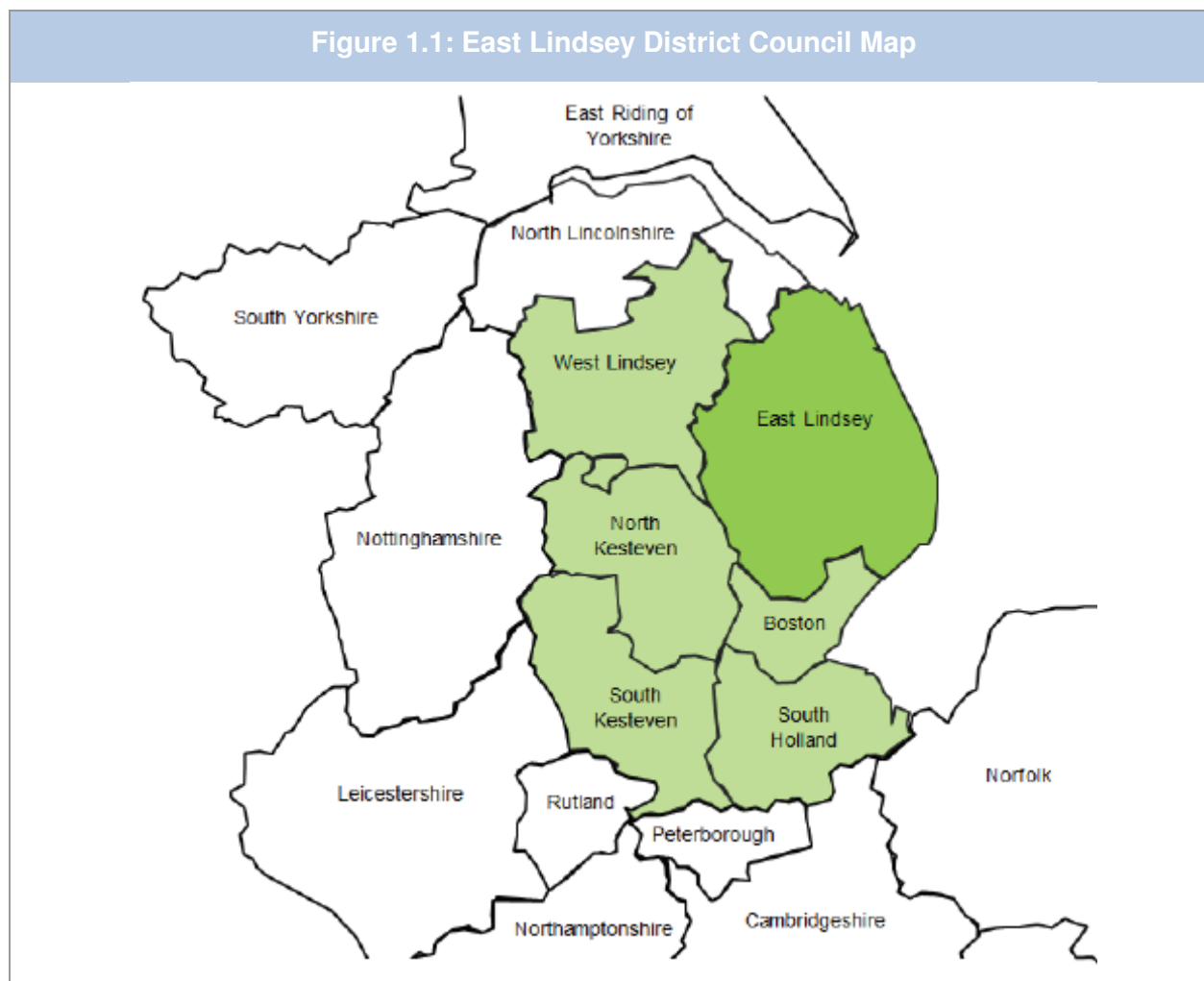
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<sup>2</sup> Full-time average pay of £462 per week in East Lindsey compared with the East Midlands average of £479 per week (NOMIS, 2015)

<sup>3</sup> 10.0% self-employed in East Lindsey compared with 8.7% in East Midlands (NOMIS, 2015)

have a much more mixed visual character that is constantly adapting to changing needs and fashions.

- 1.6 Between the Wolds and the coastline, the landscapes north and south of the River Steeping are classed as marsh and fen respectively. They are generally flat and expansive, giving long distance views where "large skies" are a distinctive feature. Whilst the peaty fens are generally devoid of trees and hedgerows, drainage channels being common features, the coastal grazing marsh is typified more by small hedge-lined fields and scattered small villages set within clumps of trees and aligned along low ridges set marginally above the coastal flood plain.
- 1.7 The North Sea forms a clearly defined eastern edge to the District. Two highly distinctive features dominate the 70 kilometres coastline. Extensive dune-backed salt marshes form internationally recognised Special Protection Areas and National Nature Reserves fronting the Humber Estuary and the Wash. These peaceful and remote areas are rich habitats for varied coastal flora and fauna and are important havens on bird migration routes. This area also now encompasses a coastal country park.
- 1.8 In contrast, the holiday coast between Mablethorpe and Skegness is characterised by vast sandy beaches backed by lively seaside resort activity. Caravan parks along the coastal plain, accommodating upward of 24,000 static vans, are a particular feature. Farming remains the dominant land use across the District. Farm diversification is increasing with more farm-based tourism activities becoming a growing feature in the countryside.
- 1.9 One of the main dominating features of the District is that 38% of it is in the coastal flood plain and this effects many of the decisions the Council makes and will have to make concerning the Local Plan. At the present time, there is only one site with planning permission for permanent pitches in association with Gypsies and Travellers. This site is a private site for 11 pitches, granted on appeal in May 2011 in Louth. The planning permission has been started but is not yet up and running.
- 1.10 A map of the East Lindsey area is shown in Figure 1.1 below:



Source: (East Lindsey GTAA 2012)

## Policy background

1.11 In March 2012 the Government published its planning policy for traveller sites, which replaced the previous circulars relating to Gypsies and Travellers and Travelling Show People (01/2006 and 04/2007 respectively). The guidance emphasised the need for local authorities to use evidence to plan positively and manage development. In particular, it stated that in assembling the evidence-base necessary to support their planning approach, local authorities should:

- effectively engage with both settled and 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

1.12 The 2012 planning policy gave councils the freedom and responsibility to determine the right level of traveller site provision in their area, in consultation with local communities,

while ensuring fairness in the planning system. It sat within a broader package of reforms to reduce the amount of National Planning Policy including the abolition of Regional Strategies and a return of planning powers to councils and communities.

- 1.13 The aim of the planning policy is to encourage plan-making by councils and communities, by giving them a greater say in how they meet their development needs. It also gave communities, developers and investors more certainty about the types of applications that are likely to be approved. This will help to speed up the planning process.

### **East Lindsey Local Plan**

- 1.14 East Lindsey District Council is currently preparing its Local Plan. A Draft Core Strategy was produced by the Council in November 2009 and December 2012, with a view to producing a pre-submission document in the summer of 2016 followed by a Settlements Proposals Plan. The saved policies of the adopted East Lindsey District Local Plan 1995 represents the main source of planning policies at the local level at present.

### **How does the study define Gypsies and Travellers?**

- 1.15 The study adheres to the definition of Gypsies, Travellers and Travelling Showpeople as defined by the DCLG Planning Policy for Traveller Sites (August 2015). 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 or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

- 1.16 The Planning Policy states that 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.

- 1.17 For the purposes of planning policy, “travelling showpeople” means:

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 or permanently, but excludes Gypsies and Travellers as defined above.

## **Summary**

- 1.18 In August 2015 the Government published its revised planning policy for traveller sites. The guidance emphasises the need for local authorities to use evidence to plan positively and manage development.
- 1.19 The purpose of this assessment is to quantify the accommodation related support needs of Gypsies and Travellers in East Lindsey. This is in terms of residential and transit/emergency sites. The results will be used to inform the allocation of resources and as an evidence base for policy development in housing and planning.





## 2. The policy context in East Lindsey District Council

### Introduction

- 2.1 The Localism Act 2011 sets out that local authorities and local communities should be involved in setting Gypsy and Traveller accommodation targets. As such, there remains a need for robust evidence in determining Gypsy and Traveller accommodation targets. The East Lindsey Gypsy and Traveller study provides a sound policy basis for the council to establish the required level of provision. To assess the current state of play, existing documents have been examined to determine what reference is made to Gypsy and Traveller issues.
- 2.2 The intention is to highlight areas of effective practice in East Lindsey, and examine the extent to which authorities are currently addressing the issue. 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 Travellers.

### East Lindsey Gypsy and Traveller Accommodation Needs Assessment 2012

- 2.3 East Lindsey District Council's Gypsy, Traveller and Showpeople's Housing Needs Assessment was completed in 2012. In terms of need for permanent residential pitches it found that if the privately owned site with planning permission for 11 pitches at Brackenfreya Woods, Brackenborough Road, Louth is not secured then 2 further sites for renting will need to be provided within the 5 year period. Suggested locations for these sites are in the vicinity of Louth in the Toynton/Spilsby area and also Frithville or Stickford and West Keal. An additional single pitch site for owner occupation will also be required in the Firsby area if planning permission is not granted for the existing unauthorised site. This totals 7 pitches.
- 2.4 The calculation of need for permanent residential plots for Show and Circus People was adjusted to take into account an upgrading of the existing Mablethorpe yard, which would result in the loss of 2 of the 8 existing plots. The adjusted calculation of need was for a 3 plot yard for affordable rent preferably in the vicinity of Mablethorpe.
- 2.5 According to the GTAA, the overall calculated need for pitches at stopping places is 20. Stopping places should be of sufficient size to accommodate occupation by extended families, to a maximum of 8 pitches. It suggests that two temporary stopping places of between 5 to 8 pitches are sought in the vicinity of Mablethorpe either off the A52, A1104 or peripheral road around the town and at Skegness off the A158. Further similar stopping places should also be considered in the vicinity of Stickford/Keal Cotes accessed off the

A16 and along the main road from Boston to the Coast and a further one or more stopping places to the West of the District, for example in the Horncastle area.

## **East Lindsey DC Draft Local Plan**

2.6 The draft Local Plan cites the 2012 Gypsy and Traveller Accommodation Assessment (2012) in determining a need for:

- 20 stopping places
- 7 permanent pitches
- 6 residential plots Travelling Showpeople

2.7 It states that the 20 stopping pitches should not be provided on one site but should be broken down into three separate smaller sites, the broad locations of which should be in or around Mablethorpe, Skegness and with one in the corridor on the A16 between Boston and Spilsby. However, should a temporary stopping site come forward in any part of the coastal area, as defined in this plan the Council will give it due consideration and support because of the high level of need identified and providing it complies with the criteria set out in the policy.

