



Coastal West Sussex Authorities Gypsy and Traveller and Travelling Showpeople Accommodation Assessment



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Opinion Research Services The Strand, Swansea SA1 1AF
enquiries: 01792 535300 · info@ors.org.uk · www.ors.org.uk



Peter Brett Associates LLP, 10 Queen Square Bristol, BS1 4NT
enquiries: 0117 9281560 bristol@peterbrett.com

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1. Introduction

The Survey

- 1.1 Opinion Research Services (ORS) and Peter Brett Associates (PBA) were commissioned by the Coastal West Sussex (CWS) authorities and the South Downs National Park Authority (SDNPA), with support from West Sussex County Council, to undertake a Gypsy and Traveller and Travelling Showpeople Accommodation Assessment.
- 1.2 The study seeks to provide an evidence base to enable the authorities to comply with their requirements towards Gypsies and Travellers and Travelling Showpeople under the Housing Act 2004, the National Planning Policy Framework 2012 and Planning Policy for Traveller Sites 2012. The main objective of this study is to provide the Councils with robust, defensible and up-to-date evidence about the accommodation needs of Gypsies and Travellers and Travelling Showpeople in the Coastal West Sussex authorities during the period until 2027 in five year sections covering 2012-2017, 2017-2022 and 2022-2027. It also required the identification of whether any extra site provision should be on public or private sites, and whether or not any of the local authorities need to plan for the provision of transit sites or emergency stopping places. The study also seeks to identify broad locations for any additional provision required.
- 1.3 The authorities involved in this study are:
 - » Adur District Council;
 - » Arun District Council;
 - » Chichester District Council;
 - » Worthing Borough Council;
 - » South Downs National Park Authority; and
 - » West Sussex County Council.
- 1.4 We would note at the outset that the study covers the needs of Gypsies, Irish Travellers, New Travellers and Travelling Showpeople, but for ease of reference we have referred to the study as a Gypsy and Traveller and Travelling Showpeople Accommodation Assessment.
- 1.5 This document is the main report and summarises the key findings of the study, in particular where they relate to existing policies, or have implications for future policy decisions across the Coastal West Sussex authorities. A separate executive summary has also been produced.

Definitions

1.6 For the purposes of the planning system, 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 dependents’ 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.” (Planning Policy for Traveller Sites, CLG, March 2012)

1.7 Within the main definition of Gypsies and Travellers, there are a number of main cultural groups which include:

- » Romany Gypsies;
- » Irish Travellers; and
- » New Travellers.

1.8 Romany Gypsies and Irish Travellers are recognised in law as distinct ethnic groups and are legally protected from discrimination under the Equalities Act 2010.

1.9 Alongside Gypsies and Travellers, a further group to be considered are Travelling Showpeople. They are defined as:

“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 family’s or dependent’s more localized 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.” (Planning Policy for Traveller Sites, CLG, March 2012).

Legislation and Guidance for Gypsies and Travellers

1.10 Decision-making for policy concerning Gypsies & Travellers and Travelling Showpeople sits within a complex legislative and national policy framework and this study must be viewed in the context of this legislation and guidance. For example, the following pieces of legislation and guidance are relevant when constructing policies relating to Gypsies and Travellers and Travelling Showpeople:

- » Planning Policy for Traveller Sites 2012;
- » National Planning Policy Framework 2012;
- » Gypsy and Traveller Accommodation Needs Assessments Guidance October 2007;
- » Environmental Protection Act 1990 for statutory nuisance provisions;
- » The Human Rights Act 1998, when making decisions and welfare assessments;
- » The Town and Country Planning Act 1990 (as subsequently amended);
- » Homelessness Legislation and Allocation Policies;
- » Criminal Justice and Public Order Act 1994 (sections 61, 62);

- » Anti-social behaviour Act 2003 (both as victims and perpetrators of anti-social behaviour);
- » Planning and Compulsory Purchase Act 2004;
- » Housing Act 2004 which requires local housing authorities to assess the accommodation needs of Gypsies & Travellers and Showpeople as part of their housing needs assessments. This study complies with the this element of government guidance ;
- » Housing Act 1996 in respect of homelessness.

^{1.11} To focus on Gypsies and Travellers, the Criminal Justice and Public Order Act 1994 (Sections 77, 78) is particularly important with regard to the issue of planning for Gypsy and Traveller site provision. This repealed the duty of local authorities to provide appropriate accommodation for Gypsies and Travellers. However, Circular 1/94 did support maintaining existing sites and stated that appropriate future site provision should be considered.

^{1.12} For site provision, the previous Labour Government guidance focused on increasing site provision for Gypsies and Travellers and Travelling Showpeople and encouraging local authorities to have a more inclusive approach to Gypsies and Travellers and Travelling Showpeople within their Housing Needs Assessment. The Housing Act 2004 required local authorities to identify the need for Gypsy and Traveller sites, alongside the need for other types of housing, when conducting Housing Needs Surveys. Therefore, all local authorities were required to undertake accommodation assessments for Gypsies and Travellers and Travelling Showpeople either as a separate study such as this one, or as part of their main Housing Needs Assessment.

^{1.13} Local authorities were encouraged rather than compelled to provide new Gypsy and Traveller sites by central government. Circular 1/06 'Planning for Gypsy and Traveller Caravan Sites', released by the CLG in January 2006, replaced Circular 1/94 and suggested that the provision of authorised sites should be encouraged so that the number of unauthorised sites would be reduced.

^{1.14} The Coalition Government announced that the previous government's thinking contained in Planning for Gypsy and Traveller Caravan Sites (Circular 01/06) was to be repealed, along with the Regional Spatial Strategies which were used to allocate pitch provision to local authorities. The CLG published 'Planning Policy for Traveller Sites' in March 2012 which set out the Government's planning policy for traveller sites. It should be read in conjunction with the National Planning Policy Framework.

Planning Policy for Traveller Sites

^{1.15} The document 'Planning Policy for Traveller Sites' sets out the direction of government policy. Among other objectives the new policies aims in respect of Traveller sites are (Planning Policy for Traveller Sites Page 1-2) :

- » that local planning authorities should make their own assessment of need for the purposes of planning;
- » to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites;
- » to encourage local planning authorities to plan for sites over a reasonable timescale;

- » that plan-making and decision-taking should protect Green Belt from inappropriate development;
- » to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites;
- » that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective;
- » for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies;
- » to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply;
- » to reduce tensions between settled and traveller communities in plan-making and planning decisions;
- » to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure;
- » for local planning authorities to have due regard to the protection of local amenity and local environment.

^{1.16} In practice the document states that (Planning Policy for Traveller Sites Page 3):

‘Local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring local planning authorities’.

^{1.17} Local planning authorities should, in producing their Local Plan:

- » identify and update annually, a supply of specific deliverable sites sufficient to provide five years’ worth of sites against their locally set targets;
- » identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15;
- » consider production of joint development plans that set targets on a cross-authority basis, to provide more flexibility in identifying sites, particularly if a local planning authority has special or strict planning constraints across its area (local planning authorities have a duty to cooperate on planning issues that cross administrative boundaries);
- » relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population’s size and density;
- » protect local amenity and environment.

^{1.18} A key element to the new policies is a continuation of previous government policies. This is, while local authorities now have a duty to ensure a 5 year land supply to meet the identified needs for Traveller sites, if no need is identified they should set criteria based policies to assess potential sites which may arise in the future. Planning Policy for Traveller Sites notes on Page 3-4 that:

‘Criteria should be set to guide land supply allocations where there is identified need. Where there is no identified need, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward. Criteria based policies should be fair and should facilitate the traditional and nomadic life of travellers while respecting the interests of the settled community’.

^{1.19} Therefore, criteria based planning policies sit at the heart of the new guidance, irrespective of whether need is identified or not.

Tackling Inequalities for Gypsy and Traveller Communities

^{1.20} In April 2012 the government issued a further document relating to Gypsies and Travellers in the form of ‘Progress report by the ministerial working group on tackling inequalities experienced by Gypsies and Travellers (CLG April 2012)’.

^{1.21} This report contains 28 commitments to help improve the circumstances and outcomes for Gypsies and Travellers across a range of areas including:

- » Identifying ways of raising educational aspirations and attainment of Gypsy, Roma and Traveller children;
- » Identifying ways to improve health outcomes for Gypsies and Travellers within the proposed new structures of the NHS;
- » Encouraging appropriate site provision; building on £60m Traveller Pitch Funding and New Homes Bonus incentives;
- » Tackling hate crime against Gypsies and Travellers and improving their interaction with the criminal justice system;
- » Improving knowledge of how Gypsies and Travellers engage with services that provide a gateway to work opportunities and working with the financial services industry to improve access to financial products and services;
- » Sharing good practice in engagement between Gypsies and Travellers and public service providers.

Funding for New Sites

^{1.22} The new Coalition Government policies also involve financial incentives for new pitch provision in the form of the New Homes Bonus. Gypsy and Traveller and Travelling Showpeople sites receive a New Homes Bonus of 6 times the Council Tax plus £1,800 per pitch provided. This is the equivalent of around £10,000-£15,000 per pitch.

^{1.23} Direct grant funding is also available for Gypsy and Traveller sites. The Homes and Communities Agency (HCA) took over delivery of the Gypsy and Traveller Sites Grant programme from CLG in April 2009. Since then they have invested £16.3m in 26 schemes across the country providing 88 new or additional pitches and 179 improved pitches.

- ^{1.24} The HCA has now confirmed allocations for £47m of future funding which will support 71 projects around the country for the provision of new Gypsy and Traveller sites and new pitches on existing sites, as well as the improvement of existing pitches. As of January 2012 a further £12.1m of funding was available for schemes outside of London and bidding will remain open until all the money is allocated.

Methodology

- ^{1.25} This section sets out the methodology we have followed to deliver the outputs for this study. Over the past 10 years ORS have developed a methodology which provides the required outputs from a Gypsy and Traveller and Travelling Showpeople Accommodation Assessment and this has been updated in light of the requirements of Planning Policy for Traveller Sites.
- ^{1.26} We would note that prior to the involvement of ORS in this process the authorities of Coastal West Sussex had undertaken a significant amount of work to both consult with relevant stakeholder groups on the project brief and also to inform all known sites in the area that the survey would be taking place and to ask for their assistance in ensuring that it would be a success. Appendices A to C contain the letters sent by the Coastal West Sussex authorities to households in bricks and mortar, Gypsies and Travellers on sites and Travelling Showperson households in their area to request that they take part in the survey.
- ^{1.27} The stages below provide a summary of the process undertaken by ORS, with more information on each stage provided in the appropriate section of the report.

Stage 1: Background

- ^{1.28} At the outset of the project we sought to understand the background to Gypsy and Traveller and Travelling Showpeople population in Coastal West Sussex. The study sought to identify the location of all known sites in the study area and the number of pitches or plots on each one. The study also gathered information from recent caravan counts in each local authority and information held by West Sussex County Council on unauthorised encampments in each area and also up to date waiting lists for public sites which are managed by the County Council.

Stage 2: Stakeholder Engagement

- ^{1.29} This study included extensive stakeholder engagement with officers from Coastal West Sussex and neighbouring councils and other stakeholders. The aim of this engagement was to help understand the current situation in the study area, in particular to households not on known existing sites and also to discuss Duty to Cooperate issues with neighbouring councils.
- ^{1.30} Stakeholders were also consulted around the overall methodology for conducting this assessment and were provided with a method statement for calculating future needs and were invited to feedback any comment or criticism they had of this method.

Stage 3: Household Survey

- ^{1.31} The research methodology for identifying the housing needs of Gypsies and Travellers adopted in this report was largely based upon face to face interviews with Gypsies and Travellers across the Coastal West Sussex area. We sought to undertake a census of Gypsy and Traveller households in August and

September 2012. Interviews were attempted with every known Gypsy and Traveller household present during this time period and 95 interviews were achieved in total on-site, with a further 11 interviews in bricks and mortar.

- ^{1.32} While some Showpeople were present in the study area in August and September, many were away working. Therefore, ORS interviewers returned in November to seek to undertake further interviews on Showpeople sites, but again the population was still predominantly away from their bases. Therefore, further return visits were made to the sites in January 2013. At this point contact was made with residents on almost all of the known Showpeople sites and information was gathered on their needs.

Stage 4: Future Pitch and Plot Requirements

- ^{1.33} The methodology used by ORS to calculate future pitch and plot requirements has been developed over the past 10 years and has drawn on lessons from both traditional housing needs assessments and also best and worst practice for Gypsy and Traveller and Travelling Showpeople Accommodation Assessment conducted across the country.
- ^{1.34} The overall principles behind assessing future needs are relatively simple and were set out in a consultation document sent to stakeholders at the outset of the project. The residential and transit pitch requirements for Gypsies and Travellers are identified separately from those for Travelling Showpeople and for each group the requirements are identified in 5 year periods to 2027 in line with the requirements of Planning Policy for Traveller Sites.

Stage 5: Broad Locations

- ^{1.35} The methodology used by PBA to identify broad locations for future sites is based upon technical land use considerations such as how the site would fit with other spatial strategies, the needs of households and physical constraints and protected areas. The assumptions for the broad locations work were also tested at a workshop attended by officers and Members from partner authorities and Gypsy and Traveller and Travelling Showpeople representatives.

Stage 6: Conclusions

- ^{1.36} This stage draws together the evidence from Stages 1 to 5 to provide an overall summary of the requirements for Gypsies and Travellers and Travelling Showpeople in Coastal West Sussex.

2. Gypsy and Traveller Sites and Population

Gypsy and Traveller Sites in Coastal West Sussex Authorities

- 2.1 A Strategic Housing Market Assessment focuses upon the number of dwellings required in an area, and how many of these should each be provided by the public and private sector. The central aim of this study was to follow a similar format for Gypsy and Traveller and Travelling Showpeople accommodation requirements.
- 2.2 One of the main considerations of this study is the provision of pitches and sites for Gypsies and Travellers. A pitch is an area which is large enough for one household to occupy and typically contains enough space for one or two caravans, but can vary in size. A site is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople the most common descriptions used are a plot for the space occupied by one household and a yard or collection of plots which are typically exclusively occupied by Travelling Showpeople. Throughout this study the main focus is upon how many extra pitches for Gypsies and Travellers and plots for Travelling Showpeople are required in Coastal West Sussex.
- 2.3 The public and private provision of mainstream housing is also largely mirrored when considering Gypsy and Traveller accommodation. One common form of Gypsy and Traveller sites is the publicly-provided residential site, which is provided by the local authority, or by a registered provider (usually a housing association). Places on public sites can be obtained through a waiting list, and the costs of running the sites are met from the rent paid by the licensees (similar to social housing). There are currently four public sites in the study area.
- 2.4 The alternative to public residential sites is private residential sites for Gypsies and Travellers and Travelling Showpeople. These result from individuals or families buying areas of land and then obtaining planning permission to live on them. Households can also rent pitches on existing private sites. Therefore, these two forms of accommodation are the equivalent to private ownership and renting for those who live in bricks and mortar housing.
- 2.5 The Gypsy and Traveller and Travelling Showpeople population also has other forms of sites due to its mobile nature. Transit sites tend to contain many of the same facilities as a residential site, except that there is a maximum period of residence which can vary from a few weeks to a period of months. An alternative is an emergency stopping place. This type of site also has restrictions on the length of time for which someone can stay on it, but has much more limited facilities. Both of these two types of site are designed to accommodate Gypsies and Travellers whilst they travel.

- ^{2.6} Further considerations in the Gypsy and Traveller population are unauthorised developments and encampments. Unauthorised developments occur on land which is owned by the Gypsies and Travellers, but for which they do not have planning permission to use for residential purposes. Unauthorised encampments occur on land which is not owned by the Gypsies and Travellers. Some unauthorised developments may have been present for an extended period of time and would qualify for a certificate of lawful use if planning permission was sought. These sites are referred to as tolerated sites.
- ^{2.7} One source of quantitative information available on the Gypsy and Traveller communities derives from a bi-annual survey of Gypsy and Traveller caravans which is conducted by each local authority in England on a specific date in January and July of each year. This count is of caravans and not households which makes it more difficult to interpret for a study such as this because it does not count pitches or resident households. It must also be remembered that the count is conducted by the local authority on a specific day and that any unauthorised encampments which occur on other dates will not be recorded. Therefore, while we use the caravan count as background information, we do not use it within our wider model for future needs.

Sites and Caravans in Coastal West Sussex Authorities

Adur District

- ^{2.8} Adur has one authorised public site with 12 pitches and 12 caravans, which has been consistently full at the time of all caravan counts since 2007.

Arun District

- ^{2.9} Arun District also includes a number of sites within the South Downs National Park Authority area. The District contains one public site with 12 pitches and 12 private pitches, of which 11 are within the South Downs National Park. Across the whole of Arun in July 2012 there were 45 caravans present in Arun with 42 on authorised sites and 3 on unauthorised sites.

Chichester District

- ^{2.10} Chichester has the largest Gypsy and Traveller population in the study area. It has two public sites with a combined capacity of 40 pitches and 16 private sites with a capacity of 47 pitches, of which 3 are for transit use at West Ashling. We would note that in addition to the 47 private pitches, one pitch in Chichester District lies within the South Downs National Park Authority area.
- ^{2.11} Chichester District also contains a single caravan on a tolerated site at Hambrook which has been present since 1992 and 4 pitches on an unauthorised site at West Ashling which have been present since 2006. At the time of the July 2012 caravan count Chichester contained 94 caravans on authorised sites and 35 on unauthorised sites.

Worthing Borough

^{2.12} Worthing has no authorised sites, and in the past years has only 2 recorded unauthorised encampments at the time of the caravan count. However, we would note that West Sussex County Council have provided us with a larger list of unauthorised encampments which have occurred in Worthing over the past five years and that this study identified that the area contains a long-term unauthorised site which falls within the boundary of the South Downs National Park Authority .

3. Stakeholder Consultation

- 3.1 In order to set the context of the research and ensure the study is based on a sound understanding of the relevant issues a stakeholder consultation was undertaken. Coastal West Sussex compiled a list of those groups and organisations involved in and with the Gypsy and Traveller communities. In May 2012 Coastal West Sussex contacted potential stakeholders via letter inviting them to take part in the study. The majority of those contacted wished to be involved in the study but a few, at this stage, decided it would not be appropriate or did not consider that their contribution would add any value to the study. A copy of this letter can be found in Appendix D.
- 3.2 In July 2012, once the stakeholder list was finalised, ORS sent each stakeholder an email which outlined the study and invited them to take part in a telephone interview. The email also included a full methodology statement, although no further feedback was received. ORS proceeded to contact stakeholders via telephone to arrange a convenient date and time for the interview to take place.
- 3.3 Due to the preparation undertaken by Coastal West Sussex, of the 52 stakeholders contacted, ORS achieved 28 semi-structured, in-depth telephone interviews during September and October 2012.
- 3.4 The interviews typically lasted between 15 and 40 minutes. The interviews were carried out with officers representing housing, enforcement, planning and environmental health departments, stakeholders and Elected Members in the following areas:
- » Adur District Council
 - » Arun District Council
 - » Chichester District Council
 - » South Downs National Park Authority
 - » Worthing Borough Council.
- 3.5 With the exception of the South Downs National Park Authority¹ a total of 5 interviews were conducted with Elected Members across the authorities.
- 3.6 Wider stakeholders including representative bodies for Gypsies and Travellers (West Sussex Gypsy Forum, Sussex Traveller Action Group (STAG) and Friends Families and Travellers) and officers representing West Sussex County Council (health and education) also contributed to the consultation. A full list of those approached to take part can be found in Appendix E.
- 3.7 ORS also attempted to contact eight Registered Providers, however, all those contacted felt they could not make a valuable contribution to the study and did not hold any information relating to Gypsies and Travellers residing in bricks and mortar.
- 3.8 Interviews were also carried out with officers representing the following local authorities:

¹The Elected Member nominated by the project lead did not want to be contacted as part of the study.

- » Brighton and Hove City Council
- » Horsham District Council
- » Mid Sussex District Council
- » Waverly Borough Council.

- 3.9 East Hampshire, after being contacted on a number of occasions, expressed a preference for a meeting with the Coastal West Sussex leads rather than contribute to the GTAA.
- 3.10 The aim of interviewing stakeholders was to provide background information on the framework within which they operate and on the perceptions of the Gypsy and Traveller and Travelling Showpeople communities within each of the authority areas, and the variety of opinion which exists amongst stakeholders. The interviews also gave stakeholders the opportunity to share any information and contacts they have of Gypsies and Travellers and Travelling Showpeople who currently live in bricks and mortar accommodation, but would prefer to live on a site. Although stakeholders were aware of Gypsies and Travellers living in bricks and mortar they were unable to provide any contacts. Therefore, the stakeholder consultation did not yield any further bricks and mortar contacts.
- 3.11 Themes covered in the interviews included: the need for additional provisions and facilities, travelling patterns, the availability of land, accessing services and work taking place to meet the needs of Gypsies and Travellers and Travelling Showpeople. The Topic Guide can be found in Appendix F.
- 3.12 Interviews allowed interested parties to reflect and feedback on the general situation - as well as how matters relating to Gypsies and Travellers and Travelling Showpeople are currently handled and perceived across Coastal West Sussex and the surrounding areas. Qualitative research of this type attempts to gain a deeper understanding of the issues, and is used to supplement the statistical information gathered through quantitative surveys of the Gypsy and Traveller and Travelling Showpeople communities. In some cases, the information stakeholders share with interviewers will be factually incorrect or considered inappropriate; however, this section is based upon their perceptions rather than evidence corroborated by data sources. Many interviewees, particularly in Adur and Worthing, discussed areas interchangeably, and this caused some confusion when reporting. As a result some information given by stakeholders has been amended to present a more accurate picture of the number of sites and the area where they are located.
- 3.13 The overall findings can be found in Appendix G. This section presents the key themes which emerged from the stakeholder consultation.

Conclusions

Accommodation Provision

- 3.14 From interviews with council officers and Elected Members demand for further provision is greatest within Chichester. It was suggested that additional provision could be met through extending current sites. However, it was suggested that sourcing additional sites in the future will be difficult due to the limited supply of land.
- 3.15 Wider stakeholders were of the opinion that additional accommodation is required across the Coastal West Sussex area and that many sites have not expanded to meet the needs of expanding families.

They were also concerned about the conditions at authorised sites including poor sanitation facilities; inadequate lighting and unsafe play areas.

- 3.16 Identifying Gypsies and Travellers in bricks and mortar proved difficult. Therefore, increasing efforts to collate data on this group needs to be put in place to aid understanding their accommodation needs in the future.

Transit Provision

- 3.17 Interviews revealed that during the summer months unauthorised encampments are an issue across Coastal West Sussex. However, stakeholders suggest that this is not an indication of unmet need as they are largely short-term. Many stakeholders, however, argued that transit provision would be beneficial. Horsham was identified in previous work and considered as a possible location (see West Sussex Gypsy and Traveller Accommodation Needs Assessment 2007, p.84).

Community Cohesion

- 3.18 It is generally believed that community cohesion is not a major issue but would be better if members of the settled community were not constantly bombarded with negative portrayals of the Gypsy and Traveller community in national and local media.

Cross-Boundary Working

- 3.19 Evidence of cross-border working is evident through the joint GTAA commissioned by the Coastal West Sussex Authorities. It is clear that further work is required to provide transit provision. There also needs to be more joint working on understanding Traveller movements across the area.
- 3.20 Of the neighbouring authorities interviewed, Horsham District Council and Waverley Borough Council mentioned the need for transit provision.

Recommendations

- 3.21 We recommend that Coastal West Sussex:

Conduct an audit of current site provision to assess the condition of sites

Explore methods of collecting data on housed Gypsies and Travellers – this could involve working with Registered Housing Providers to encourage them to record ethnicity as part of their process and with representative groups

Explore opportunities for transit provision and the best possible location across the Coastal West Sussex area and with neighbours such as Horsham – best practice on size, location and management could be sought from East Sussex

Educate the settled community and Elected Members to dispel negative stereotypes and inform them of the District Councils' statutory obligations. Look at examples of myth busting exercises in other areas of the UK (North Yorkshire)

Work together to better understand Traveller movements across the area and develop common protocols to aid consistency and a greater understanding of cross-border issues

Work with neighbouring authorities including: East Sussex; Brighton and Hove; Horsham; Waverley Borough Council Hampshire and Kent. Such work could involve:

Sharing results of GTAA studies

Sharing best practice on the provision of transit sites

Understanding Traveller movements.

Adur District Council

Council Officers and Elected Members

Key Findings

- ^{3.22} Officers were aware of one authorised site with 12 pitches – the Withy Patch in Lancing. Officers argued that there have been very few planning applications in the last 15-20 years. Indeed there has only been one application for a single caravan which was dismissed on appeal.
- ^{3.23} When asked to discuss the regularity of unauthorised encampments, officers were of the opinion that it was very low, but referred to a number of encampments that had occurred during the summer 2012 period. These encampments were thought to be as a result of the same group moving around the District. Interviewees considered the lack of planning applications to be down to the fact that Gypsies and Travellers do not want to settle in the area, but simply want to travel through.
- ^{3.24} When they do visit the area – interviewees reported that they occupy green spaces and recreational sites, or any open piece of land they can get access to. A favoured area is the coastal strip. A member referred to efforts made to protect Council owned land by building bunds and making access narrower. At an expense to the District, there are also court orders to protect some of the more vulnerable sites in the area for up to six years.
- ^{3.25} Concern was paid to those residing in bricks and mortar. According to some stakeholders, a large number of Gypsies and Travellers live in bricks and mortar. They were aware that no data existed to back-up their view and with this in mind suggested that, in the future, the right information is collated from housing and other organisations.
- ^{3.26} Interviewees mentioned a number of constraints when considering future site locations including the South Downs National Park area and public opposition.
- ^{3.27} The main travelling routes are the A27 and the A259 which goes east-west. They also travel along the south coast using the main routes. It is believed that some Gypsies and Travellers who travel through the area come from Brighton and Hove. However, an interviewee was under the impression that a planned site in the Brighton area would relieve the pressure.

- 3.28 An elected member discussed previous cross-border working with East Sussex and Brighton and Hove. However, it is thought that the relationship could be enhanced through the development of common protocols. Future cross-border working with Hampshire and Kent was also thought to be worth consideration.
- 3.29 The sharing of intelligence and the issue of tracking Traveller movement was thought to need further development – particularly when determining the source and number of encampments.
- 3.30 Community attitudes regarding the Withy Patch site are supposedly very positive. Yet when unauthorised encampments occur, it is generally agreed that community tensions result. The main complaint arises when they set-up on pieces of land which are well-used and enjoyed by the settled community.
- 3.31 When asked to consider future accommodation needs an officer felt that, due to the number of children/early teens on the current site at Withy Patch, additional pitches may be required in the future. However, space was considered to be an issue. It is believed that members of an extended family have already been forced to live in bricks and mortar due to insufficient space.
- 3.32 One member agreed that the lack of transit provision made it difficult to deal with rises in unauthorised encampments during the summer months. In order to reduce the effort and expense incurred by the District, there was considerable support for the provision of a transit site.