2.8 Because of the low number of permanent pitches and residential plots for Show and Circus people required and the very specific requirements set out in the GTAA, these pitches and plots should be provided firstly in the locations as per the GTAA or any subsequent assessment and secondly, in any suitable inland location where there is an evidence of need and in accordance with the criteria set out in the policy. The Council will not support permanent pitches or plots in areas of high flood risk for the reasons as set out in Policy 13 Coastal East Lindsey, in that caravans are classed as vulnerable development with a high risk to life in a flood event.

2.9 Through the Settlement Pattern the Council has identified towns, large and medium villages as the locations best able to ensure access to services and facilities. To ensure that the Travelling Community has access to these facilities the Council will support Gypsy and Traveller sites and sites for Travelling Show and Circus People that are in reasonable proximity to these settlements. Many of the Districts settlements pedestrian pavements end at the edge of the settlement, this could preclude many suitable sites so the Council will support proposals where it is demonstrated that they have safe access to the nearest town, large or medium settlement with pedestrians and vehicles being segregated or be accessible by public transport.

2.10 It is considered that the smaller medium villages do not have the capacity to accommodate significant levels of development but where there is a proven need the Council will support the development of sites providing they do not dominate the scale of the existing settlement nor impact on its character. The small villages and hamlets in the District are not considered as acceptable locations because of their size and lack of facilities.

- 2.11 To foster relationship building with the Travelling Community, the Council acknowledge that the experts in how sites should be set out are the Community itself and will actively support and encourage the Community to work with them with regard to the design and layout of sites. Because ownership and participation in the early stages of development proposals is one of the keys to acceptance, good relationships and community cohesion.
- 2.12 The Council will use the following criteria, in order to provide a basis for decision making. The criteria will also be used to identify sites, if required, in the Settlement Proposals Development Plan document.

### **Strategic Policy 8 (SP8) - Gypsies, Travellers and Showpeople**

1. The Council will support permanent Gypsy and Traveller sites and sites for Travelling Showpeople in reasonable proximity to a town, large or medium village.

Sites should:

- Demonstrate that there is safe access to the nearest town, large or medium settlements amenities by means of pedestrians and vehicles being segregated or be accessible by public transport;
  - Have easy and safe transport access to the principal road network;
  - Be provided with on-site services for the provision of water, power, drainage, sewage disposal and refuse/waste disposal;
  - Be appropriate in scale and form to its surroundings and be capable of being integrated into their surroundings with minimal harm to the character, appearance and amenities of the area; and
  - Not be located in an area of flood risk.
2. If the site is to include an employment use, then it must be shown that the use can be accommodated on the site without harming either the character of the area or the amenities of those living on the site or around the site.
3. The Council will support transit or temporary stopping Gypsy and Traveller sites and sites for Travelling Showpeople in reasonable proximity to the nearest town, large or medium settlements in areas of flood risk in accordance with the above criteria and provided they are only occupied between the 15th March and 31st October in any one year, or the following Sunday, if the 31st does not fall on a Sunday.

### **District Local Plan**

- 2.13 Although old-style Local Plans have been superseded due to changes to national policy or, more recently, adopted guidance, some of the policies within individual Local Plans have been 'saved', which means that they are still currently used for the purposes of determining planning applications. Policy SP8 of the Core Strategy will supersede the relevant saved

policies, once adopted, and until that time will be given increasing weight in terms of decision making, as advised by the para 216 of the National Planning Policy Framework (NPPF).

### **East Lindsey District Housing Strategy 2013-2018**

2.14 According to the Housing Strategy, the Council is developing a positive criteria led planning policy should members of this client group choose to come forward with suitable sites within the District over and above the 5 year identified need. The Intensive Housing Support Workers have also been provided with training on the best way to work with Gypsies and Travellers.

### **Summary**

2.15 East Lindsey DC's Local Plan considers the accommodation needs of Gypsies, Travellers and Travelling Showpeople. It identifies towns, large and medium villages as the locations best able to ensure access to services and facilities.

2.16 The Council uses criteria regarding Gypsy and Traveller sites in order to provide a basis for decision making. The criteria are used to identify sites, if required, in the Settlement Proposals Development Plan document.

2.17 Finally, the Council is developing a positive criteria led planning policy should members of this client group choose to come forward with suitable sites within the District over and above the 5 year identified need.



## 3. Trends in the population levels of Gypsies and Travellers

### Introduction

- 3.1 This section examines Gypsy and Traveller numbers in the study area and population trends. The primary source of information for Gypsies and Travellers in the UK as a whole is the Department of Communities and Local Government (DCLG) 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 DCLG on the number of Gypsy and Traveller caravans in their area. The count is intended to estimate the size of the Gypsy and Traveller population for whom provision was to be made and to monitor progress in meeting 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 rapidly fluctuating number and distribution of unauthorised encampments. Concerns have also been raised over a lack of commitment on the part of some local authorities to detect Gypsies and Travellers (particularly on unauthorised sites), since this minimises the apparent need for new sites and services.<sup>4</sup>
- 3.3 Significantly, the count is only of caravans and so Gypsies and Travellers living in bricks and mortar accommodation are excluded. It should also be noted that pitches often contain more than one caravan, typically two or three. However, despite concerns about accuracy, the count is valuable 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.
- 3.4 This trend data has been used in conjunction with the DCLG Traveller Caravan Count figures. It is worth noting that since this monitoring tends to be more comprehensive than many local authorities the relative number of unauthorised caravans counted in the study area as compared to other counties and regions may be higher although more accurate.
- 3.5 The DCLG Count distinguishes between socially rented authorised sites, private authorised sites, and unauthorised sites. Unauthorised sites are broken down as to whether the sites are tolerated or subject to enforcement action. The analysis in this chapter includes data

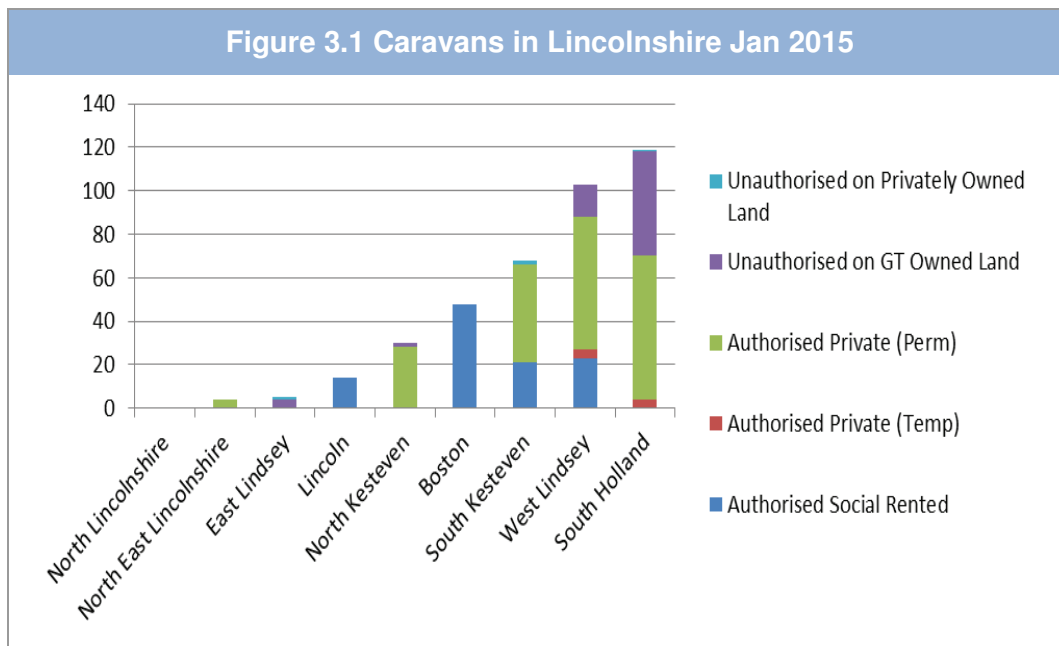
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<sup>4</sup> Pat Niner (2003), *Local Authority Gypsy/Traveller Sites in England*, ODPM.

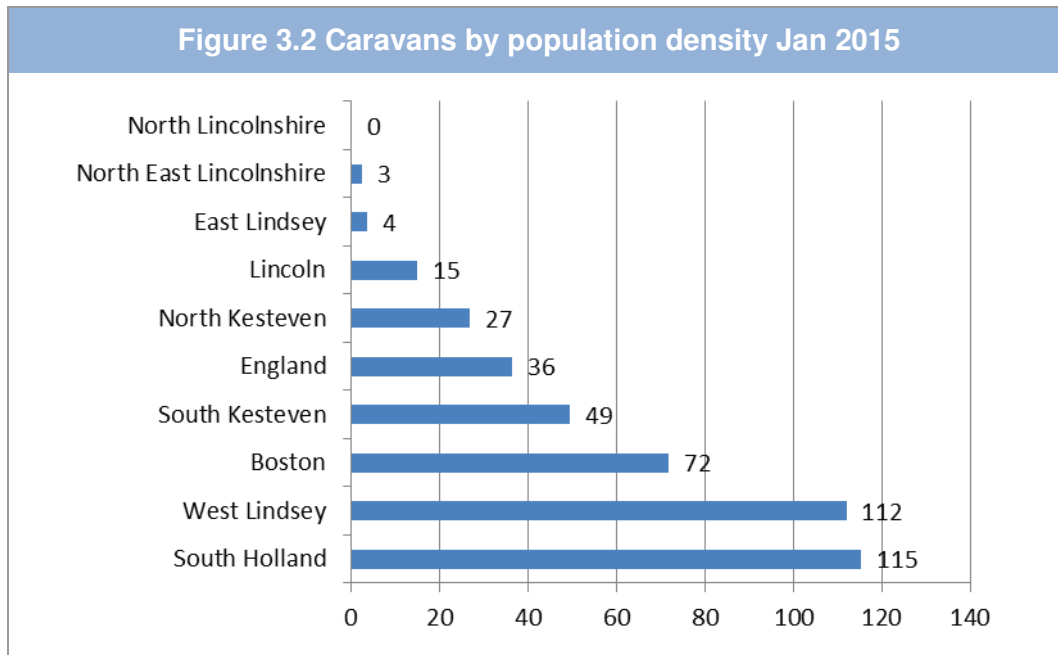
from January 2013 to January 2015. It distinguishes between socially rented and private authorised sites, and unauthorised sites.

## Population

- 3.6 Figure 3.1 shows East Lindsey's Traveller Caravan Count in the context of nearby Districts. As the chart below shows, the District's count is one of the lowest in the county with only 5 caravans recorded by the DCLG's January 2015 Traveller count. Most caravans in Lincolnshire were recorded in South Holland, West Lindsey and South Kesteven.
- 3.7 Similarly, Figure 3.2 shows that when the population is taken into account the density of caravans within the county varies widely. Three areas (North Lincolnshire, North East Lincolnshire and East Lindsey) have low densities of caravans; Lincoln, North Kesteven, and South Kesteven have medium densities; whilst Boston, West Lindsey and South Holland have higher than average densities of caravans. Table 3.1 shows that the number of caravans in East Lindsey has remained constant between the period January 2013 to January 2015.



Source: DCLG Traveller Caravan Count, January 2015



Source: DCLG Traveller Caravan Count, January 2015

**Table 3.1: Caravans on authorised pitches by authority Jan 2013-Jan 2015**

Authority	Jan 2013	Jul 2013	Jan 2014	Jul 2014	Jan 2015
East Lindsey	5	5	5	5	5
Lincoln	11	31	9	9	14
North East Lincolnshire	4	11	3	7	4
North Kesteven	28	30	30	30	30
North Lincolnshire	0	0	0	0	0
South Holland	119	99	101	83	105
South Kesteven	74	182	77	182	68
West Lindsey	63	77	99	90	103
Total	352	483	372	454	377

Source: DCLG Traveller Caravan Count, January 2015

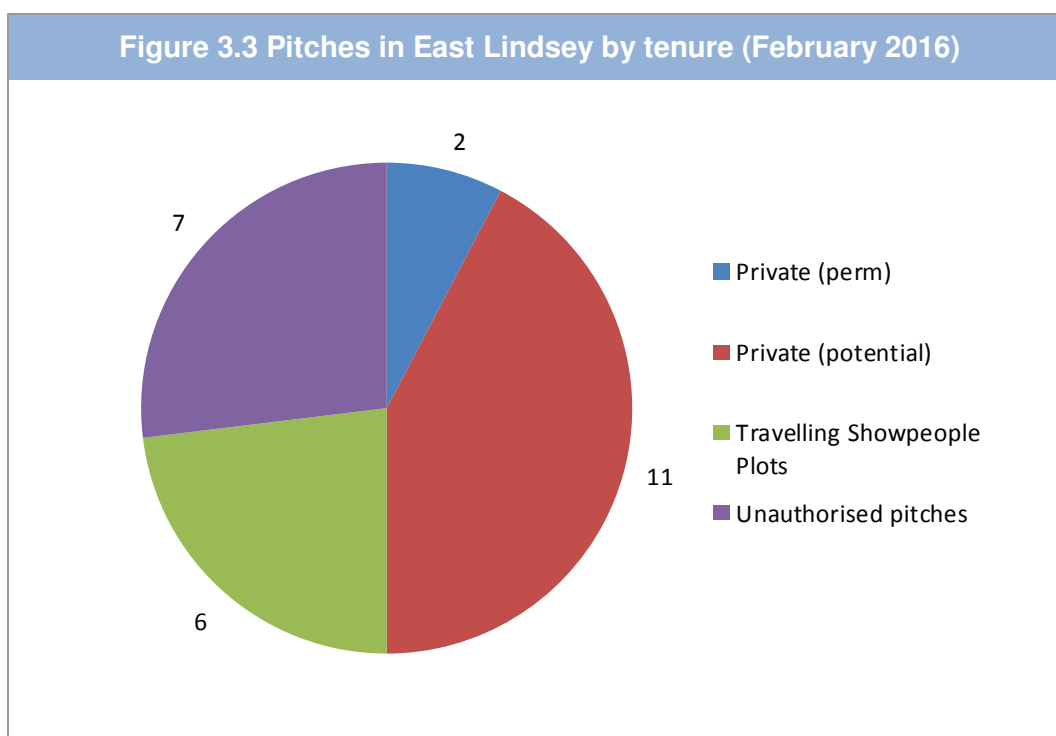
## Pitches and plots in East Lindsey

3.8 The District contains a small number of pitches and plots

- 2 authorised permanent pitches near Skegness
- 11 authorised pitches at Louth
- 6 plots for Travelling Showpeople.

There is currently no local authority or transit provision with the District (Figure 3.3).



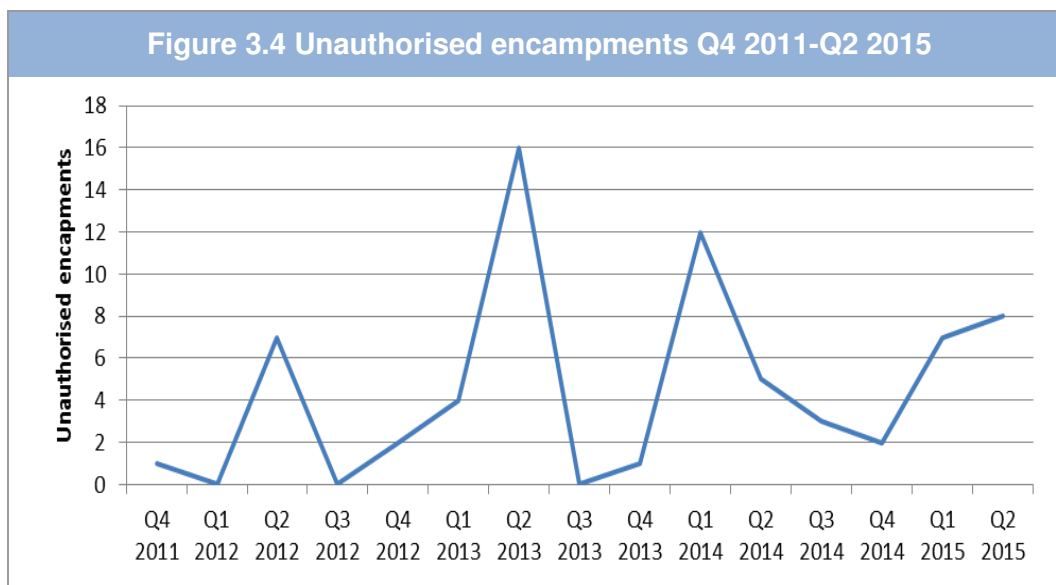


Source: East Lindsey G&T Study 2016

### Local authority data on unauthorised encampments

3.9 East Lindsey District Council keeps detailed records on unauthorised encampments within the District. Between February 2012 and September 2015 there were 68 instances of unauthorised encampments in East Lindsey. Figure 3.4 shows that there are seasonal trends with unauthorised encampments most likely to take place during the spring and summer. Table 3.2 shows that the number of unauthorised encampments peaked during July to September 2013 and April to May 2014. However, some unauthorised encampments involved a large number of vehicles. For example, a single unauthorised encampment that took place at Mablethorpe in August 2015 involved more than 50 vehicles. In over a third (38%) of instances the number of vehicles involved in the unauthorised encampment was not recorded. However, the number of vehicles involved in the remaining unauthorised encampments averaged 6 vehicles per encampment.

3.10 Table 3.3 shows that nearly two thirds (65%) of all unauthorised encampments recorded between February 2012 and September 2015 occurred on only 3 locations: Skegness, Mablethorpe and Louth. The unauthorised encampments taking place at Skegness and Mablethorpe are probably due to attractiveness of their seaside location whilst Louth is a popular stopping place for Gypsy and Traveller families travelling towards the coast. Unauthorised encampments sometimes take place on the District's border with East Lindsey (e.g. Market Rasen), North East Lincolnshire (e.g. Cleethorpes), and close to Boston.



Source: East Lindsey District Council 2015

**Table 3.2 Number of unauthorised encampments by quarter**

	No	%
Q4 2011	1	1%
Q1 2012	0	0%
Q2 2012	7	10%
Q3 2012	0	0%
Q4 2012	2	3%
Q1 2013	4	6%
Q2 2013	16	24%
Q3 2013	0	0%
Q4 2013	1	1%
Q1 2014	12	18%
Q2 2014	5	7%
Q3 2014	3	4%
Q4 2014	2	3%
Q1 2015	7	10%
Q2 2015	8	12%
Total	68	100%

Source: East Lindsey District Council 2015

Table 3.3 Unauthorised encampment by location		
	No	%
Skegness	20	29%
Mablethorpe	14	21%
Louth	10	15%
Horncastle	5	7%
Ingoldmells	4	6%
Spilsby	3	4%
Holten Le Clay	2	3%
Chapel St Leonards	1	1%
Croft	1	1%
Hemingby	1	1%
Hottoft	1	1%
Keal Cotes	1	1%
North Thoresby	1	1%
Orby	1	1%
Sutton on Sea	1	1%
Trusthorpe	1	1%
Unknown	1	1%
Total	68	100%

Source: East Lindsey District Council 2015

## Summary

- 3.11 There are two major sources of data on Gypsy and Traveller numbers in the study area – the national DCLG Traveller Caravan Count, and local authority and County Council data. The DCLG count has significant difficulties with accuracy and reliability. As such, it should only be used to determine general trends – it is the survey undertaken as part of the G&T study which provides more reliable and robust data.
- 3.12 According to the DCLG's January 2015 Traveller count, the District contained one of the lowest caravan counts within Lincolnshire. The number of caravans in East Lindsey remained constant between January 2013 to January 2015. Similarly, when population is taken into account, the District contains one of the lowest densities of caravans within the county.
- 3.13 The District contains a small number of Gypsy and Traveller pitches and Travelling Showpeople plots including 2 authorised permanent pitches (with potential for 11 further pitches at Brackenfreya Woods, Brackenborough Road, Louth), and 6 private plots for Travelling Showpeople. There is currently no local authority or transit provision with the District.
- 3.14 Between February 2012 and September 2015 there were 68 instances of unauthorised encampments in East Lindsey. Unauthorised encampments peaked during July to September 2013 and April to May 2014. Some unauthorised encampments involved a large number of vehicles. For example, a single unauthorised encampment that took place at

Mablethorpe in August 2015 involved more than 50 vehicles. Nearly two thirds of all unauthorised encampments recorded between February 2012 and September 2015 occurred on only 3 locations: Skegness, Mablethorpe and Louth.

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## 4. Stakeholder consultation

### Introduction

- 4.1 Consultation with a range of stakeholders was conducted between September 2015 and January 2016 to provide in-depth qualitative information about the accommodation needs of Gypsies and Travellers. The aim was to obtain both an overall perspective on issues facing Gypsies and Travellers, and an understanding of local issues that are specific to the study area.
- 4.2 In recognition that Gypsy and Traveller issues transcend geographical boundaries and the need to cooperate the consultation consisted of stakeholders and representatives from East Lindsey DC and neighbouring local authorities including housing, planning and enforcement District council officers, and Gypsy and Traveller Liaison officers from Lincolnshire, Doncaster, Derbyshire, and Nottinghamshire.
- 4.3 Themes covered in the interviews included: current provisions, the need for additional transit and permanent sites; the need for facilities; travelling patterns; barriers to provision; transit provision, communication, and work taking place to meet the needs of Gypsies and Travellers. This chapter presents brief summaries of the consultation and highlights the main points that were raised.