Arun District Council

Council Officers and Elected Members

Key Findings

- 3.33 Stakeholders viewed the recent increase in the number of sites which have received planning permission as a positive development. In order to meet future need, officers were of the opinion that this approach should continue.
- 3.34 Unauthorised encampments are not viewed as a major issue amongst stakeholders, who are of the opinion that they pass through in the summer months to go on holiday, or to seek employment opportunities. However, officers maintained that Arun would benefit from having some transit provision, as it was currently difficult to manage unauthorised encampments. This view was shared by one Elected Member who referred positively to the transit provision in East Sussex. The other member interviewed, however, felt the current set-up was sufficient.
- 3.35 Negative media portrayal of the Gypsy and Traveller community was thought to have had a damaging effect on community relations. An Elected Member alleged that litter and waste left by the shorter-term unauthorised encampments contributed to community tensions.
- 3.36 No cross-border movement was identified by stakeholders who referred positively to the cross-border work which is taking place through the Coastal West Sussex Steering Group (information sharing and a shared understanding). However, one stakeholder felt that more could be done to engage with Kent, Surrey, Hampshire and Dorset.

- 3.37 Officers recognised that any development of new site provision would be constrained by the opposition of the settled community. They argued that past proposals for site locations have not achieved the public support required. In addition, although there is available land, this varies in size and price.
- 3.38 With the advent of the new circular and the findings contained in the forthcoming GTAA, officers agreed that pressure will be placed on Local Authorities to act. This was viewed positively, and it was proposed that an open and honest dialogue with the public is required to explain the District Councils' statutory obligations.

Chichester District Council

Council Officers and Elected Members

Key Findings

- 3.39 Officers referred to the provision of 32 new pitches within the District since 2006. However, council officers and members agreed that there are not enough official sites. It was suggested that needs could be met by extending existing sites.
- 3.40 At the time of interviewing, officers referred to two unauthorised encampments which had occurred over a two month period. In general, the majority of unauthorised encampments were thought to occur during the summer months. Interviewees gave a mixture of reasons why they thought Gypsies and Travellers visit the area: to settle, to travel through and employment opportunities.
- 3.41 Interviewees mentioned a number of geographical and environmental constraints when considering future site location and agreed that finding suitable areas of land for the settled population in the future will be difficult.
- 3.42 The main travelling routes are thought to be the A259 and A27. It was reported that Gypsies and Travellers move along the Sussex coast and use Chichester as a stopping point.
- 3.43 When considering the main travelling routes, interviewees were concerned that 'under-provision' in other areas, such as London, could push Gypsies and Travellers into Coastal West Sussex.
- 3.44 There is a belief that there are no problems related to the sites that have been in the area for a number of years. However, some stakeholders argued that adverse media coverage preserved the negative perceptions held by some members of the settled community.
- 3.45 Community tensions are said to arise when Travellers use well-used public land enjoyed by the settled community, and reference was made to the use of recreation grounds.
- 3.46 Officers felt it would be beneficial to have transit provision in the Coastal West Sussex area as it would reduce the effort and expense needed when dealing with unauthorised encampments.

South Downs National Park Authority

Officers

Key Findings

- 3.47 Unauthorised encampments are said to regularly arise within the SDNP area. In general, the majority of unauthorised encampments are said to occur during the summer months and, to a lesser extent, at Christmas time.
- 3.48 It is thought that Gypsies and Travellers are attracted to existing sites in the area and with family connections. A number of locations within the Park were highlighted as being popular with Gypsies and Travellers. Chichester is considered to be the main focus. The main travelling route is the A27, and it is thought that due to the A27 forming a significant part of the SDNPA's southern boundary, establishing if those travelling along the A27 need/want to be in the Park or not is difficult.
- 3.49 It was the opinion of an interviewee that, in terms of development, the area is already under pressure. It's five or six times the most populated Park in the country and there is huge development pressure to build housing, infrastructure/any accommodation within the SDNPA. Preserving the water supply is a concern – the aquifers underneath the National Park serve a huge population within and surrounding the Park (1.2 million depend on this for their water supply). It is acknowledged that if the situation arises where development/usage increases, the condition of the aquifer/water will deteriorate.
- 3.50 Considering the areas it includes, and the sheer volume of policies inherited, cross-border consistency is challenging.
- 3.51 It is reported that there have been a number of negative press releases which have not benefitted the relationship between settled and Travelling communities.

Worthing Borough Council

Council Officers and Elected Members

Key Findings

- 3.52 Stakeholders were aware that there are no authorised sites in Worthing. Although the majority of stakeholders considered the numbers of unauthorised encampments to be low, they felt that during the summer 2012 the numbers were higher than usual. Stakeholders could not attribute this to any particular reason, and could not provide any comment on the extent to which they thought this trend would continue. In general, stakeholders were of the opinion that most Gypsies and Travellers are passing through and have no wish to settle in the area.
- 3.53 Officers are unable to provide any estimation on the numbers of Gypsies and Travellers living in bricks and mortar accommodation. It was agreed that, to gain a better understanding of the overall picture, the collation of this data would be beneficial.

- 3.54 When considering the main travelling routes, interviewees felt that there was considerable movement between Adur and Worthing, and this was evident in the summer 2012, whereby one group of Gypsies and Travellers allegedly shifted back and forth between the areas.
- 3.55 One officer proposed that more information on movement needs to be shared to obtain a county-wide understanding of the issues.
- 3.56 Interviewees were of the opinion that adverse media coverage preserved the negative perceptions held by some members of the settled community – examples of this were negative headlines relating to the forthcoming GTAA.
- 3.57 Community tensions are said to arise when Travellers camp on well-used public land enjoyed by the settled community, particularly the use of recreation grounds.
- 3.58 Stakeholders argued that because there are typically no unauthorised sites, there is no need for any permanent provision. They did feel that the failure to acquire transit provision in the Coastal West Sussex area will undoubtedly lead to problems in the summer, and agreed that the availability of transit provision would reduce the effort and expense needed when dealing with unauthorised encampments.
- 3.59 When considering Worthing as a suitable location for such a provision, officers pointed to a number of constraints.
- 3.60 A few officers pointed out that previous work (West Sussex Gypsy and Traveller Accommodation Needs Assessment 2007) had suggested that the Horsham area was the most appropriate due to its busy travel routes.

Travelling Showpeople

- 3.61 When stakeholders were asked to consider the needs of Travelling Showpeople, in general, they showed little awareness of the issues. It was suggested that fewer Travelling Showpeople families move through West Sussex, but they still use traditional sites when working across the area. Some interviewees were aware of Travelling Showpeople in Arun and Chichester.
- 3.62 A few stakeholders felt that the needs of Travelling Showpeople were distinct from Gypsies and Travellers and therefore a separate policy should apply.

Wider Stakeholders

- 3.63 This section outlines the key findings from interviews with wider stakeholders.

Health and Safety

- 3.64 Health and safety issues were of concern to one interviewee who expressed disquiet over the conditions on authorised sites, in particular: poor sanitation facilities; inadequate lighting and unsafe play areas.
- 3.65 Improving access to primary care was deemed a priority - a number of suggestions were put forward to achieve greater accessibility and improve health outcomes:

- » Training provision for GP surgery support staff
- » A named health visitor for the community
- » Transit site provision.

Education

- 3.66 The numbers of children enrolled in Coastal West Sussex schools from the Gypsy and Traveller and Travelling Showpeople communities are said to be much higher than official figures (Pupil Level Annual School Census) suggest.
- 3.67 Despite efforts by the Traveller Education Service, unauthorised encampments frequently move on before children can be placed in a school.
- 3.68 A current issue of concern is the rising number of children who are classified as home schooled. Monitoring the number of those dropping out of the school system is reportedly difficult, as there is not the same communication with a central organisation. It is argued that attending school fosters integration between the settled and Traveller communities and the fall in numbers could have a negative impact on integration.

Travelling Patterns

- 3.69 When asked to consider travelling patterns, different opinions emerged on the extent to which travelling is in decline or on the increase. Those who considered it to be in decline believed that work patterns have been affected by the loss of some of the traditional agricultural opportunities to eastern European migrant workers. Others believe that Gypsies and Travellers have been travelling through the area for hundreds of years and will continue to do so at the same rate.
- 3.70 There are families who move across the borders – from East Sussex and Brighton. There are families who move across from Hampshire towards Bognor. This movement is said to be due to family connections.

Accommodation Needs

- 3.71 Generally, wider stakeholders were of the opinion that more permanent provision is required across West Sussex. It is believed that many of the current sites have not expanded to meet the needs of growing families, leading to family separation.
- 3.72 Transit provision was considered to be an important element of future accommodation².

Site Location Criteria

- 3.73 There was a difference of opinion on to what extent site location should be separate from the settled community or within reasonable distance of amenities including: health services; local schools; and post offices.

² A transit site is a temporary site where Travellers are permitted to stay for up to 3 months.

- 3.74 It was agreed that future provision should pay attention to health and safety as many of the existing sites were originally built in the 1960s; many of them were located next to dual carriage ways, below pylons or near sewage works.

Consultation

- 3.75 Consultation with the Gypsy and Traveller community takes place through the West Sussex Gypsy and Traveller Forum, which is reported to meet regularly and is organised by the Sussex Traveller Action Group. The forum is said to be contributing to increased communication between, for instance, planning officers and the Gypsy and Traveller community.

Surrounding Areas

Brighton and Hove City Council

- 3.76 The two main travelling routes are north-south down the A23 corridor and east-west along the A27.
- 3.77 When asked to consider cross-boundary issues in relation to Coastal West Sussex, it was believed that there are no patterns in terms of cross-border movement, and the view was that movement is difficult to predict as Gypsies and Travellers could, potentially, go anywhere. It was understood that most movement was within Brighton rather than across borders. On moving out of Brighton it was understood that they travel towards the West Country.

Horsham District Council

- 3.78 The main travelling route is north-south down the A23 corridor.
- 3.79 When considering cross-boundary issues, and as part of the duty to cooperate with surrounding areas, the District Council has discussed the provision of a transit site with Crawley and Mid Sussex Councils.

Mid Sussex District Council

- 3.80 No cross-boundary issues were identified. However, reference was made to the sites currently owned by West Sussex County Council, and the possibility that these could potentially expand once management/ownership is transferred.
- 3.81 Mid Sussex were in the process of undertaking their GTAA. It was the opinion of the interviewee that there is currently a shortfall of provision in the area – the GTAA will be assessing the scale of the under provision.

Waverley Borough Council

- 3.82 When considering cross-boundary issues it is felt that further work is required on the provision of a transit site.

4. Gypsy and Traveller Population

Survey of the Gypsy and Traveller Population

- 4.1 One of the major components of this assessment is a detailed survey of the Gypsy and Traveller population in the Coastal West Sussex authorities. This aims to identify current households with housing needs, and to assess likely future household formation from within existing households, to help judge the need for future site provision. The survey sought to provide a baseline position on the resident Gypsy and Traveller population of the Coastal West Sussex Authorities.
- 4.2 Prior to the survey taking place, the lead officers from each authority wrote to each known site and household in bricks and mortar in their area to inform the residents that the survey would be taking place and to ask for their assistance in ensuring that the study was a success. These letters are shown in Appendix A and B.
- 4.3 Those for the on-site population were delivered by hand by officers who sought to encourage the residents to take part in the survey. ORS can confirm that this preliminary work was extremely useful in helping our interviewers gain access to sites and to encourage residents to take part in the survey.
- 4.4 For bricks and mortar households, the West Sussex Traveller Education Service also worked with Gypsy and Traveller groups to attempt to identify and contact households in advance of the survey. ORS further sought to obtain contacts in bricks and mortar from stakeholders during the consultation phase of the study and also asked all participants in the on-site survey if they were aware of any households in bricks and mortar who would be interested in taking part in the survey. Therefore, extensive efforts were made to contact all Gypsy and Traveller households in bricks and mortar.
- 4.5 Interviews were attempted with every Gypsy and Traveller household in the area who were present between August and September 2012. Therefore, the base date for the findings of this study is September 2012. Throughout the survey period interviewers from ORS worked from 9am to 7pm each day and made repeated visits to each household until a successful interview was concluded. In total, interviews were achieved on-site with 95 households and a further 11 in bricks and mortar. We would note that the process of interviewing and reporting Travelling Showpeople in Coastal West Sussex is discussed in Chapter 6 of this report.
- 4.6 For the on-site interviews, the following number took place in each local authority:
- » Adur – 15 interviews
 - » Arun outside of SDNPA - 12 interviews
 - » Chichester outside of SDNPA– 56 interviews
 - » SDNPA – 12 interviews

» Worthing – 0 interviews

4.7 Throughout this study the person responding to the survey will be referred to as the respondent, and in questions which refer to all people in the household they will be referred to as household members. Throughout the remainder of this report the majority of numbers which appear on the charts represent the percentage of respondents who appear in that category. The purpose of showing percentages is to allow the results of the survey to be extrapolated to the whole Gypsy and Traveller population of the Sussex Coastal Authorities. In a few cases, it is more appropriate to use the actual number of respondents, and these cases are clearly identified. In all charts those respondents who answered ‘don’t know’, or did not answer the question, are omitted unless otherwise stated.

Length of Residence

4.8 Many Gypsies and Travellers surveyed had a long period of residence in Coastal West Sussex. 65% of respondents had lived on their current site for more than 5 years. 91% of the respondents to the survey identified their current site as being their permanent base, while 9% of respondents did not.

Attractions of Coastal West Sussex

4.9 Respondents were asked to identify the main reasons that attracted them to live in the Coastal West Sussex Area. They were allowed to select as many reasons as they wished from a list of nine options.

4.10 The main factors which attracted respondents to the area were to be near to their family or the open countryside. Only 2% of respondents reported that they were attracted to Coastal West Sussex because they had nowhere else to go.