### Accommodation

- 4.4 Stakeholders commented on their existing accommodation for Gypsies and Travellers. They also highlighted the lack of transit emergency stopping places across Lincolnshire. They all recognised the need to increase accommodation provision to address Gypsies and Travellers visiting the county, in particular East Lindsey coastal areas during the seasonal periods.
- 4.5 Some authorities are in the process of addressing need that has been identified through recent GTAAs. For example, the Central Lincolnshire Joint Planning Unit, (whose member authorities border on East Lindsey) is in the process of identifying land for both permanent sites and emergency stopping places.
- 4.6 A Boston Borough Council officer stated that they have one local authority site which is primarily occupied by families who rarely travel. The accommodation need within the Boston BC area is already addressed by the one site. Officers from Boston and South Kesteven commented on little need for transit provision in their local areas as they have very few unauthorised encampments<sup>5</sup>. Gypsy and Traveller families do travel through their

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<sup>5</sup> According to the DCLG Traveller Caravan Count (2016), in July 2015 no unauthorised caravans were recorded in the Boston BC area, whilst 104 unauthorised caravans were recorded in the South Kesteven DC area.

local authority areas particularly when on their way to the coast. The officers acknowledged the impact of a lack of transit provision within the county on families.

- 4.7 An officer from North East Lincolnshire Council stated that most of their unauthorised encampments derive from the Doncaster area or are travelling to, or from, North Lincolnshire. Some families continue towards Louth and Skegness (the latter being a popular location for Gypsy and Traveller weddings). This pattern is seasonal and occurs mostly during the spring and summer months. Families from the Central Lincolnshire local authorities travel to the east coast for holidays and work. Families from outside the Central Lincolnshire area sometimes stop at Gainsborough when travelling to the coast. According to some stakeholders Gypsy and Traveller families primarily derive from other parts of Lincolnshire (especially West Lindsey), Lancashire, Yorkshire and Derbyshire. There has recently been an increase in the number of Traveller families deriving from Ireland who had previously travelled throughout Europe but were now more likely to travel throughout the UK.
- 4.8 Stakeholders from Yorkshire, Nottinghamshire and Derbyshire commented on being aware of families from within the three counties travelling to the east coast, especially Skegness, for holidays. Cleethorpes and Mablethorpe were also identified as popular destinations for Gypsy and Traveller families. One stakeholder stated that the need for permanent accommodation provision in their county is more likely to be met than transit provision. One stakeholder stated that the number of unauthorised encampments around the east coast may increase if transit provision is not provided.
- 4.9 According to stakeholders, the main reason families travel through the county is to visit family, to work, and to holiday (the latter being the main reason families travel to East Lindsey). Liaison and enforcement officers commented on how the same families often travel through the county and are well known to the officers. Some are visiting families who permanently reside in East Lindsey or adjacent local authority areas. Due to a lack of transit provision, they often reside on the roadside.
- 4.10 In terms of current site provision there is a permanent private site located near Brigg which includes 4 transit pitches. Also, there is some informal transit provision located south of the county. However, stakeholders stated that families unable to reside on family or friends' pitches or unable to access touring caravan parks are often forced to reside on the roadside. One stakeholder commented that access to existing sites is often limited to known families. One problem is that families with permanent accommodation and sufficient space may be reluctant to allow visiting families to stay on site, even for short periods, if doing so breaks planning conditions.
- 4.11 Some Gypsy and Traveller families spoke about the challenges accessing touring caravan sites in the local area. Many know Gypsy and Traveller families who have been refused access to a site because of their ethnic identity. In response, some families are buying small touring caravans so that they are less likely to be identified as Gypsies and

Travellers. They commented on how a lack of permanent and transit accommodation means that some families resort to staying by the roadside. One Gypsy and Traveller stakeholder stated that there needs to be both social and private transit and permanent sites in all local authority areas.

- 4.12 According to one stakeholder, a small number of New Travellers have been residing and travelling around East Lindsey for over 20 years. They used to live on a commune just outside Horncastle. The commune disbursed and some moved into houses whilst others reside on the roadside. There are now two New Traveller families in need of permanent accommodation.
- 4.13 In relation to location of permanent need, some stakeholders stated that local authorities should be more available to provide pre-planning application advice when land has been identified. One stakeholder felt that over recent years local authorities have been moving away from providing local authority permanent provision. Whilst ideally, most Gypsy and Traveller families would want to reside on a small family-owned site, many families cannot afford to do so. As such, local authority provision remains important.
- 4.14 There were some comments on the impact of the DCLG's August 2015 change in the definition of Gypsies and Travellers. According to one officer it is a 'backward step' which could lead to increasing levels of unauthorised encampment as families seek to reinforce their cultural identity. Local authorities will have to decide how the amended definition is interpreted. Families who reside in bricks and mortar accommodation may be forced to travel to reinforce their cultural identity.

#### *Barriers to new provision*

- 4.15 In relation to permanent and transit provision according to one stakeholder the key barrier is that "anything to do with Gypsies and Travellers is politically a hot potato". Some Gypsy and Traveller stakeholders stated that they are frustrated and disillusioned about the extent of progress since previous consultations on accommodation provision were completed. Negative public and political attitudes meant that local authorities are reluctant to increase permanent and transit provision: "they can't keep turning a blind eye, something has to be done, particularly in East Lindsey and on the coast."
- 4.16 Barriers to new accommodation provision identified included identifying land, gaining planning permission, and having sufficient funds to develop and maintain a site. Some local authority officers stated that it is difficult to justify the cost of new Gypsy and Traveller accommodation provision, particularly during an era of budget restraints. The high cost of land deters many families from developing sites. The difficulty involved in gaining planning permission for new sites was also cited as a key barrier. According to one stakeholder managers of sites need to both understand and respect both the Gypsy and Traveller community and the settled community. It is important that there is a balance between meeting the needs of all communities, including Gypsies and Travellers, when determining the location of sites.



- 4.17 According to some stakeholders, there is a greater need for emergency stopping provision rather than transit sites in East Lindsey. It was suggested that whilst transit provision with extensive facilities could be provided by the private sector, the local authority should consider emergency stopping places with minimal facilities. This is because families who stop by the roadside tend to be self-sufficient. Basic facilities required on emergency stopping places could include hard surfaces, electric hook up points, toilet provision (e.g. portaloos), and rubbish collection points (e.g. skips). Some stakeholders suggested that the length of time families can use emergency stopping places needs to be agreed with individual families to prevent them becoming 'permanent' unauthorised encampments. Also, families would be willing to pay for any forms of transit provision if it is clear what facilities are provided and maximum length of stay. Some families may not pay, but they are the exception rather than the rule.
- 4.18 In relation to the location of transit or emergency stopping provision in East Lindsey, it was agreed that there is an urgent need around Skegness. It is important that any new transit provision is located close to the town and amenities. However, it was suggested that local authorities can usually be more flexible in relation to transit provision compared with permanent provision. This is because families residing on transit provision do not always need access to the same facilities as families residing on permanent provision. One stakeholder stated that the location of any new provision in East Lindsey is less important than it being accessible and properly maintained.
- 4.19 The need for transit or emergency stopping place provision around Skegness and Mablethorpe were discussed. These are very popular seasonal locations for working or holidaying Gypsies and Travellers and can occasionally attract over 100 vehicles on one encampment. The main areas of need for new transit provision are along the coast (mainly Skegness but also close to Mablethorpe and Cleethorpes). It was also suggested that new transit provision was located close to Louth although most unauthorised encampments in the area are due to a single family.
- 4.20 Stakeholders agreed that addressing transit need in East Lindsey will reduce the impact of unauthorised encampments on the settled community, will reduce costs incurred by agencies when dealing with the problem, and provide safe spaces for Gypsy and Traveller families.
- 4.21 It was suggested that local authorities in the county should use consistent methods of recording unauthorised encampments. This would enable local authorities to monitor the extent to which the same families are travelling through the county. Stakeholders also suggested it is important to regularly contact families residing on permanent sites to determine if their accommodation needs have changed and the potential for expanding existing sites.

*Proposed new sites*

- 4.22 General locations mentioned by stakeholders included being slightly out of town, on brown-field land, within walking distance to town, and close to bus routes. As spare land is at a premium within the District it was suggested that the local authority makes use of land it already owns. Some stakeholders commented on the need for transit provision on more than one location within the District. This reflects both the relatively high level of unauthorised encampments and that families with different Gypsy and Traveller ethnic identities may not want to reside on the same site at the same time.
- 4.23 Three potential locations of new sites near Skegness in East Lindsey were discussed. One at South Parade, Skegness car park was regarded as being ideal by some stakeholders as it is situated on the sea front, already has toilet facilities and will require minimum expenditure to provide new facilities. However, some stakeholders expressed concern about its proximity to the settled community and local businesses. Another stakeholder stated that they are opposed to the proposed car park site as it is located in a flood-risk area and adjacent to a site of Site of Special Scientific Interest (SSSI). It was noted that access to the proposed site by the Gypsy and Traveller community has previously been restricted by bollards and low barriers.
- 4.24 The second proposed area is located on a brown-field site close to Skegness (off Holly Road near to the adjoining industrial estate). It was suggested by stakeholders that this proposed area is more likely to be acceptable as a transit site to both the settled community and Gypsies and Travellers. It is not located too close to the settled community and not too far from facilities. The proposed site is on a bus route and in walking distance of Skegness town centre. It is located close to main roads enabling vehicular access Gypsy and Traveller families have previously used the site as an informal stopping place.
- 4.25 During the consultation a third proposed site was identified by a stakeholder consisting of local authority owned land adjacent to the Enterprise Road industrial estate, Mablethorpe. According to the stakeholder, the main benefits of this location are similar those identified in relation to the second proposed site above i.e. close to facilities but not too close to the settled community, has good road links and is close to bus routes, and can be used all year.
- 4.26 Stakeholders discussed the permanent and transit needs of Travelling Showpeople. It was suggested that, compared with Gypsies and Travellers, there is no evidence of unauthorised encampments caused by Showpeople. However, there does need to be consideration of the transit needs of Travelling Showpeople visiting the District. According to one stakeholder, the current Travelling Showpeople yard located at Mablethorpe is unsuitable for both transit and permanent provision. The yard was initially intended to be used as transit provision. However, it has recently been used as permanent accommodation. This means that there is insufficient space for both temporary and permanent use. Also, the yard is in poor condition and has few facilities. Two stakeholders

suggested that the yard should either formally become designated for permanent use only or revert to its initial status as a transit yard.

### *Communication*

- 4.27 The Localism Act 2011 places a “duty to cooperate” 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.
- 4.28 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 special or strict planning constraints across its area.
- 4.29 The local authorities bordering East Lindsey DC and contacted as part of the stakeholder consultation are:
- Boston Borough Council
  - West Lindsey District Council
  - North East Lincolnshire Council
  - North Kesteven District Council
- 4.30 Other authorities located within the county of Lincolnshire contacted as part of the stakeholder consultation were:
- Lincoln City Council
  - North Lincolnshire Council
  - South Holland District Council
  - South Kesteven District Council
- 4.31 Stakeholders from outside the county contacted as part of the stakeholder consultation included those from:
- Northamptonshire
  - Derbyshire
  - Yorkshire
  - Nottinghamshire
  - Leicestershire
- 4.32 All stakeholders stated that to differing extents they coordinate responses to the needs of Gypsy and Traveller families. However, Gypsy and Traveller liaison officers are more likely than planning or housing officers to liaise. They meet on a regular basis and share information about travelling families.

## Consultation with Touring Caravan Site Owners

- 4.33 Using East Lindsey DC records 89 caravan sites within East Lindsey were identified as accommodating touring caravans. As part of the stakeholder consultation, in November 2015 site owners were asked to complete a survey regarding Gypsy and Traveller use of touring caravan sites. In total, there were 16 responses to the survey.
- 4.34 According to owners most sites are well equipped to accommodate touring caravans during the touring season. Most are open between March and November whilst some open as early as February whilst others close as late as November. The number of touring caravan pitches per site ranged from between 6 to 30. Most had facilities such as electric hook-ups, water supply, showers, laundrette, and washing up facilities whilst some had additional facilities such as shops, play grounds and additional security. However, some sites were adult only and did not accept children on site.
- 4.35 Generally, the caravan site owners never or rarely accommodated Gypsy and Traveller families and most were reluctant to accommodate them. One site owner stated that they had previously accommodated Gypsy and Traveller families although this was problematic. The need for further security had cost thousands of pounds and led to the temporary closure of pubs and restaurants and had deterred tourists from visiting the area.
- 4.36 Another touring site owner stated that his site licence conditions meant that he was unable to accommodate families who want to work from the site. As such, he was reluctant to accommodate Gypsy and Traveller families in case this contravened licence conditions (some Travelling Showpeople showed a similar concern about accommodating visiting friends and families). Nonetheless, he believed he may have surreptitiously accommodated Gypsy and Traveller families in the past. One site owner stated that Gypsy and Traveller families should not be 'singled out for special consideration' and should not trespass on private land. He stated that members of the settled community were sometimes unable to park legally on council car parks when height barriers had been erected to prevent incursion by Gypsies and Travellers.
- 4.37 Although only one site owner stated they were willing to accommodate touring Gypsy and Traveller families, most stated that there is a need for separate transit provision within the District. Suggested locations for new transit provision included Lincoln, Manby and on the coast.

## Summary

- 4.38 To summarise, consultation with a range of stakeholders was conducted between September 2015 and January 2016 to provide in-depth qualitative information about the accommodation needs of Gypsies and Travellers. Stakeholders recognised the need to increase accommodation provision to address Gypsies and Travellers visiting the county, in particular East Lindsey coastal areas during the seasonal periods. Gypsy and Traveller families visit the East Lindsey (especially coastal) area for work, holidays or to visit families

and friends. Skegness and Mablethorpe are especially attractive locations for the Gypsy and Traveller community. Stakeholders stated that families unable to reside on family or friends' pitches or unable to access touring caravan parks are often forced to reside on the roadside.

- 4.39 Some Gypsy and Traveller families spoke about the challenges accessing touring caravan sites in the local area. Many know Gypsy and Traveller families who have been refused access to a site because of their ethnic identity. Surveys undertaken with a small number of touring caravan site owners indicated that most are unwilling to accommodate Gypsy and Traveller families. According to one stakeholder, a small number of New Travellers have been residing and travelling around East Lindsey for over 20 years.
- 4.40 Barriers to new accommodation provision identified included identifying land, gaining planning permission, and having sufficient funds to develop and maintain a site. It was suggested that whilst transit provision with extensive facilities could be provided by the private sector, the local authority should consider emergency stopping places with minimal facilities. In relation to the location of transit or emergency stopping provision in East Lindsey, it was agreed that there is an urgent need around Skegness. It is important that any new transit provision is located close to the town and amenities.
- 4.41 General locations mentioned by stakeholders included being slightly out of town, on brown-field land, within walking distance to town, and close to bus routes. Stakeholders discussed the permanent and transit needs of Travelling Showpeople. It was suggested that, compared with Gypsies and Travellers, there is no evidence of unauthorised encampments caused by Showpeople. However, there does need to be consideration of the transit needs of Travelling Showpeople visiting the District.



## 5. Provision and Need

### Introduction

- 5.1 This chapter examines key findings derived from the accommodation needs consultation with Gypsies, Travellers and Travelling Showpeople across the District. It examines current authorised provision and future accommodation needs and explores how these needs can be addressed.
- 5.2 As discussed in the previous chapter, due to seasonal patterns access to Gypsy and Traveller families residing on unauthorised encampments was limited. Those discussed in this chapter would be on unauthorised encampments not due to visiting the area but being in need of accommodation, and that they have been in and around the area for a number of years.
- 5.3 It is important to note that in relation to the revised definition of Gypsies and Travellers (as discussed in Chapter 1) none of the families involved in this consultation reported that they have permanently stopped travelling. Therefore, in accordance with the revised DCLG definition, their accommodation needs should be considered.

### Gypsies and Travellers

- 5.4 The following outlines the existing provision for Gypsies and Travellers in the District, followed by the need identified by the 2012 GTAA and this study, and then presents proposed methods for how the council could address the identified need for Gypsies and Travellers in the District.

#### **Authorised Provision**

Table 5.1 Gypsy and Traveller Provision	
Authorised Sites	2
Authorised Pitches	2 (1 per site)

Source: East Lindsey G&T study 2016

- 5.5 The two authorised private Gypsy and Traveller sites are occupied by two related families. Although the 2012 GTAA refers to the families as occupying 2 pitches each it is apparent they occupy the sites as single families each occupying one pitch.
- 5.6 The first authorised permanent site consists of a couple and three children (including one of adult age and two of school age). Family members sometimes visit although this is limited by the planning permission restrictions the family has for caravans on the site.

- 5.7 The second site is occupied by a couple and an adult son. Similar to the family above, they stated they have space to accommodate current need but lack planning permission to expand the site. This means that it is difficult for their adult son and his family to live with them on site and for other family members to visit.
- 5.8 Families on both sites commented on needing to expand their respective sites and require planning permission to address future and current accommodation needs. They both confirmed that they have sufficient space on their respective sites to expand.
- 5.9 The 2012 GTAA refers to planning consent for a site with 11 pitches at Brackenfreya Woods near Louth. This site still has not been developed and it is evident, through consultation with local authority officers and members of the Gypsy and Traveller community that it is unlikely to be developed for Gypsy and Traveller accommodation in the near future.

### **Need**

- 5.10 Households were asked if there is sufficient space for Gypsies and Travellers in the District. Perhaps unsurprisingly all stated that there is not. The 2012 GTAA calculated a need for 7 pitches (5 deriving from unauthorised developments and 2 from unauthorised encampments).
- 5.11 During the period of consultation (November 2015 to January 2016) a need for 13 pitches has been identified (seven from unauthorised encampments (which includes some who were at the time of the 2012 GTAA on an unauthorised development site), three from existing sites and three from potential psychological aversion to living in housing by those living in housing).

Table 5.2: Pitch need	
Current Need from existing sites (now)	2 (1 per existing site)
Future Need from exiting sites (beyond 5 years)	1 (on existing site)
Current need from Unauthorised Encampments	7
Need from psychological aversion in housing	3

Source: East Lindsey G&T study 2016

- 5.12 Current and future need from existing sites can be summarised as:
- The 2 families residing on permanent authorised sites commented on needing to increase accommodation provision on current sites. However, they were not confident that planning applications for extensions would be successful.



- One authorised site currently has space equating to one pitch. The family residing on the site have three children, including one who is aged over 18 and in need of her own space. They require new provision equating to 1 additional pitch now and 1 pitch within 7 years when their second oldest child is of adult age i.e. 2 pitches within 7 years. The family residing on the second authorised site requires 1 additional pitch.

5.13 Current need deriving from unauthorised encampments can be summarised as:

- There were 7 known unauthorised encampments in need of accommodation within the District.
- 2 related families are from the New Traveller community and have been travelling around the District for a number of years. Twenty-eight years ago there were about fourteen families who set up a New Traveller community in the Boston and East Lindsey areas. Most families have either moved away from the East Lindsey District Council area or moved into housing. The two remaining related families would like to live together, ideally in the southern part of the District.
- There were also 5 Romany Gypsy families (who are all related) who have also been residing in and around the District for a number of years. They have family who live in the local area (in housing) and have at times lived on an unauthorised development referred to by the 2012 GTAA (this location is no longer available to occupy).

5.14 Need from psychological aversion in housing:

- Although neither this report nor the 2012 GTAA includes data derived from consultation with families living in housing, it is important to recognise that according to stakeholders and Gypsies and Travellers from across the District, there are Gypsy and Traveller families residing in housing. Analysis suggests there is a potential need of three pitches deriving from Gypsies and Travellers in residing in housing. This is estimated as follows:
  - Census 2011: 61 people recorded as Gypsies and Travellers
  - 2016 G&T update: 2 families consisting of 8 people
  - Difference = 53 people
  - 53 divided by 3.7 (average Gypsy and Traveller family) = 14 or 15 families residing in housing
  - 20% average psychological aversion = **3 families**

## **Proposed methods for addressing need**

- 5.15 Current and future need arising from the two existing authorised sites can be addressed by increasing their respective existing provision (equating to an additional 1 on each site and an additional 1 within 5 years on the first site).
- 5.16 Current need from unauthorised encampments and potential psychological aversion in housing constitutes 10 pitches to be addressed through the provision of new sites. 2 are New Traveller and 8 are Romany Gypsy. The New Traveller and Gypsy families will need to be accommodated on separate sites due to cultural differences and need for different types of accommodation.
- 5.17 Families stated that they would like to develop their own sites but are financially unable to do so. However, this could be possible with Council support. For example, the Council could initially identify land that the families would rent from the council with the option to purchase in the long term. The families would develop the sites themselves, but might initially require some assistance with the provision of water, sewage or electrics. Importantly, leasing or renting land to Gypsy and Traveller families would result in an income for the Council. This contrasts with an average cost of £3,000 per eviction from unauthorised locations. Also, the Council will be able to monitor the development of the sites.
- 5.18 There is need deriving from the two New Traveller families (consisting of one extended family). They would ideally like to reside in the southern part of the district due to strong links to the local communities. The following are potential sites which could be suitable to accommodate the two New Traveller families.

### ***Frithville***

- 5.19 There is land in the Frithville area which currently has planning permission for a Showpeople's Yard, but is no longer in use. It is close to where the family regularly reside on unauthorised encampments. Potential solutions could be for the Council to either purchase the land from the current owners and rent it to the family, or encourage the existing owners to rent the land directly to the families. The Council will need to change the permission from winter quarter Showpeople's Yard to a site for Gypsies and Travellers.