Figure 1
Length of Time Respondents Have Lived on Their Current Site, by all Respondents (Source: Survey of Gypsy and Traveller Population On-site 2012)

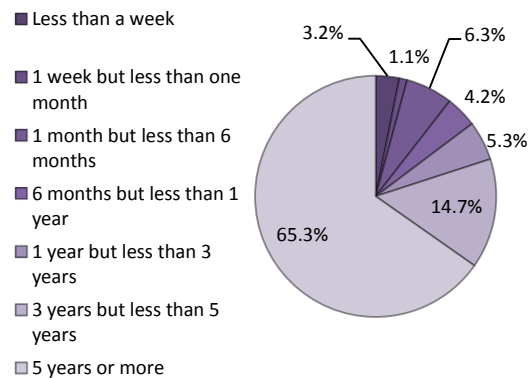
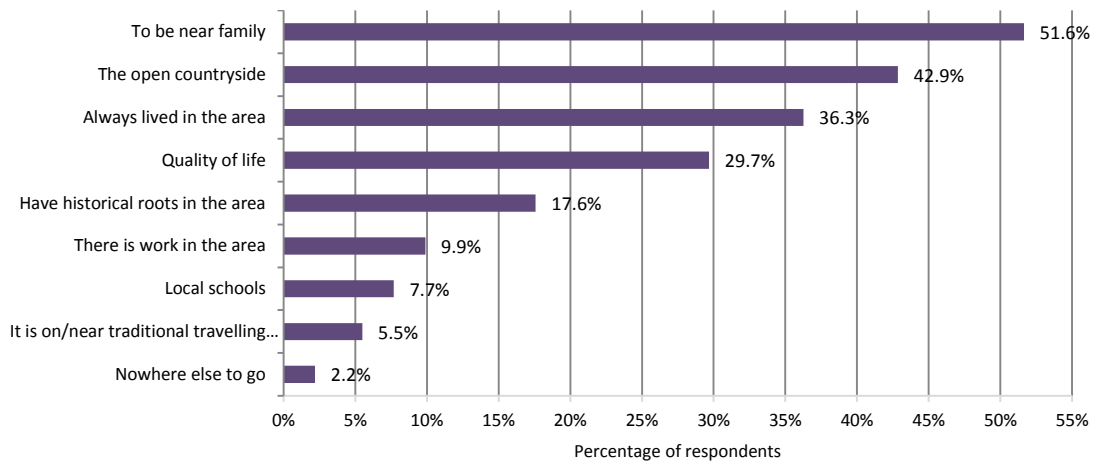


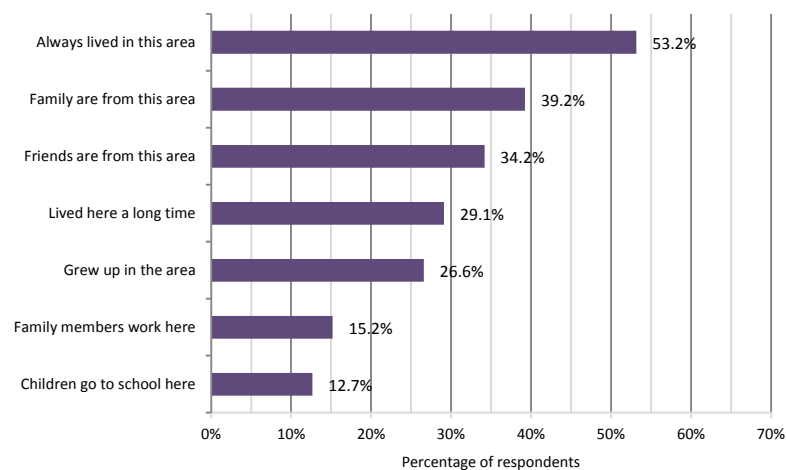
Figure 2
What Attracted Them to Live in the Area, by all Respondents (Source: Survey of Gypsy and Traveller Population On-site 2012)



Connections with the Area

4.11 84% of respondents felt they have strong connections to Coastal West Sussex. In particular, Figure 3 shows that the main connection was that they had always lived in the area; while many had either friends or family from the area.

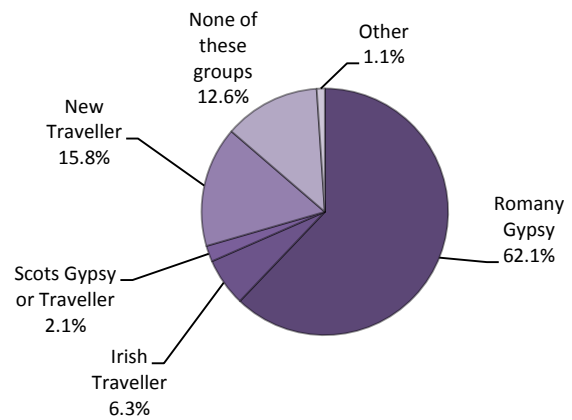
Figure 3
Nature of Local Connections? by all Respondents (Source: Survey of Gypsy and Traveller Population On-site 2012)



Ethnic Background

4.12 Over three fifths of all respondents explicitly identified themselves as being Romany Gypsies, while others stated they were New Travellers, Irish Travellers or Scots Gypsy or Travellers.

Figure 4
Ethnic Group by all Respondents (Source: Survey of Gypsy and Traveller Population On-site 2012)

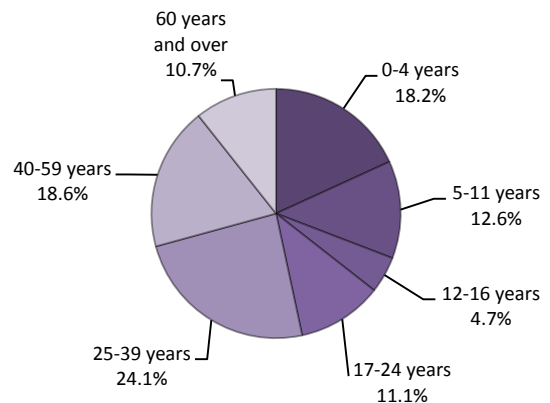


Age and Household Profile

4.13 The households showed a mixed range of ages across their members. The households contained 11% of people who were 60 years or older, but over 36% of all household members were aged 16 years or under. 17% of all household members were of school age and another 18% were children aged 4 years or less.

4.14 This represents a much younger population than would typically be observed when looking at the settled community of an area. Long-term statistics for Gypsies and Travellers indicate that their population grows at around 2.5% per annum, while the wider non-Gypsy and Traveller population grows at less than 1% per annum.

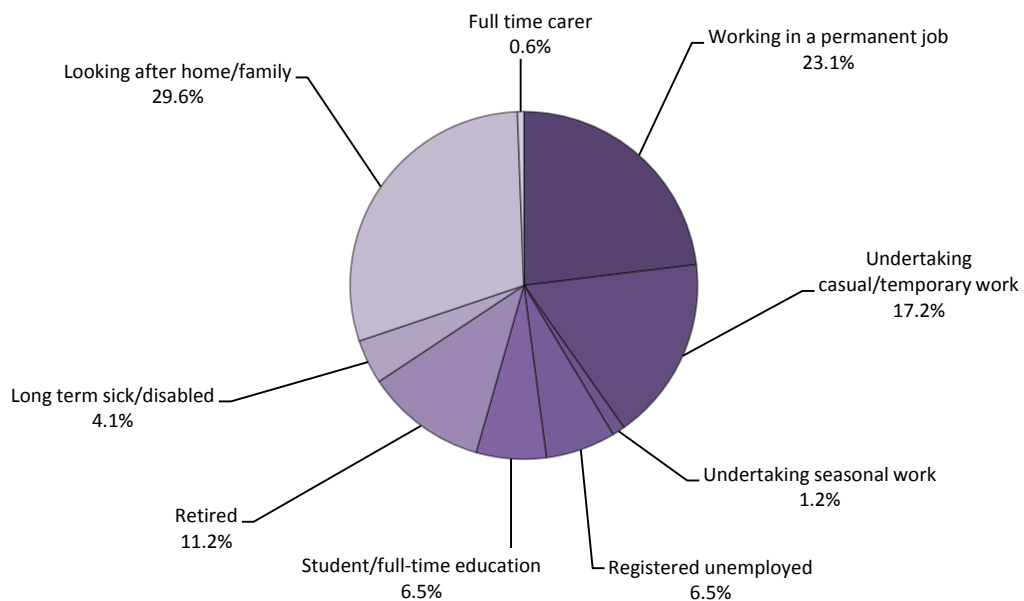
Figure 5
Age of Household Members, by all Household Members (Source: Survey of Gypsy and Traveller Population On-site 2012)



Employment Status

^{4.15} The employment status of household members aged 16 years or older is shown in Figure 6. Of those who had their employment status recorded, 31% were looking after their home/family. Another 12% were retired and 4% were long term sick or disabled. 23% had a permanent job, another 18% had casual or seasonal work. We would note that almost all persons working are male and almost all looking after a family are female.

Figure 6
Employment Status of Household Members, by All Household Members Aged Over 16 Years (Source: Survey of Gypsy and Traveller Population On-site 2012)



Health Problems

^{4.16} A third of respondents interviewed reported that their household contained at least one member who suffered with a long-term health problem, there were no households however, who require any home adaptations in order to meet the care needs of those with long-term health problems. We would note the health problems within the Gypsy and Traveller community have been well documented and a figure of one third of households with a health problem is less than ORS have observed on many of our previous assessments. However, it is still much higher than we would expect to find amongst the wider settled community where it is typical for health problems to affect 20%-25% of households.

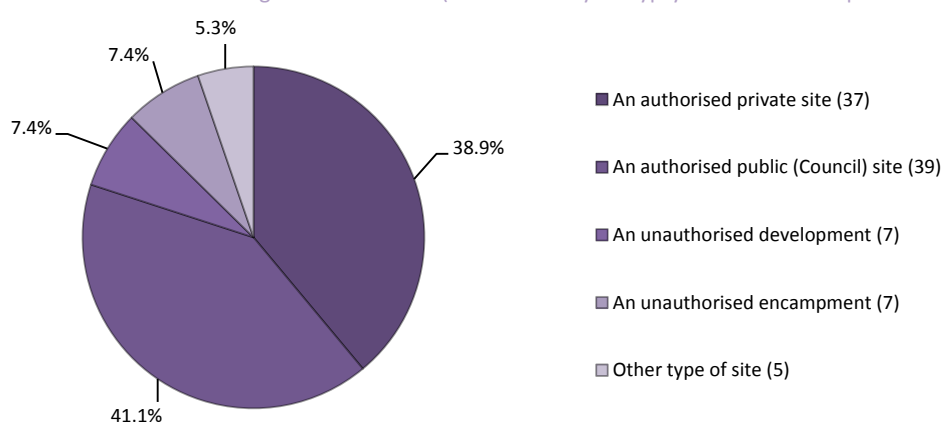
5. Existing Sites

Type of Site

- ^{5.1} Eight in ten on-site interviews were completed on authorised sites (39 on public sites and 37 on private).

Figure 7

Type of site, by All Household Members Aged Over 16 Years (Source: Survey of Gypsy and Traveller Population On-site 2012)

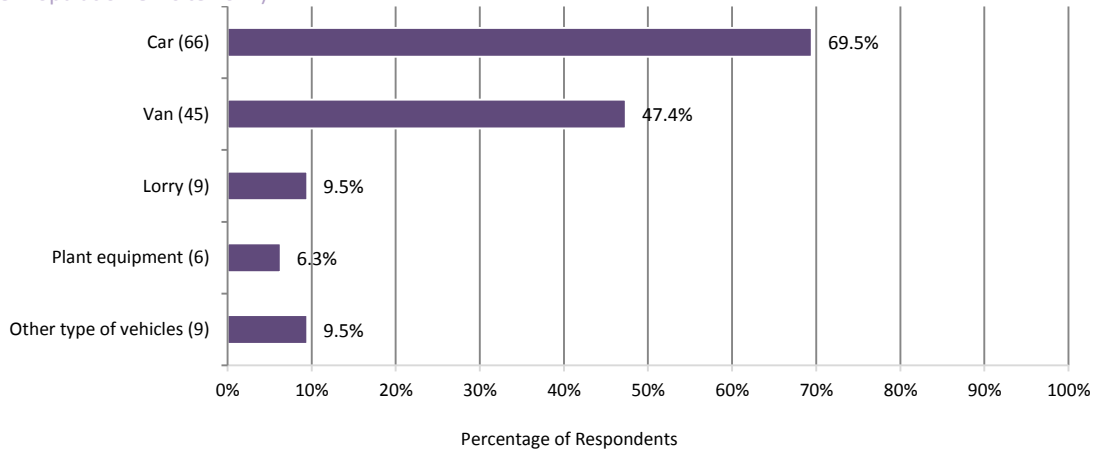


- ^{5.2} All respondents were asked if they require extra caravans, irrespective of whether they could afford to purchase them. The evidence from the survey is that 12 respondents require more caravans within their existing household for older relatives and adult children. Two thirds (8 respondents) said that they would require one additional caravan while 3 households said they would require two. All households interviewed believed that there was space on their existing sites in order to accommodate the additional caravans they would like. Therefore, no households on existing pitches require to move to address the self-identified overcrowding problems.
- ^{5.3} As noted above the phrasing of this question focused on a need rather than a demand for more caravans. Respondents were asked, irrespective of who was purchasing the caravans, whether they needed more caravans for household members. Therefore, this question simply reflected a perceived need for more caravans, rather than an ability to afford (demand for) more caravans.
- ^{5.4} 13 households reported that there were people living elsewhere who they would like to have living with them. This group wanted a mix of different family members to be living with them. All of these additional persons live outside of the Coastal West Sussex area and therefore if they were to join the existing households it would not free any extra pitch provision in Coastal West Sussex. Therefore, a policy of allowing extra caravans at existing pitches would not see households within Coastal West Sussex merge, but may allow other family members from elsewhere in the country to join their family in Coastal West Sussex.