Figure 5.1: Location of Frithville, Est Lindsey



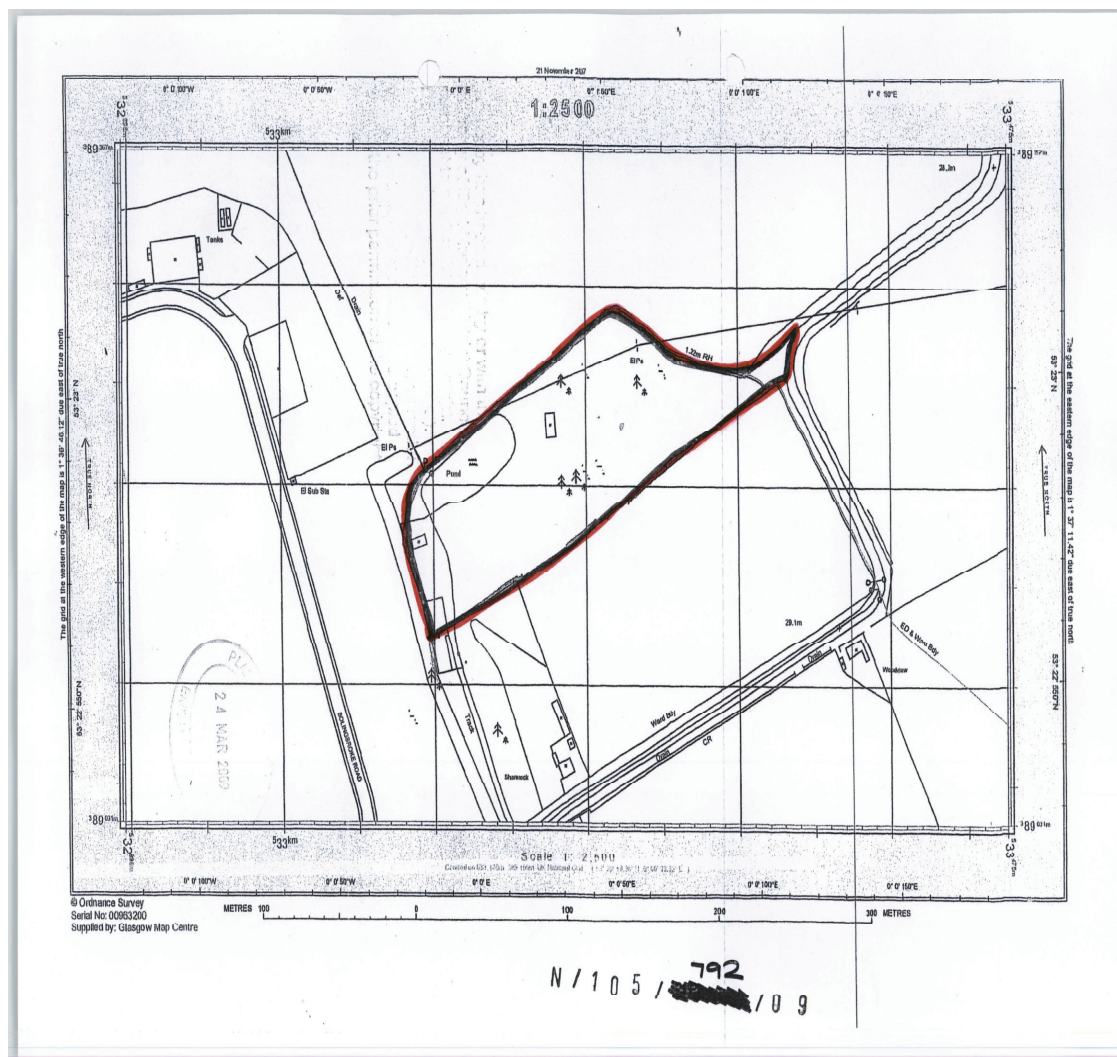
Source: Google Maps (2016)

- 5.20 The remaining need of 8 pitches consists of 5 pitches from an extended Romany family who primarily travel within the Mablethorpe area (although they would be willing to reside further afield if necessary), and 3 pitches deriving from families residing in housing.
- 5.21 The three possible psychological aversion cases are likely to be from the Skegness and /or Mablethorpe area. From consultation with stakeholders and Gypsy families, it is possible that these families are linked to the extended Romany family discussed above, so could possibly be accommodated on or near the same site.
- 5.22 The following identified land offers potential sites for the need from the 5 Romany Gypsy families (all related) and the 3 from psychological aversion can be addressed by one or more of the following methods:

### Louth

5.23 The compulsory purchase of land in Louth that already has planning permission for a Gypsy/Traveller site consisting of 11 pitches. This will address the current and future need from unauthorised encampments (Romany Gypsies), and need that might arise from families living in housing. The site is located close to facilities and provides ample space to address current and future needs. As this site already has planning permission it avoids the need for planning applications and potential opposition. The pitches are already set out.

Figure 5.2: Prospective Louth Sites

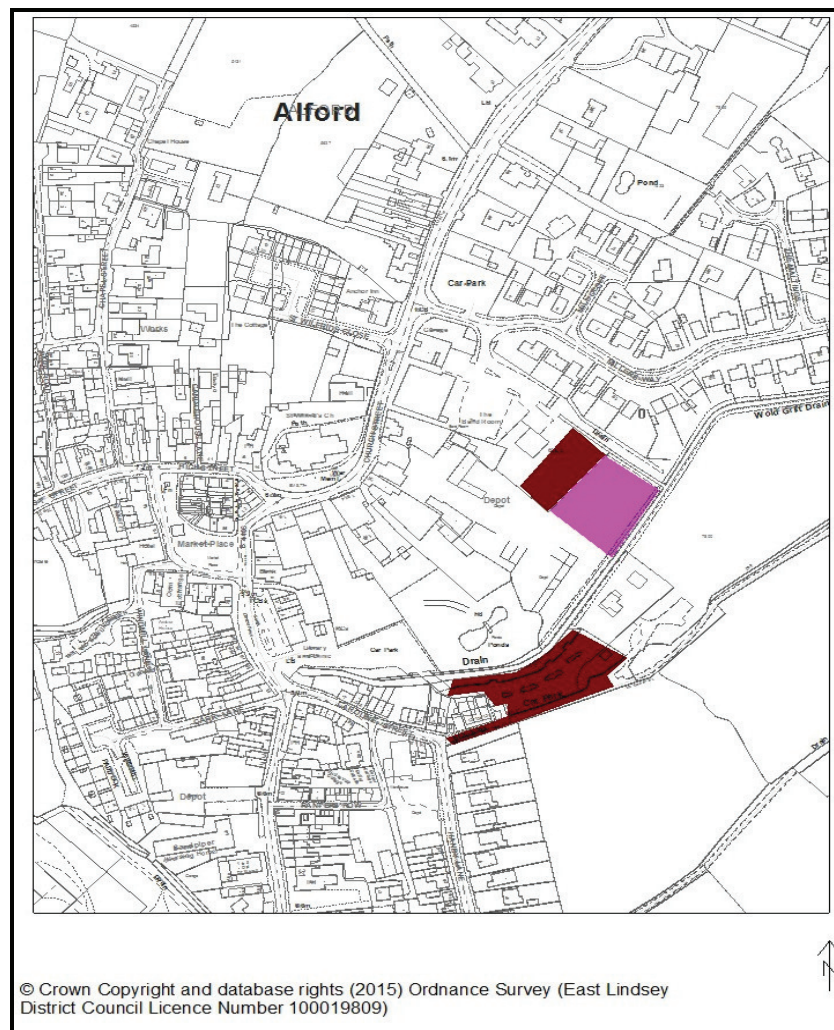


Source: East Lindsey DC (2016)

**Alford**

- 5.24 There are two areas of land owned by East Lindsey District Council within Alford which offer sufficient space for current and potential future need. The land is located behind the Co-op store on the main road which has land to its rear (coloured in pink and red below). The land already has hardcore surfaces and is ready for development.

Figure 5.3: Prospective Alford Sites



Source: East Lindsey DC (2016)

**Trusthorpe**

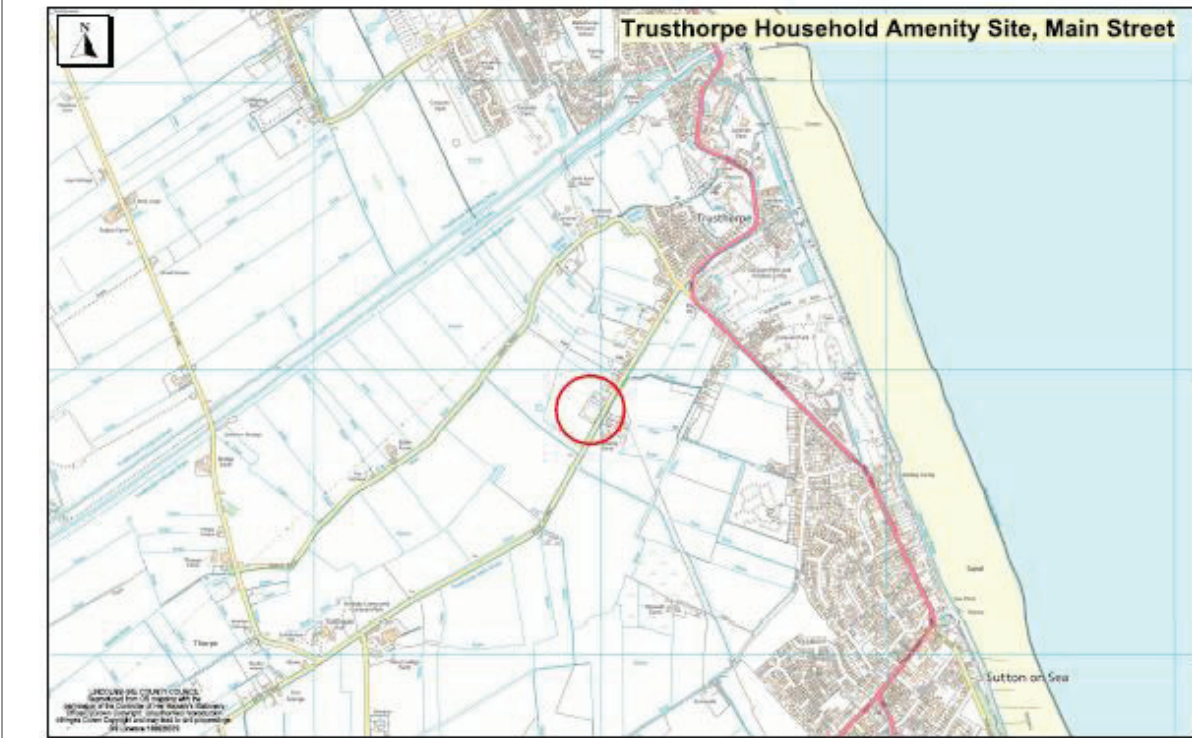
- 5.25 Lincolnshire County Council has given officer and political permission for land located at Trusthorpe to be used by East Lindsey District Council for permanent and/or transit sites for Gypsies and Travellers. It is important to note that there could be further potential land that through negotiations between the two councils could also be made available.
- 5.26 The Trusthorpe land is ideal for a family site or transit site as it contains a large section with hardcore, is clearly fenced off, and also contains some grassed areas. It is suitable for any of the families currently residing on unauthorised encampment families due to rural location and facilities. However, in terms of location, it is likely to be of more interest to the Romany Gypsy family than the New Travellers, as it is located close to Mablethorpe, an area where the Romany Gypsy family are often living on the roadside.

Figure 5.4: Trusthorpe site (photo)



Source: Lincolnshire County Council 2016

Figure 5.5: Trusthorpe site (location)



Source: Lincolnshire County Council 2016

Figure 5.6: Trusthorpe site (detail)



Source: Lincolnshire County Council 2016

Figure 5.7: Trusthorpe site (aerial)

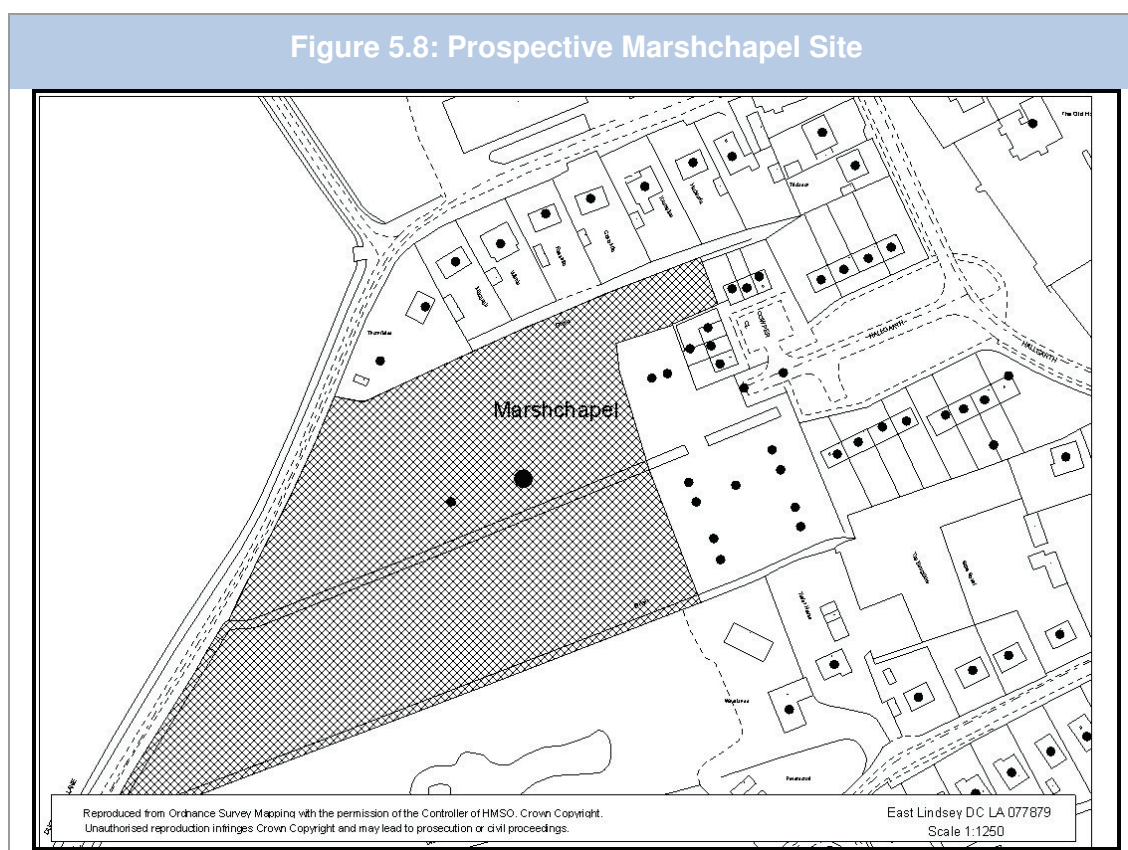


Source: Lincolnshire County Council 2016

### ***Marshchapel***

- 5.27 There is the potential to develop East Lindsey District Council owned land located at Marshchapel. It is in a good location and has ample size to accommodate current and future need. The only issue is that it is in a potential flood risk area. The extent of the flood risk would need to be confirmed before excluding this site, as it does offer an ideal solution to the need in the area.





Source: East Lindsey DC

### Transit and Emergency Stopping places

5.28 The following outlines the existing provision for Gypsies and Travellers in the District, followed by the need identified by the 2012 GTAA and this study, and then presents proposed methods for how the council could address the identified need for Gypsies and Travellers in the District.

#### **Provision**

5.29 Currently there are no authorised transit sites or recognised authorised emergency stopping places in the District.

#### **Need**

5.30 As discussed in Chapter 3, between February 2012 and September 2015 there were 68 instances of unauthorised encampments in East Lindsey. These are most likely to take place around Skegness, Mablethorpe and Louth. Unauthorised encampments sometimes take place on the District's border with East Lindsey (e.g. Market Rasen), North East Lincolnshire (e.g. Cleethorpes), and close to Boston. Although on average there are 6 vehicles involved in each unauthorised encampment, very large encampments involving more than 50 vehicles are not uncommon.

5.31 Stakeholders were most likely to cite Skegness and Mablethorpe as areas most in need of new transit provision. Louth and locations close to the North East Lincolnshire border and Boston were also cited as possibly requiring new transit provision. According to one stakeholder it would be ideal if North East Lincolnshire Council were to set up new transit provision close to Cleethorpes, whilst East Lindsey DC established new transit provision close to Skegness and Mablethorpe. This would ensure that there is transit provision at the three coastal locations most likely to attract unauthorised encampments.

5.32 Importantly, stakeholders suggested that there is not a need for transit provision with extensive facilities. Alternatively, transit facilities with basic facilities such as hard standing, refuse disposal, and water supply may be suitable. A consideration of the unauthorised encampment data combined with stakeholder comments confirms the 2012 GTAA estimate of a need for 20 new transit pitches. It is suggested that these are established in the two areas most likely to attract unauthorised encampments within the District – Skegness and Mablethorpe.

5.33 The need for emergency stopping places is as follows:

Table 5.3: Transit need	
Skegness	10 pitches
Mablethorpe	10 pitches

. Source: East Lindsey G&T study 2016

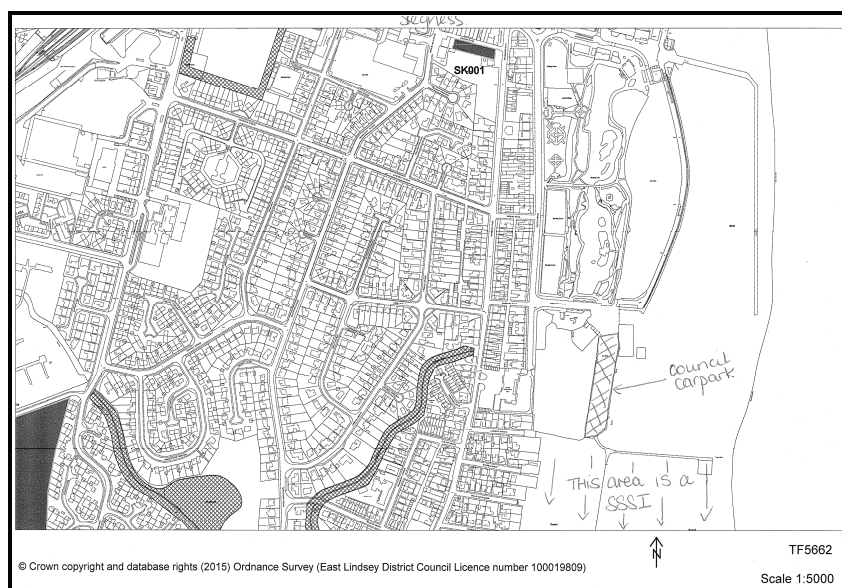
### ***Proposed methods for addressing transit need***

5.34 During the consultation four potential sites in East Lindsey DC were identified for new transit provision and one for permanent use. The following section discusses each potential site.

#### ***South Parade Car Park, Skegness***

5.35 The first proposed site is located at the South Parade Car Park, Skegness. It has previously been the location of unauthorised encampments. The advantages of the proposed site are that it is situated in an attractive location close to the town centre. It already has some facilities in the form of hard standing and toilets. Its disadvantages are that it is located very close to the settled community and tourist attractions. As such, plans for a transit site in this location are likely to attract opposition from the settled community and local businesses. As an area already with high levels of traffic an increased number of vehicles could cause traffic congestion. A further factor which would limit access is that the proposed site is located in a flood risk area. Considering the above it is recommended that the proposed South Parade Car Park, Skegness site is not used for new transit provision.

Figure 5.9: Prospective South Parade Car Park, Skegness Site



Source: East Lindsey DC

### **Holly Road, Skegness**

5.36 There is land at Holly Road, Skegness, which will require compulsory purchase, but was identified by the council as potential for transit provision. The site would be sufficiently far away from the settled and tourist communities to not adversely impact on them. It is located close to bus routes and is in walking distance to Skegness town centre, the sea front and amenities. The road infrastructure at the site is suitable for heavy traffic. It is just off the A52 and accessible to key travel routes of Gypsies and travellers (near A16, leading to A15 and A1). This means that it can be used by large numbers of travellers all year round. As such, it is recommended that this proposed site is considered as suitable for new transit provision.

### **Enterprise Road, Mablethorpe**

5.37 The Enterprise Road estate is an existing commercial and industrial estate with land already owned by the council. The site is in walking distance to the town centre, the sea and amenities. It is close to key travel routes of Gypsies and travellers (near A16, leading to A15 and A1). Through easy access to main roads new transit provision at this proposed site would have minimum impact on the town centre irrespective of the number of transiting vehicles or time of year. As such, it is recommended that this proposed site is considered as suitable for emergency stopping provision. The council already own the land and can use if straight away an emergency stopping site. There are ample grassed areas at the end of the estate which offers appropriate space for families to pull on and off. The council will need to toilet and washing facilities (such as a toilet and shower block) and regular rubbish collection (via skips and or wheelie bins).

## Travelling Showpeople

5.38 The following outlines the existing provision for Travelling Showpeople in the District, followed by the need identified by the 2012 GTAA and this study, and then presents proposed methods for how the council could address the identified need for Travelling Showpeople in the District.