Living On-Site

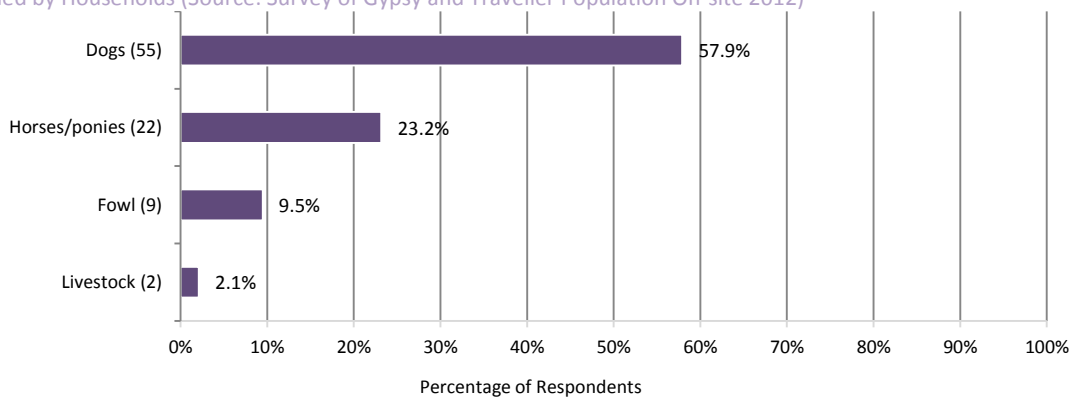
5.5 7 in 10 households have at least one car while nearly half of all households surveyed own at least one van. This highlights the importance of allowing for parking spaces when seeking to deliver new pitches and sites.

Figure 8
Facilities That are Available to Respondents for the Use of Just Their Family, by all Respondents (Source: Survey of Gypsy and Traveller Population On-site 2012)



5.6 Nearly three fifths of all households surveyed owned at least one dog and just under a quarter had at least one horse or pony. This illustrates the importance of allowing sufficient space on sites and pitches for households to be able to keep animals.

Figure 9
Animals owned by Households (Source: Survey of Gypsy and Traveller Population On-site 2012)



Satisfaction with Current Sites

- 5.7 There was a high level of satisfaction with current sites (96%), with almost 8 in 10 households being very satisfied. Only around 2% of respondents expressed some form of dissatisfaction.
- 5.8 The text comments which accompanied this question indicate that households are very happy with their current site, with many stating that they have lived there for a long time, the site is quiet and that they feel safe there.
- 5.9 Figure 11 shows the improvements which were identified by respondents as being required at their permanent sites.
- 5.10 When asked what improvements could be made to their site, over a fifth of respondents cited that they would like better washing facilities (23%), while around 19% said they would like to see better toilet facilities. Similar proportions of respondents stated they would like to see improvements made to road surfacing and play areas (14% and 13% consecutively).
- 5.11 A small proportion of respondents reported various other improvements, although these improvements were only mentioned by 5 or less households. However, nearly two fifths of households felt that there were no improvements needed to their current site (39%).

Figure 10
Satisfaction with Current Site, by all Respondents (Source: Survey of Gypsy and Traveller Population On-site 2012)

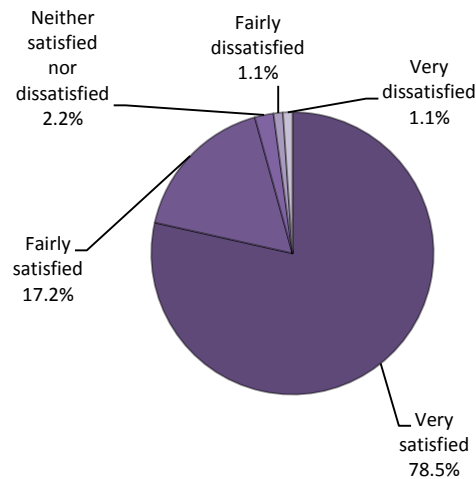
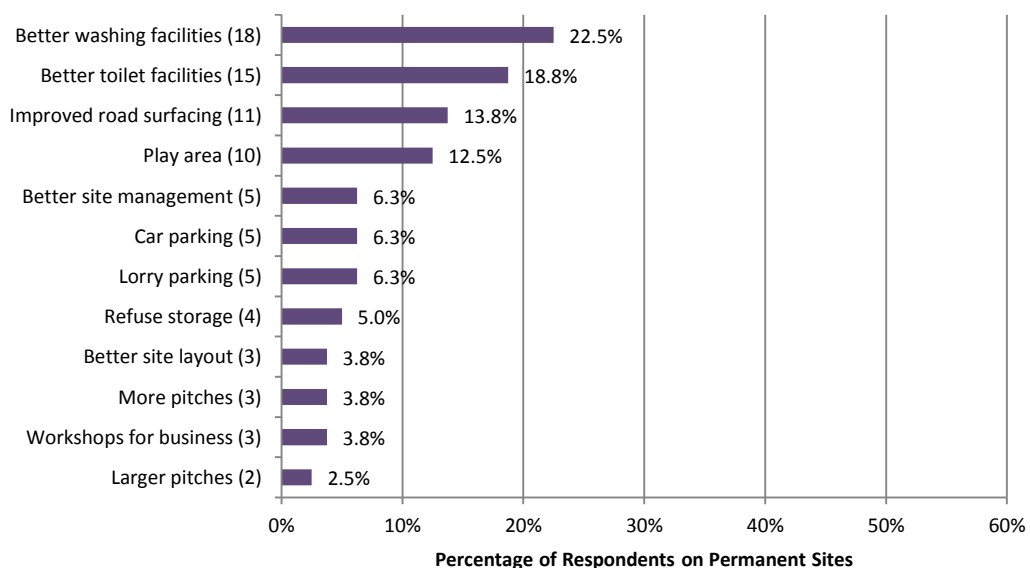


Figure 11
Improvements Which Respondents Would Like to See on Their Site, by all Respondents on Permanent Sites (Source: Survey of Gypsy and Traveller Population On-site 2012)



Private Sites

^{5.12} 29 respondents to the survey across 22 different sites reported that they had required planning permission for their site. Of those who did need planning permission, most felt that it was very difficult to obtain (12 respondents) and no respondents reported that it was very easy.

Propensity to Travel

^{5.13} 59% of respondents reported that they had not travelled at all during the last 12 months. However, just under a quarter reported that they had travelled 5 or more times in that period (23%). Main reasons for travelling included for work purposes and to attend fairs.

^{5.14} More than half of those who did not travel in the past 12 months had travelled in the past (56%) and reasons for not travelling in the past year included: ill-health; old age of some family members; so children could receive an education; wanting a more settled lifestyle; and difficulties in camping during transit (such as on the side of the road).

6. Travelling Showpeople

Introduction

^{6.1} This section focuses on the needs and aspirations of Showpeople in Coastal West Sussex. As noted in the introduction, Travelling Showpeople are not a recognised ethnic group under the Equalities Act 2010, but within Planning Policy for Traveller Sites 2012 they are defined as:

“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 family’s or dependent’s 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.”
(Planning Policy for Traveller Sites, CLG, March 2012).

Travelling Showpeople Households in Coastal West Sussex

^{6.2} The population of Travelling Showpeople is typically smaller than that of Gypsies and Traveller and planning records also tend to be more disparate. Working with the respective authorities in Coastal West Sussex with input from the Travelling Showpeople themselves we were able to identify that there are the following number of Showpeople yards in the study area with their number of plots:

- » Adur – one Travelling Showperson household living on a non-Traveller residential caravan site;
- » Arun outside of SDNPA – 4 yards with 11 plots including three with a temporary planning permission;
- » Chichester outside of SDNPA 5 yards with a total of 33 plots;
- » SDNPA – one yard with one plot;
- » Worthing – no yards.

^{6.3} Therefore in total the study area contains 10 Showpeople yards with a total of 45 plots between them.

Survey of the Travelling Showpeople Population

^{6.4} During the course of the household survey with Gypsies, interviews were attempted with all Showpeople households in the area who were present in August and September 2012. While some Showpeople were present in the study area in August and September, many were away working. Therefore, only 10 interviews were achieved on site. ORS interviewers returned in November to seek to undertake further interviews on Showpeople sites, but again the population was still predominantly away from their bases. Therefore, further return visits were made to the sites in January 2013. At this

point, contact was made with residents on almost all of the known Showpeople sites and information was gathered on their needs.

- 6.5 Given the limited number of full interviews undertaken with Showpeople and also the less structured information gained from site visits, we have chosen not to provide detailed statistics on the population. Instead we have summarised the situation in each authority below and then provided evidence to the future plot requirement by district in Chapter 7 of this report.

Adur District

- 6.6 The area currently contains a single plot on a non-Traveller residential caravan site occupied by Travelling Showpeople who are seeking to remain in the area on their own yard.

Arun District

- 6.7 The area has four yards, three of which have full planning permission and one has a temporary planning permission for 3 plots. Two of the three permanent sites have no known current needs, while the third has a current planning application to expand from one to two plots and is current occupied by two households. The site with temporary planning permission was granted in 2011 and will see the permission expiry 24 months following the first occupation of the site. The site was occupied in August 2012, if not earlier, and therefore the permission will expire in 2014 at the latest and has therefore been counted as need within this assessment.

Chichester District

- 6.8 Chichester has the largest population of Showpeople in the Coastal West Sussex area. Of the five yards in the area, one is a 10 acre site occupied by one household who would wish to expand the site to accommodate other families, but who has had permission to do so refused. A second site is occupied by three families and has no current problems, while a third has capacity for 12 plots and was the only one not used to capacity at the time of the January survey.
- 6.9 The remaining two yards both have issues relating to overcrowding. On one yard, a recent planning application to covert and expand one plot to become three was refused at appeal. There are currently three households living on this plot and they are experiencing clear overcrowding and so would form a need for additional space. A further yard with capacity for 6 plots is very overcrowded with every plot being occupied by at least two households. Therefore, this site generates an immediate need for six more plots.

South Downs National Park Authority

- 6.10 The only site within the area is occupied by one family and has no current issues relating to it.

Worthing Borough

^{6.11} The area currently contains no Travelling Showpeople and there is no evidence of any seeking to live in Worthing.

7. Future Site Provision

Site Provision

- ^{7.1} This section focuses on the extra site provision which is required in the Coastal West Sussex Authorities currently and over the next 15 years by 5 year segments. This time period allows for robust forecasts of the requirements for extra provision based upon the evidence contained within this survey and also secondary data sources.
- ^{7.2} This section concentrates not only upon the total extra provision which is required in the area, but whether this provision should be in the form of public or private sites, a need for any transit sites and/or emergency stopping place provision.
- ^{7.3} The March 2012 CLG document ‘Planning Policy for Traveller Sites’, requires an assessment for future pitch requirements, but does not provide a suggested methodology for undertaking this calculation. However, as with any housing assessment, the underlying calculation can be broken down into a relatively small number of factors. In this case, the key issue for residential pitches is to compare the supply of pitches available for occupation with the current and future needs of the households. The key factors in each of these elements are set out below:

Supply of pitches

- ^{7.4} Pitches which are available for use can come from a variety of sources. These include
- » Currently vacant pitches;
 - » Any pitches currently programmed to be developed within the study period;
 - » Pitches vacated by people moving to housing;
 - » Pitches vacated by people moving out of the study area – this will be identified as set out above;
 - » Pitches vacated due to the dissolution of households (normally through the death of a single person household).

Current Need

- ^{7.5} There are four key components of current need. Total current need (which is not necessarily need for additional pitches) is simply:
- » Households on unauthorised developments for which planning permission is not expected;
 - » Concealed households;
 - » Households in brick and mortar wishing to move to sites; and

- » Households on waiting lists for public sites.

Future Need

- 7.6 There are three key components of future need. Total future need is simply the sum of the following:
- » Households living on sites with temporary planning permissions;
 - » New household formation expected during the study period; and
 - » Migration to sites from outside the study area.
- 7.7 We will firstly provide the model as set out above for Gypsies and Travellers within the whole Coastal West Sussex Area and then for each planning area contained within it. We will then separately analyse the possible need for additional transit provision in the study area before repeating the calculation for Travelling Showpeople.

Current Gypsy and Traveller Site Provision

- 7.8 There are currently 64 pitches on public sites and up to 68 on private sites in the Coastal West Sussex Area.
- 7.9 The next stage of the process is to assess how much space is, or will become available on existing sites. The main ways of finding this is through:
- » Current empty pitches;
 - » New sites or site extensions which are likely to gain planning permission;
 - » Migration away from the area;
 - » Movement to bricks and mortar;
 - » Dissolution of households.
- 7.10 Currently, all authorised public site pitches are occupied, so there is no available space. For private sites, most are for one family and have no available space on them. Evidence from the household survey phase of this study indicates that one small private site may no longer be in use, but overall private sites are occupied to, or beyond, their capacities and therefore no space has been counted as being available.
- 7.11 For households on public sites, four currently wish to move to bricks and mortar while another three households are seeking to move to bricks and mortar from private sites. Therefore, in total there are seven households who wish to leave sites for bricks and mortar.
- 7.12 For out-migration to other areas households will also wish to move in the opposite direction. Therefore, we have treated these as being part of the future need section of the calculation.
- 7.13 The dissolution of a household occurs when all the members leave the household. Common ways for a household to dissolve are for a person living on their own to die, or to move to an existing household. Given that households will also form in the future we have treated the net growth in household numbers as being part of the future need.

Additional Site Provision: Current Need

^{7.14} The next stage of the process is to assess how many households are currently seeking pitches in the area. Groups of people who are likely to be seeking pitches will include those:

- » Households on unauthorised developments for which planning permission is not expected;
- » Concealed households;
- » Households in brick and mortar wishing to move to sites; and
- » Households on waiting lists for public sites.

Current Unauthorised Developments

^{7.15} As noted earlier, 19 of the 95 on-site interviews occurred on unauthorised developments or encampments. Of these, 11 households were passing through the area and did not see the sites as their permanent address, and are not seeking permanent accommodation in the area. However, 6 in Chichester did see the site as being their permanent address and are not seeking to move elsewhere. The addresses match with known unauthorised sites in the area, so we have allowed for 6 pitches to accommodate households on unauthorised sites. This figure excludes any long-term unauthorised developments such as one in Chichester and one in the SDNPA area of Worthing which are likely to gain certificates of lawful occupation if they were to be sought.

Concealed Households

^{7.16} The evidence from the household survey is that 12 respondents require more caravans within their existing household for older relatives and adult children. This is not an objective measure of overcrowding, but can be an indication of households who felt that they were overcrowded. However, this study identifies that no extra net pitch provision is required for this group.

^{7.17} To understand the reasons for this it is necessary to consider how these overcrowding options can be addressed. For a household that feels they need more caravans or trailers there are two possibilities. Either the extra caravans or trailers could be accommodated on the existing pitch, or if this is not possible, a new larger pitch is required. In the Coastal West Sussex Area, the households who report their dwelling space is too small feel that their needs could be met at their current pitch, and therefore they do not need to move. Therefore, there is no need for any household to move to address their overcrowding issues. There is no evidence of concealed households who require to form immediately beyond those counted on the waiting list.

Bricks and Mortar

^{7.18} The study worked with the partner authorities, other stakeholders and also households who took part in the on-site survey to identify households who live in bricks and mortar. In total 11 households were interviewed during the course of the households survey, but of these only two would wish to move onto private sites the Coastal West Sussex Area and none expressed a desire to move on to public sites in the area.

Waiting Lists for Public Sites

7.19 The method of registering a desire to obtain a pitch on a public site is through placing your name on the waiting list held by West Sussex County Council. Currently there are 60 households on the waiting list for a site in West Sussex. Of these 28 wish to move to sites outside of Coastal West Sussex, leaving 32 who are on the list for at least one site in Coastal West Sussex. The table below shows which sites households have requested to move to. We would note that both Easthampnett and Westbourne are located in Chichester, Ryebank is located in Arun and Withy Patch in Adur and that households can seek a pitch on as many sites as they wish.

Figure 12
Waiting lists for Public Sites in Coastal West Sussex in November 2012 (Source: West Sussex County Council)

Site	Number of households
Any West Sussex Site	7
Any West Sussex apart from Withy Patch	1
Any site in Coastal West Sussex	2
Ryebank or Easthampnett	4
Easthampnett	6
Withy Patch or Easthampnett	1
Ryebank or Easthampnett or Westbourne	2
Ryebank or Westbourne	2
Withy Patch	2
Ryebank or Withy Patch	1
Ryebank	4
Total	32

7.20 Clearly any one household only requires one pitch, even if they are on the waiting list for more than one site. It is also the case that not all households on the waiting list have expressed a desire to move specifically to Coastal West Sussex. Therefore for the seven households who want to move to any site in West Sussex and one to any site apart from Withy Patch we have taken half of this number on the assumption that the remainder will be accommodated in the rest of West Sussex. This leaves 28 households seeking accommodation on Coastal West Sussex sites. It could be argued that some may have their needs meet outside of West Sussex, but we have included the 28 households as being a need for additional pitches as a backlog of need.

7.21 In terms of individual authorities and reducing the number of households counted who wish to live anywhere in West Sussex from seven to three, the Withy Patch site has 9 households on the waiting list, Ryebank has 19 households on the waiting list, Easthampnett has 19 households on the waiting list and Westbourne site has 10 households on the waiting list. Clearly these figures sum to more than 28 households (57 households in total) because households are on the waiting list for more than one site. Therefore the waiting list household number each site should be halved because each household is on average on the waiting list for two sites (57/28). Therefore, for local authorities the waiting list is 5 households for Adur, 9 households for Arun and 14 households for Chichester, with none in Worthing or SDNPA.

Additional Site Provision: Future Need

- ^{7.22} The next stage of the process is to assess how many households are likely to be seeking pitches in the area in the future. The number of households seeking pitches will include those:
- » Households living on sites with temporary planning permissions;
 - » New household formation expected during the study period; and
 - » Migration to sites from outside the study area.

Temporary Planning Permissions

- ^{7.23} Coastal West Sussex currently has six sites with temporary planning permissions, two in Arun, three in Chichester and one in the South Downs National Park. The Arun sites have 2 pitches, the Chichester sites have 6 pitches and the South Downs National Park has one pitch. In all cases the permissions will expire within the next 5 years, they have therefore been counted as need within this assessment, but not as supply of pitches.

New Household Formation

- ^{7.24} It is recognised that an important group for future pitch provision will be older children who form their own households. The survey of the Gypsy and Traveller population found two existing households who wish to develop their own private sites in the near future. Another one household expects a member to form their own separate household in the near future.
- ^{7.25} The age profile indicates that the population of the Coastal West Sussex Authorities is not particularly young for Gypsy and Traveller communities, with 17% falling into the 5-16 years age range. Many studies of Gypsy and Traveller populations assume a net growth in the population of around 3% per annum, and this figure was used in the South East Regional plan. Long-term trends indicate that the number of Gypsy and Traveller caravans on site has grown by 134% nationally in the past 34 years, which equates to a net growth of around 2.5% per annum.
- ^{7.26} The age profile for the population of Coastal West Sussex indicates that growth rate is likely to be around 2% net per annum. A 2% growth rate per annum would see the overall population grow by 35% over 15 years. On the basis that there are approximately 64 families on public sites, 75 on private sites (including 7 on tolerated sites) 6 on unauthorised developments wishing to stay in the area, a growth rate of 35% would see an additional 50 households in the area.

In-migration from Other Sources

- ^{7.27} The most complicated area for a survey such as this is to estimate how many households will require accommodation from outside the area. Potentially Gypsies and Travellers could move to Coastal West Sussex from anywhere in the country. The number of household seeking to move to Coastal West Sussex is likely to be heavily dependent upon pitch provision elsewhere. It has been noted that a weakness of many Gypsy and Traveller Accommodation Assessments conducted across the country has been that they either allowed for out-migration without in-migration which led to under-counting of need, or they over-counted need by assuming every household visiting the area required a pitch.

7.28 Overall the level of in-migration to the Coastal West Sussex is a very difficult issue to predict. Movement to the public sites is covered by the waiting list and therefore does not need to be included within the model again. We have allowed for a balanced level of migration on to existing private sites. The advantage of allowing for net migration to sum to zero is that it avoids the problems seen with other Gypsy and Traveller Accommodation Assessments where the modelling of migration clearly identified too low or high a level of total pitch provision. An assumption of net nil migration implies that the net pitch requirement is driven by locally identifiable need.

7.29 Beyond this number, rather than assess in-migrant households seeking to develop new sites in the area, we would propose that each case is assessed as a desire to live in the area and that site criteria rules are followed for each new site. It is important for the authorities to have clear criteria based planning policies in place for any new potential sites which do arise.

Overall Needs for Coastal West Sussex

7.30 The estimated extra site provision that is required now and in the near future for the five planning authorities will be 88 pitches to address the needs of all identifiable households. This includes the existing households on unauthorised sites, those on the waiting list for a public site, those currently seeking to develop a private site and growth in household numbers due to household formation.

Figure 13

Extra Pitches which are Required in Coastal West Sussex Authorities from 2012-2027

Reason for Requirement/Vacancy	Gross Requirement	Supply	Net Requirement
Supply of Pitches			
Additional supply from empty pitches	-	0	
Additional supply new sites	-	0	
Movement to bricks and mortar	-	7	
Total Supply		7	
Current Need			
Current unauthorised developments or encampments and seeking to stay in the area	6	-	
Concealed households	0	-	
Movement from bricks and mortar	2	-	
Waiting list for public sites	28	-	
Total Current Need	36		
Future Needs			
Currently on sites with temporary planning permission	9	-	
Net migration	0	-	
Net new household formation	50	-	
Total Future Needs	59		
Total	95	7	88

Overall Needs for Each Planning Authority

Adur

^{7.31} The main drivers behind a total 15 year requirement of 7 pitches in Adur are the waiting list and population growth associated with the Withy Patch site.

Figure 14
Extra Pitches which are Required in Adur from 2012-2027

Reason for Requirement/Vacancy	Gross Requirement	Supply	Net Requirement
Supply of Pitches			
Additional supply from empty pitches	-	0	
Additional supply new sites	-	0	
Movement to bricks and mortar	-	2	
Total Supply		2	
Current Need			
Current unauthorised developments or encampments and seeking to stay in the area	0	-	
Concealed households	0	-	
Movement from bricks and mortar	0	-	
Waiting list for public sites	5	-	
Total Current Need	5	-	
Future Needs			
Currently on sites with temporary planning permission	0	-	
Net migration	0	-	
Net new household formation	4	-	
Total Future Needs	4	-	
Total	9	2	7

Arun

^{7.32} The waiting list for the Ryebank public site, population growth from existing sites and the expiry of a temporary planning permission provide the basis for a requirement of 18 pitches in Arun.

Figure 15
Extra Pitches which are Required in Arun from 2012-2027

Reason for Requirement/Vacancy	Gross Requirement	Supply	Net Requirement
Supply of Pitches			
Additional supply from empty pitches	-	0	
Additional supply new sites	-	0	
Movement to bricks and mortar	-	1	
Total Supply	-	1	
Current Need			
Current unauthorised developments or encampments and seeking to stay in the area	0	-	
Concealed households	0	-	
Movement from bricks and mortar	0	-	
Waiting list for public sites	9	-	
Total Current Need	9		
Future Needs			
Currently on sites with temporary planning permission	2	-	
Net migration	0	-	
Net new household formation	8	-	
Total Future Needs	10		
Total	19	1	18

Chichester

^{7.33} The existing Gypsy and Traveller population of Chichester is higher than the other authorities in Coastal West Sussex. This inevitably sees household growth through new formations being higher. When combined with the waiting list for public sites, a loss of a site with temporary permission and addressing the needs of households on an unauthorised site sees the total requirement being 59 pitches.

Figure 16
Extra Pitches which are Required in Chichester from 2012-2027

Reason for Requirement/Vacancy	Gross Requirement	Supply	Net Requirement
Supply of Pitches			
Additional supply from empty pitches		0	
Additional supply new sites		0	
Movement to bricks and mortar		2	
Total Supply		2	
Current Need			
Current unauthorised developments or encampments and seeking to stay in the area	6	-	
Concealed households	0	-	
Movement from bricks and mortar	2	-	
Waiting list for public sites	14	-	
Total Current Need	22		
Future Needs			
Currently on sites with temporary planning permission	6	-	
Net migration	0	-	
Net new household formation	33	-	
Total Future Needs	39		
Total	61	2	59

South Downs National Park Authority

^{7.34} The total requirement for the SDNPA within Coastal West Sussex is four pitches which are due to expiry of a site with a temporary planning permission and the growth in household numbers due to formation.

Figure 17

Extra Pitches which are Required in South Downs National Park Authority from 2012-2027

Reason for Requirement/Vacancy	Gross Requirement	Supply	Net Requirement
Supply of Pitches			
Additional supply from empty pitches	-	0	
Additional supply new sites	-	0	
Movement to bricks and mortar	-	2	
Total Supply	-	2	
Current Need			
Current unauthorised developments or encampments and seeking to stay in the area	0	-	
Concealed households	0	-	
Movement from bricks and mortar	0	-	
Waiting list for public sites	0	-	
Total Current Need	0		
Future Needs			
Currently on sites with temporary planning permission	1	-	
Net migration	0	-	
Net new household formation	5	-	
Total Future Needs	6		
Total	6	2	4

Worthing

7.35 The lack of any existing authorised or unauthorised pitches in Worthing outside of the South Downs National Park Authority implies that there is no identified need in the area.

Figure 18
Extra Pitches which are Required in Worthing from 2012-2027

Reason for Requirement/Vacancy	Gross Requirement	Supply	Net Requirement
Supply of Pitches			
Additional supply from empty pitches		0	
Additional supply new sites		0	
Movement to bricks and mortar		0	
Total Supply	-	0	
Current Need			
Current unauthorised developments or encampments and seeking to stay in the area	0	-	
Concealed households	0	-	
Movement from bricks and mortar	0	-	
Waiting list for public sites	0	-	
Total Current Need	0	-	
Future Needs			
Currently on sites with temporary planning permission	0	-	
Net migration	0	-	
Net new household formation	0	-	
Total Future Needs	0	-	
Total	0	0	0

Split by Public/Private Sites by Planning Authority to 2027

^{7.36} In terms of proving public and private sites we have treated those on the waiting list as requiring public sites, those currently on unauthorised developments or sites with temporary planning permission as requiring private sites and for household growth to follow the pattern of existing sites. In summary, Figure 19 sets out the net requirement for new pitch provision by local authority by public and private sites until 2027.

Figure 19

Extra Pitch Provision in Sussex Coastal by Planning Authority by Public and Private Sites (Source: ORS Housing Market Model)

Planning Authority	2012-2017		2018-2022		2023-2027	
	Public	Private/New Traveller	Public	Private/New Traveller	Public	Private/New Traveller
Adur	5	0	1	0	1	0
Arun	10	2	1	2	1	2
Chichester	17	20	5	6	5	6
South Downs National Park Authority	0	1	0	1	0	2
Worthing	0	0	0	0	0	0
Total	32	23	7	9	7	10

Transit/Emergency Stopping Site Provision

^{7.37} Transit sites serve a specific function of meeting the needs of Gypsy and Traveller households who are visiting an area or who are passing through on the way to somewhere else. A transit site typical has a restriction on the length of stay of around 13 weeks and has a range of facilities such as water supply, electricity and amenity blocks. They do not have a function in meeting local need which must be addressed on permanent sites.

^{7.38} An alternative to a transit site is an emergency stopping place. This type of site also has restrictions on the length of time for which someone can stay on it, but has much more limited facilities with typically only a source of water and chemical toilets provided.

^{7.39} There is currently one transit site in the study area with three pitches at West Ashling in Chichester and no emergency stopping place. However, we would note that local authorities are not able to use transit provision on private sites as part of their enforcement action policies and therefore while it does provide an option for visiting households it is at the discretion of the site owner who is allowed on to the site. The presence of a transit site or emergency stopping place in an area can speed up enforcement on unauthorised encampments, with households facing committing an offence if they do not move on to the site, or leave the County.