### **Authorised provision**

Private Yards	2
Private Plots	6 (3 per yard)
Local Authority Yards	1
Local Authority Plots	8

5.39 The 2012 GTAA refers to the supply of 6 existing private plots. Evidence gathered through this study confirms that there are currently 2 private family yards equating to 6 plots (3 each). This includes 3 plots recently granted planning permission. One of the yards located at Frithville identified by the 2012 GTAA is no longer in use.

5.40 The two Travelling Showpeople families expressed the importance of gaining planning permission that will enable them to store and maintain equipment on one section of the yard whilst residing on a separate section. They commented on needing adequate space to not only store equipment but to maintain it. One family is in the process of developing a barn so they can work on equipment undercover. The second family stated they plan to apply for planning permission to develop such facilities.

5.41 Both Showpeople families stated that they have sufficient land to accommodate equipment and workspace that is separate from living quarters, but do not have sufficient planning permission for accommodate their respective needs. The sites are also of sufficient space to accommodate future accommodation needs when required.

5.42 The first yard is made up of one extended family. They have planning permission for three plots, but have set it out as one family yard without marked boundaries. They have space for equipment, but commented on the need for building where they can maintain and work on equipment. They also commented on future need to provide more accommodation as the family grows although they have sufficient land to accommodate any expansion.

5.43 The second yard is accommodated by a circus family who have recently gained permission for 3 plots. They only have permission to use the yard as winter quarters. This has resulted in them residing in alternative accommodation for long periods of the year and having to keep animals at alternative premises. They commented on the need for planning permission to enable them to keep animals at the yard. The costs incurred in applying for planning permission as well as those involved in living in alternative accommodation has

prevented them from fully developing the yard. They are not yet permanently occupying the yard but will do so once its development has been completed. They do not plan to demarcate the plots but will keep it open for all family members. However, they require the equivalent of a further plot to meet the accommodation needs of the growing family.

- 5.44 The 2012 GTAA refers to a yard located in Mablethorpe (owned by Anglian Water and managed by the local authority) as consisting of 7 plots. However, evidence gathered by visiting the yard suggests that there are facilities for 8 electric hook-up points although only three are currently in use. Although the yard has planning permission to accommodate for permanent use it is currently used by both permanent and transiting Travelling Showpeople families. Each plot is small with space only for a single caravan and possibly a car. The limited facilities consist of three street lights, a shared portable letterbox and gravelled areas. There are wheelie-bins and gas bottles on some plots. There is no space to store equipment. The 2012 GTAA refers to the yard as being in need of redevelopment. By February 2016 it is evident that the yard continues to require some redevelopment.
- 5.45 Savills act on behalf of Anglian Water in relation to property matters, and oversee the management of this yard. Through this consultation, Savills, Anglian Water and East Lindsey District Council have begun discussions as to how best to progress with this yard. Any plans will need to take into account the mobile phone aerial tower that is on the site and that the yard is next to a pumping station.

#### **Requirement for Plots**

- 5.46 The 2012 GTAA referred to a need for 4 plots including 1 for a Showpeople family temporarily residing in Lincoln but seeking to return to work and live on a yard in Mablethorpe or Skegness. The family is no longer seeking accommodation within East Lindsey. A further 3 plots were required for a Travelling Showpeople family who in 2012 were residing on an unauthorised development in East Lindsey but have since gained planning permission. So, the need for additional plots calculated by the 2012 GTAA no longer exists.
- 5.47 However, as stated above, Travelling Showpeople families residing on the two current yards require planning permission for 1 additional plot each i.e. a total of 2 additional plots. One family stated that they have sufficient space but require planning permission. They would also like to move the existing three plots further back to facilitate more space. Doing so would meet both current and future accommodation needs. However, they require some flexibility as to how the plots are set out.
- 5.48 The second Travelling Showpeople family spoke about the need for 1 additional plot to accommodate family. It may also be necessary to reconsider the conditions of the yard's planning permission as it currently only has 'winter quarters' status and there is no permission for grazing animals. It is important to note that the Showmen's Guild opposes the status of 'winter quarters' unless a yard is solely for transit use.

5.49 As discussed above, the local authority managed Travelling Showpeople yard located at Mablethorpe is in poor condition and 'unfit for use' in its current state. It needs redevelopment and its status as a yard for permanent or transit use needs to be clarified.

### **Proposed methods for addressing need**

5.50 The following section discusses each potential site.

- Increasing the provision at existing yards. As discussed above the first site needs an additional pitch and to revise the layout of its existing provision. The need can be addressed by giving permission for the family to build the bungalow where their first caravan is located on their site and enable them to move the existing provision further back on their land.
- The other Showpeople family (a circus family) require the equivalent of an additional pitch to accommodate their family. They like their yard to be open plan with provision equivalent to their requirements rather than set out plots. This will address the needs of the families.
- Review the status and management of the yard at Mablethorpe. It has the potential to be redeveloped as a single open-plan yard with space equivalent to 3-4 permanent plots with limited storage space. Alternatively, it could be redeveloped as a transit site for visiting Showpeople with equipment set up in the local area.

### **Summary**

5.51 This chapter has summarised the requirement for new permanent and transit need and discussed proposed sites. The need for permanent pitches derives from current and future need on authorised sites and yards, unauthorised encampments and psychological aversion to living in housing.

5.52 The two existing Gypsy and Traveller sites have sufficient space to expand and address the need of 3 stemming from their need (although they require planning permission). There is a need for 2 pitches derived from New Traveller families with the District currently residing on unauthorised encampments. There is also a need for a further 5 from one extended family currently living in and around the District, primarily on unauthorised encampments and 3 from potential psychological aversion to living in housing. It is recommended that the council continue discussions with Lincolnshire County Council about land within East Lindsey that the County Council are in the process of identifying as potential land to address need across the District.

5.53 There is also a requirement for 2 additional Travelling Showpeople plots. These can be provided on existing family sized yards. Also the local authority owned yard located at Mablethorpe is in poor condition and in need of redevelopment.

5.54 The chapter also discussed proposed sites for new permanent and transit provision. There is also a need for 20 transit pitches derived from unauthorised encampments. Two of the four proposed sites located at Holly Road, Skegness and Enterprise Road, Mablethorpe were considered suitable for new transit provision. Only the proposed site at South Parade Car Park, Skegness was deemed unsuitable for new transit provision. It is important that any new transit provision is situated close to where unauthorised encampments occur i.e. the coastal areas.

## 6. Conclusions on the evidence

- 6.1 The previous chapters show that accommodation need within the District remains little changed since the 2012 GTAA was undertaken. East Lindsey is a large district with relatively few Gypsy, Traveller and Travelling Showpeople families. In accordance with planning guidance (August 2015), the local authority has proactively sought to determine the accommodation needs of Gypsies and Travellers and suitable sites for new provision.
- 6.2 The East Lindsey Gypsy, Traveller and Showpeople's Housing Needs Assessment (GTAA) was completed in 2012. In terms of need for permanent residential pitches it found that if the privately owned site with planning permission for 11 pitches at Brackenfreya Woods, Brackenborough Road, Louth is not secured (it had not been by February 2016), then 2 further sites for renting will need to be provided within the 5 year period.
- 6.3 Evidence gathered as part of this study shows that there remains a need for 3 additional pitches on the existing two sites and 10 new permanent pitches and newly developed sites. The accommodation need derives from current and future need on authorised sites and unauthorised encampments. Given that it has not already done so, it is unlikely that the Brackenfreya Woods, Louth site will be developed in the near future. As such, it is recommended that the site is not considered when determining potential supply. The current and future need on existing authorised sites can be met by expanding current sites. It is recommended that the local authority reconsider the planning status of unauthorised developments.
- 6.4 There is also a need for new Travelling Showpeople provision. There are currently 6 Travelling Showpeople plots on 2 privately owned authorised yards. Both sites require planning permission to expand in order to accommodate growing families and to provide safe and secure space for equipment. There is the need for the local authority to reconsider the 'winter quarters' status of one yard and to enable the family to keep grazing animals on site. There is also a local authority Travelling Showpeople yard consisting of around 8 plots located close to Mablethorpe. However, the yard is in poor condition and in need of redevelopment and it needs to be clarified as to whether it is for transit and/or permanent use.
- 6.5 Analysis shows that there remains need for new transit provision within the District. Between February 2012 and September 2015 there were 68 instances of unauthorised encampments in East Lindsey. Although on average there are 6 vehicles involved in each unauthorised encampment, very large encampments involving more than 50 vehicles are not uncommon. A consideration of the unauthorised encampment data combined with stakeholder comments confirms the 2012 GTAA estimate of a need for 20 new transit pitches. It is suggested that these are established in the two areas most likely to attract unauthorised encampments within the District – Skegness and Mablethorpe.



6.6 In terms of proposed sites, locations suitable for new transit provision Holly Road, Skegness and Enterprise Road, Mablethorpe were considered suitable for new transit provision. Only the proposed site at South Parade Car Park, Skegness was deemed unsuitable for new transit provision.

# 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 a 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.

## **Bedroom standard**

The bedroom standard is that 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 living on sites to take into account that caravans or mobile homes may contain both bedroom and living 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 a caravan is defined as:

"... 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).

## **Development Plan Documents (DPD)**

Local Development Framework documents that contain policies and are subject to external examination by an Inspector.

**District**

Local authority districts (LAD) is a generic term to describe the 'district' level of local government in the United Kingdom. It includes non-metropolitan districts, metropolitan districts, unitary authorities and London boroughs in England. Extending over 1,800 square kilometres, East Lindsey is the third largest District in the UK

**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 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 CLG 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 CLG 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.

### **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.

### **Mobile home**

For legal purposes it is a caravan. Section 29 (1) of the Caravan Sites and Control of Development Act 1960 defines a caravan as:

"... 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."

### **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 agreements 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. Agreements are made between the authority and the (temporary) residents regarding expectations on both sides.

### **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**

Members of the settled community who have chosen a nomadic or semi-nomadic lifestyle (formerly New Age Traveller).

### **Newly forming families**

Families living 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. They have 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**

An aversion to living in bricks and mortar accommodation. Symptoms 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 living in bricks and mortar accommodation is one factor used to determine accommodation need.

**Registered Provider**

A provider of social housing, registered with the Homes and Communities Agency (HCA) under powers in the 2008 Housing and Regeneration Act. This term replaced 'Registered Social Landlord' (RSL) and encompasses housing associations, trusts, cooperatives and companies.

**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 registered provider.

**Tolerated**

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

**Trailer**

Term commonly used by Gypsies and Travellers for a moveable caravan.

**Transit site/pitch**

A site/pitch intended for short-term use, with a maximum period of stay.

**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 has the consent of the owner (e.g. is tolerated /no trespass has occurred), but where 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.

**Unauthorised site**

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

**Winter quarters**

A site occupied by Travelling Showpeople, traditionally used when not travelling to provide fairs or circuses. Many now involve year-round occupation.

**Yard**

A term used for a site occupied by Travelling Showpeople. They are often rented by different families with clearly defined plots.