^{7.40} While some of those on unauthorised encampments who were interviewed as part of the survey were seeking permanent pitches rather than transit site accommodation, there were 11 households on unauthorised sites in the study area who did not consider their location to be their permanent base. These households were split between eight in Adur and three in Chichester.

- 7.41 The key issue in determining if there is a requirement for further transit site or emergency stopping place provision is whether there is evidence of sufficient travelling through the area.
- 7.42 Figure 20 shows that evidence held by West Sussex County Council indicates that in the period 2008-2011, 52 unauthorised encampments occurred in Coastal West Sussex on highways land. Meanwhile local authority records indicate that at least 76 encampments occurred on local authority land in Coastal West Sussex between 2008 and 2012 (Figure 21). These figures are likely to be an underestimate of all encampments in the study because some will have also occurred on private land and hence would not be the responsibility of West Sussex County Council or the local authorities. We would note that any encampments within the SDNPA area are counted within the totals for the local authority where they occurred.

Figure 20
Number of Encampments on Highways Land in Coastal West Sussex by Local Authority 2008-2011 (Source: West Sussex County Council)

Local Authority	2008	2009	2010	2011
Adur	7	2	1	1
Arun	5	11	0	7
Chichester	4	5	1	3
Worthing	1	3	1	1
Total	17	20	3	12

Figure 21
Number of Encampments on Local Authority Land in Coastal West Sussex by Local Authority 2008-2012 (Source: Local Authority Records. Note: * indicates data not recorded)

Planning Authority	2008	2009	2010	2011	2012
Adur	4	6	4	1	2
Arun	4	14	7	12	0
Chichester	*	5	3	5	4
Worthing	1	2	1	0	1
Total	9	27	15	18	3

- 7.43 This would appear to highlight a clear gap in provision for at least one transit site or emergency stopping place in the area to help to manage unauthorised encampments. Unauthorised encampments during the study occurred predominantly in Adur, but in recent years a number of encampments have also occurred in Arun, Chichester and Worthing. There is no clear case why a site should be situated in any one local authority and we would note that transit sites and emergency stopping places are an area where cross boundary working could prove to be particularly effective and that the needs of Gypsy and Travellers visiting West Sussex are an issue which should be considered at a strategic level. Given the total scale of encampments, a 10 pitch transit site or emergency stopping place in the study area should help to manage unauthorised encampments. If a transit site is provided, the location must be chosen

carefully to ensure its use by visiting households or it will simply become a mechanism for speeding up enforcement action against unauthorised encampments.

Needs for Plots for Travelling Showpeople

^{7.44} The estimated need for plots for Travelling Showpeople in Coastal West Sussex is much simpler to model than for Gypsies and Travellers. One household is on an unauthorised site, no plots are expected to be freed due to any reason and there is no waiting list for sites. Therefore, the needs are driven by an expiry of temporary permission, overcrowding at existing sites and household growth.

^{7.45} For household growth, the typical growth rate for the Travelling Showpeople population is typically lower than for Gypsies and Travellers with estimates normally being from 1%-1.5%. Given the evidence that a number of plots are overcrowded and that there are pressures on existing sites in Coastal West Sussex, we have used the higher of these figures to allow for future household growth. A growth rate of 1.5% provides for total net growth of 25% over 15 years over 13 households from the 45 plots plus 8 overcrowded households who require the own plot.

^{7.46} The table below shows the need for Travelling Showpeople Plots in the period 2012-2027.

Figure 22

Extra Plots which are Required for Travelling Showpeople in Coastal West Sussex Authorities from 2012-2027

Reason for Requirement/Vacancy	Gross Requirement	Supply	Net Requirement
Supply of Pitches			
Additional supply from empty pitches	-	0	
Additional supply new sites	-	0	
Movement to bricks and mortar	-	0	
Total Supply		0	
Current Need			
Current unauthorised developments or encampments and seeking to stay in the area	2	-	
Concealed households	8	-	
Movement from bricks and mortar	0	-	
Waiting list for public sites	0	-	
Total Current Need	10		
Future Needs			
Currently on sites with temporary planning permission	3	-	
Net migration	0	--	
Net new household formation	13	-	
Total Future Needs	16		
Total	26	0	26

Split by Planning Authority to 2027

^{7.47} In terms of providing the split by planning authority we have identified. In summary, Figure 23 sets out the net requirement for new plot provision by planning authority until 2027.

Figure 23
Extra Plot Provision for Travelling Showpeople in Sussex Coastal by Planning Authority 2012-2027 (Source: ORS Housing Market Model)

Planning Authority	2012-2017	2018-2022	2023-2027
Adur	1	0	0
Arun	5	1	1
Chichester	11	3	4
South Downs National Park Authority	0	0	0
Worthing	0	0	0
Total	17	4	5

^{7.48} Again, it is still important for the authorities to have criteria based planning policies in place in the event of someone seeking to develop a new Showpeople's yard or expand an existing one in the area.

8. Broad Site Locations

Introduction

- 8.1 The study has investigated the potential for the identification of broad settlement locations which will be a guide for the subsequent identification of specific sites.
- 8.2 Criteria for defining broad locations have been developed taking account of national policy, guidance, the results of the needs assessment and identified physical constraints. Broad locations have then been defined taking account of these key criteria.
- 8.3 The work has been informed by stakeholder interviews set out in section 3 above and a stakeholder workshop held on 1 November 2012. Stakeholders included Council representatives, Gypsy and Traveller support services, planning agents and representatives from the travelling communities from the West Sussex area.

Policy background for determining locational criteria

National policy

- 8.4 National planning policy for Gypsies and Travellers is contained within Planning Policy for Traveller Sites³ (PPTS). This identifies three key criteria for identifying appropriate sites for delivery through the planning system. To be deliverable within five years or developable within years 6-15, sites should:
- » Be available - the site should be available now or there should be a reasonable prospect that the site is available at the point envisaged;
 - » Be suitable – the site should be in a suitable location for development
 - » Be achievable – there is a realistic or reasonable prospect that housing could be viably developed at the point envisaged.
- 8.5 Local planning authorities should identify sufficient deliverable sites to provide five years' worth of sites against their locally set targets. For years 6-10 and, where possible, for years 11-15, they should identify a supply of specific developable sites or broad locations for growth.
- 8.6 National policy recommends that criteria should be developed to guide land allocations if there is identified need and if there is no identified need, to develop criteria-based policies to provide a basis for determining planning applications which may nevertheless come forward.
- 8.7 Criteria "should be fair and should facilitate the traditional and nomadic life of Travellers while respecting the interests of the settled community" (PPTS, para. 10). Many previous studies and local plan criteria based policies across the country have used very restrictive criteria which have prevented

³ Planning policy for traveller sites, Communities and Local Government, March 2012

many reasonable sites from coming forward. This is one of the principal reasons why the Government is no longer relying simply upon criteria based policies to bring forward suitable sites for Gypsies and Travellers.

- 8.8 PPTS identifies a series of issues for criteria to address to ensure that Traveller sites are sustainable economically, socially and environmentally. Specific policies set out the national approach towards sites in rural areas and the countryside (Policy C), rural exception sites (Policy D), sites in Green Belt (Policy E), mixed planning use sites (Policy F), major development projects (Policy G) and determining planning applications (Policy H).

Local policy

- 8.9 The only adopted Core Strategy/Local Plan within the study area is the Worthing Core Strategy, adopted in April 2011. This document does not include a policy for the provision of Gypsy, Traveller or Travelling Showpeople sites. The previous 2008 SEERA consultation on Gypsy / Traveller sites and pitches in the South East had identified a need for between two and four additional pitches in Worthing between 2006 and 2016 and this plan states that *“this level of site provision would not support a viable and managed permanent site”* (paragraph 7.14). Given the low requirement, the plan proposes that future provision is made within a sub-regional context by the Coastal West Sussex authorities and that any needs would need to be progressed by the relevant local authority through a subsequent Development Plan Document.
- 8.10 An emerging Local Plan is being progressed by Adur District Council. A draft Local Plan was subject to public consultation between September and October 2012. Draft Policy 23 states that a site or sites will be allocated in a Gypsy and Traveller Development Plan Document to meet any identified need for permanent and/or transit accommodation. The policy includes criteria for assessing any future planning application including consideration of sites outside of the Built Up Area Boundary provided that there is evidence of need.
- 8.11 An emerging Local Plan is being progressed by Arun District Council. A draft Local Plan was subject to public consultation between July and September 2012. Draft Policy SP12 states that sites will be allocated to meet needs on completion of the Coastal West Sussex GTAA. The policy also states that the Council will consider allocating and releasing sites solely for affordable traveller sites as part of the rural exceptions site policy approach. The policy includes criteria for assessing planning applications before the allocations have been determined.
- 8.12 An emerging Local Plan Core Strategy is also being progressed by Chichester District Council. Public consultation on a Preferred Options Core Strategy is expected to take place between March and April 2013. However, no draft Gypsy, Traveller or Travelling Showpeople planning policy has yet been published. The previous Local Plan, adopted 1999, contains one “saved” relevant policy, policy RE23 regarding Safeguarding Existing Gypsy Sites.
- 8.13 The South Downs National Park Authority is responsible for developing planning policy for the National Park. The Authority has declared its intention to formally submit a Local Plan to the Secretary of State in June 2015 and to adopt it by June 2016. At the present time the Authority is gathering evidence and has yet to publish any relevant policies.

Other policy and guidance

8.14 Other relevant considerations which should be taken into account include:

- » National policy set out within the National Planning Policy Framework,
- » Communities and Local Government (CLG) Best Practice Guidance: Designing Gypsy and Traveller Sites (2008); and
- » The views of the travelling and the settled communities.

8.15 These policies and guidance have been taken into consideration when developing criteria for identifying broad locations within West Sussex.

Criteria for identifying broad locations

8.16 At the stakeholder workshop, detailed discussion centered around the following themes:

- » Fit with spatial strategies
 - Settlement hierarchy and the relationship of sites to sustainable settlements
 - Access to the road network and major public transport corridors
 - Accessibility to key services
 - Impact on local infrastructure
- » Fit with identified needs
 - Location of current site provision
 - Pattern of movements through the district
 - Projected future needs
 - Needs of different travelling communities
 - Reducing the need for long distance travelling
- » Avoiding physical constraints and protected areas
 - Nature conservation designations
 - National Park and landscape considerations
 - Historic built environment designations
 - Floodplain and areas of high flood risk
- » Relationship with other land uses
 - Co-existence with local communities
 - Residential amenity
 - Scale of sites relative to settled community

- Mixed planning use sites
- Noise and air quality

8.17 Having regard to the national and local policy context, engagement with both the travelling and settled communities and following discussions at the stakeholder workshop, the following site criteria for determining broad settlement locations have been identified:

Figure 24
Criteria for Identifying Broad Locations

<i>Fit with spatial strategy</i>	Gypsy and Traveller residential sites and Travelling Showpeople sites should, where possible, be located close to sustainable settlements with a range of local services. Gypsy and Traveller transit sites or temporary stopping places should be very close to main transport routes. Local infrastructure should be capable of accommodating development.
<i>Fit with identified needs</i>	Gypsy and Traveller residential sites and Travelling Showpeople sites should have good access to local services. New Gypsy and Traveller residential sites should reflect the patterns of emerging needs to avoid the need for long distance travelling and extensions to existing sites may be appropriate to accommodate future immediate family needs. Gypsy and Traveller transit sites or temporary stopping places should be located along historic transit routes.
<i>Avoiding physical constraints and protected areas</i>	Sites should not be located within an international, national or local nature conservation designation or in a location where it will have a significant effect upon any designation. Sites within the South Downs National Park are acceptable in principle but conserving landscape, wildlife and cultural heritage are important considerations. Sites should not be located within areas at high risk of flooding which cannot be mitigated. Sites should not be located within historic parks and gardens or scheduled ancient monuments.
<i>Relationship with other land uses</i>	Sites, or a combination of sites, should respect the scale of the nearest settlement. The location of sites should avoid adversely impacting upon neighbouring residential amenities. Residential sites should not be located immediately adjacent to major transport corridors unless noise, safety and air quality impacts can be mitigated. Sites with mixed residential and business uses can contribute to sustainability. Sites should, where possible, make effective use of previously developed or derelict land. Sites should not be located on unstable land or on contaminated land which cannot be mitigated.

Identifying broad locations

Fit with spatial strategies

- 8.18 Existing and emerging spatial strategies within West Sussex are not explicit regarding the general location of future sites for the travelling communities. However, the draft Adur Local Plan 2012 Policy 23 states that the Council may consider granting permission outside of the Built Up Area Boundary for Gypsies, Travellers and Travelling Showpeople provided that there is evidence of need.
- 8.19 At the stakeholder workshop, a view was expressed that although some local authorities are looking to incorporate sites for the travelling communities within urban extensions, none of the proposed extensions are likely to be large enough in West Sussex. However, another view expressed was that there may be an opportunity within the proposed broad strategic housing site at Barnham/Eastergate/Westergate area within Arun District.
- 8.20 The draft Adur Local Plan 2012 Policy 23 states that sites should be within a reasonable distance of local services and community facilities and with good access to public transport. The draft Arun Local Plan Policy SP12 states that sites should enable easy and safe access to schools, shops and healthcare facilities either by foot, cycle, public transport as well as by car.
- 8.21 At the stakeholder workshop, it was agreed that sites should be located with a reasonable access to services but views were expressed that due to high property and land prices and the expectations of current landowners in those locations for residential development, it was unrealistic to expect private residential Gypsy sites to come forward within or immediately adjacent to settlements and that a more flexible approach should be taken. It was pointed out that national policy does not preclude development within the countryside.
- 8.22 Whilst access to local employment was identified as a key consideration of many travelling communities in West Sussex, it was noted that many Travellers are self-employed and sites are effectively live-work units. Therefore, Councils should be flexible when defining sustainable locations for sites. Within this context, national policy states that Travellers working and living from the same location could contribute to sustainability ('Planning policy for traveller sites', CLG, para. 11).
- 8.23 There are no definitions contained within emerging local policy of what "reasonable" or "easy" access to local services and facilities means when deciding where sites should be located. For the purposes of defining broad locations, it is recommended that the priority should be to identify sites within approximately 1 mile of key facilities within settlements. This figure represents a reasonable maximum walking distance for site residents to be able to access those facilities without reliance on the use of the private car.
- 8.24 National policy identifies health services, schools, welfare services and employment as key local services which local authorities should promote access to. Workshop attendees identified hospitals, primary schools, shops, bus stops and doctors' surgeries as the key facilities. Generally, families with children and/or older people would like to be close to community facilities.
- 8.25 The draft Arun Local Plan Policy SP12 states that sites should be well located with respect to the highway network. It was recognized at the workshop that this is a particular requirement for transit sites or temporary stopping places where the aim should be to discourage unauthorised roadside

encampments as Travellers move through the district. Such sites should therefore be very close to main transport routes.

Fit with identified needs

- 8.26 Current private residential Gypsy and Traveller sites in West Sussex are generally located along the coastal strip between Worthing and to the east of Havant, in the districts of Arun and Chichester in predominantly rural locations. There are also sites located in the Wisborough Green area to the north east of Chichester district. There are four publicly owned Gypsy and Traveller residential sites located at Lancing (Adur), Yapton (Arun), Easthampnett (Chichester) and Westbourne (Chichester).
- 8.27 Existing private Travelling Showpeople sites are located within the western part of the coastal strip between Arundel and Havant.
- 8.28 This study included 95 interviews with Gypsies, Travellers and Travelling Showpeople living on authorised and unauthorised sites and a further 11 in bricks and mortar.
- 8.29 The evidence suggests that the existing spatial pattern reflects a long period of residence for the Gypsy, Traveller and Travelling Showpeople communities, with the main reasons given for their current location including being near family and because they have lived in the area for a long time.
- 8.30 A large majority of Gypsy and Traveller respondents are satisfied with their existing sites and only one household expressed a wish to move to another location within the country, although a few respondents wish to move onto new private sites within the area or into bricks and mortar accommodation.
- 8.31 Future Gypsy and Traveller residential site needs are predominantly generated from a combination of achieving pitches for those currently living on unauthorised sites or sites subject to temporary permissions within the area, for those on the waiting list for public sites or to meet future household growth from existing sites. There is a need for at least one public Gypsy and Traveller transit site in the study area to manage unauthorised encampments.
- 8.32 At the workshop, stakeholders stated that there is a well-established network of local Gypsy and Traveller families living on small, private sites in semi-rural locations along the coastal strip and a smaller group in the north east of Chichester district, close to the established community in the neighbouring Billingshurst (Horsham) area.
- 8.33 This study has identified that Travelling Showpeople plot needs are driven by an expiry of temporary permission, overcrowding at existing sites and future household growth.
- 8.34 At the workshop, the needs arising from and the current planning status of 4 Travelling Showpeople sites across West Sussex, which are in the same family, was provided. It was expressed that there is a need at all 4 sites and 2 of the sites have capacity to expand.
- 8.35 Stakeholders commented that the easiest and most appropriate way of meeting future needs would be to extend existing sites or to locate new sites in the same general locations. One view expressed was that existing public sites work well, but they are not necessarily in the most sustainable locations, if more public provision is required.

- 8.36 In terms of longer distance travelling patterns, 59% of respondents to the on-site survey reported that they had not travelled at all during the last 12 months. However, just under a quarter reported that they had travelled 5 or more times in that period (23%). The main reasons for travelling included travelling for work and travelling in order to attend fairs.
- 8.37 At the workshop, stakeholders stated that Travellers have traditionally travelled through the area to visit Glorious Goodwood Festival week, to get work, visit family, on business and for holidays. Travellers have traditionally travelled during the summer months although the population is becoming more settled. Stakeholders gave an example of some Irish Travellers stopping over in the Bognor Regis area during the summer months as they travel through the area and engage in seasonal work.
- 8.38 Historic transit routes include from Brighton to Chichester along the A27 and A259. The South Downs National Park area to the north of Chichester does not have much history of traveller activity, compared to the coastal strip and there is little evidence of traffic movements along the A272.
- 8.39 A view was expressed that emergency stopping places along these routes in the future may be more appropriate than identifying a permanent transit site. However, a Police representative stated that an identified transit site would allow the Police to be able to direct people to it.

Avoiding physical constraints and protected areas

- 8.40 The National Planning Policy Framework and Circular 06/2005 identify the protection that should be given to international, national and locally designated biodiversity and geological conservation sites. Heritage assets of the highest significance, such as scheduled monuments, battlefields and historic parks and gardens should also be protected and development at these locations wholly exceptional. The NPPF also states that local planning authorities should give great weight to conserving landscape and scenic beauty, wildlife and cultural heritage in National Parks.
- 8.41 PPTS identifies areas at high risk of flooding including functional floodplains should be avoided given the particular vulnerability of caravans.
- 8.42 In discussing these issues, the stakeholder group agreed that there are a number of constraints that are absolute due to national policy which identifies such locations as generally inappropriate for built development.
- 8.43 For the purposes of defining broad locations, these areas are:
- » Sites of Special Scientific Interest, Local Nature Reserves and other sites of importance for nature conservation and within buffer zones where a significant effect is determined
 - » Ancient Woodland
 - » Areas at high risk of flooding
 - » Historic Battlefields
 - » Historic parks and gardens
 - » Scheduled Ancient Monuments

- 8.44 Other designations, such as listed buildings, conservation area, etc. whilst being a major constraint on development are not absolute constraints, as the acceptability or otherwise of development depends upon a site assessment of impact.
- 8.45 The South Downs National Park Authority is expected to accommodate sites within its area, if there is identified need. By definition, therefore, the National Park designation cannot be an absolute constraint. However, landscape, wildlife and heritage impacts will be given great weight in determining appropriate locations.

Relationship with other land uses

- 8.46 PPTS states that local planning authorities should have due regard to the protection of local amenity, for example by ensuring that the scale of sites in rural locations does not dominate the nearest settled community.
- 8.47 In addition, local authorities should give proper consideration to the effect of local environmental quality (such as noise and air quality) on the health and well-being of occupants of sites.
- 8.48 Generally speaking, these issues are site specific and it is difficult to identify any general implications for the identification of broad locations.

Recommended broad locations

- 8.49 Taking into consideration the themes and criteria outlined above, broad locations have been identified for the purposes of the subsequent identification of specific sites by the Councils and National Park Authority and for use in development management decision making.

Residential sites

- 8.50 The broad locations for residential Gypsy and Traveller and Travelling Showpeople sites include land within 1 mile of the edge of the main urban areas, towns and larger villages.
- 8.51 Within each broad location, the following absolute constraints should be avoided:
- » Sites of Special Scientific Interest, Local Nature Reserves and other sites of importance for nature conservation
 - » Ancient Woodland
 - » Areas at high risk of flooding
 - » Historic Battlefields
 - » Historic parks and gardens
 - » Scheduled Ancient Monuments
- 8.52 Within each broad location, proximity to settlements should be a key consideration. An assessment of sites should take into consideration the distance from each site to health, education, welfare services and employment opportunities and if opportunities exist for residents to access public transport services.

- 8.53 The recommended broad locations, together with physical constraints and protected areas, identified settlements and existing Gypsy, Traveller and Travelling Showpeople site locations, are identified in Appendix H.
- 8.54 The identification of further Gypsy, Traveller and Travelling Showpeople residential sites should focus on the broad locations and should take into account where the need arises and the capacity of local infrastructure to determine the most appropriate broad location to commence the site search.
- 8.55 If suitable sites cannot be identified within the most appropriate broad location, other broad locations should be investigated before sites outside broad locations are considered.
- 8.56 The needs assessment has concluded that there is a local need for 47 pitches to be provided on public sites, in order to meet waiting list needs and future population growth. The individual Councils and National Park Authority should investigate public sites within the most sustainable broad locations, particularly in locations where there is good access to main facilities and services such as local hospitals.
- 8.57 The Councils and National Park Authority should be reasonably flexible about the location of small private sites and should consider sites outside but close to the broad locations.

Transit sites or temporary stopping places

- 8.58 The broad locations for transit sites or temporary stopping places, if required, include land immediately adjacent to the A27 and A259 between Shoreham-by-Sea to the east and Southbourne to the west.
- 8.59 For Gypsies and Travellers travelling through the area, the Council should focus the search for suitable sites with good access within these appropriate broad locations. The study has not identified the need for searching outside these locations.
- 8.60 The Councils and National Park Authority should also consider allowing one or two pitches within or adjacent to existing private residential pitches to accommodate the needs of seasonal visitors to existing families.

Other considerations

- 8.61 This study has identified appropriate broad locations for the further identification of sites if required and for use in development management decision making. However, there will be other site specific considerations which should be taken into consideration when assessing the suitability of future sites.
- 8.62 These site specific considerations are set out in national and local policy, but include, in particular, the relationship of the site to other land uses, as set out in the criteria above.

9. Conclusions

Introduction

^{9.1} This chapter brings together the evidence presented earlier in the report to provide some key policy conclusions for Coastal West Sussex. It focuses upon the key issues of future site provision for Gypsies and Travellers and also Travelling Showpeople.

Gypsy and Traveller Future Pitch Provision

^{9.2} Based upon the evidence presented in Chapter 7, the estimated extra pitch provision that is required for Gypsies and Travellers in the next 15 years in Coastal West Sussex is 88 pitches. The table below shows the requirement by planning authority by type of pitch in 5 year intervals. These figures should be seen as the minimum amount of provision which is necessary to meet the statutory obligations towards identifiable needs of the population.

Figure 25
Extra Pitch Provision in Sussex Coastal by Planning Authority by Public and Private Sites (Source: ORS Housing Market Model)

Planning Authority	2012-2017		2018-2022		2023-2027	
	Public	Private/New Traveller	Public	Private/New Traveller	Public	Private/New Traveller
Adur	5	0	1	0	1	0
Arun	10	2	1	2	1	2
Chichester	17	20	5	6	5	6
South Downs National Park Authority	0	1	0	1	0	2
Worthing	0	0	0	0	0	0
Total	32	23	7	9	7	10

Transit Sites

^{9.3} There is currently one transit site in Chichester with three pitches. The evidence from the household survey and records held by West Sussex County Council and the local authorities for unauthorised encampments indicates that there is a clear gap in provision for at least one 10 pitch transit site or emergency stopping place in the area to help to manage unauthorised encampments. Unauthorised encampments during the study occurred predominantly in Adur, but in recent years encampments have also occurred in Arun, Chichester and Worthing. We would also note that transit sites are an area where cross boundary working could prove to be particularly effective and that the needs of Gypsy and Travellers visiting West Sussex are an issue which should be considered at a strategic level, while working with the County Council. We would also note that the location of the site must be chosen with

care to ensure it is used by visiting households and does not simply become a mechanism to help with enforcement action.

Travelling Showperson Requirements

- ^{9.4} There are four sources of requirements for the Showperson population in Coastal West Sussex, namely two households on unauthorised yards, the loss of a temporary planning permission on one yard, three yards which are overcrowded or beyond capacity and the growth in the population over time. Adur has a requirement for one plot for a household currently living on a non-Traveller residential caravan site, Arun has a requirement for 7 extra plots for Showpeople to 2027 (to reflect the loss of a temporary planning permission, one site being over capacity and household growth). Chichester requires 18 extra plots to 2027 (to address overcrowding at existing sites and household growth). If any existing plots are lost through conversion to alternative uses then these plots will also need to be replaced through alternative provision.

Development of New Sites

- ^{9.5} Planning Policy for Traveller Sites contains clear advice on the location for new sites, such as that they typically should not be in the Green Belt or remote rural locations where access to services is limited. However, an issue of debate across the country is how to successfully develop new sites and pitches which integrate with the surrounding area. It is common for existing communities to object to new sites being located near to them because of concerns about the impact the site will have on them.
- ^{9.6} A number of authorities across the country such as those in Worcestershire are considering incorporating sites into new housing developments and urban extensions. The aim of this is to ensure the site fully integrates with the local community from the outset and does not run into conflict with the existing population before it is developed. Meanwhile, many other authorities are investigating the possibility of expanding the capacity of suitable existing sites where there is already an integration of the Gypsy and Traveller or Travelling Showperson populations with the wider community. These two strategies typically represent practical and effective means of delivering sustainable new Gypsy and Traveller sites and pitches.

Appendix A: Letter Sent to Bricks and Mortar Households

HELP US, HELP YOU

Understanding the Accommodation Needs of Gypsies and Travellers within the Coastal West Sussex Area

Councils in the Coastal West Sussex area (Adur, Arun, Chichester, Worthing and South Downs National Park Authority supported by WSCC) are jointly working to try and better understand the accommodation needs of the Gypsies and Travellers within the Coastal West Sussex Area (this is the area covered by these local authorities including those parts of the South Downs National Park that fall within them).

Interviewers from an independent company, Opinion Research Services, will be undertaking interviews with Gypsies and Travellers in Coastal West Sussex area in July and August to try and speak to all households in the area. It is important to our understanding of your needs that we speak to you.

The interviewers will want to ask questions about the size of your household, your current accommodation and future accommodation needs. We would urge you to take part in the survey to ensure that your views are heard. If you would like to take part in this study we would ask you to confirm that you are happy for your contact details to be passed on to Opinion Research Services

by calling them on freephone number(as below) or by completing and sending back the tear off slip below **by Wednesday 11th July 2012.**

All the information provided will be totally confidential and will not be used to identify anyone taking part in this study.

If you know of anyone from the Gypsy and Traveller community either living in a caravan or bricks and mortar who is not aware of this study but might wish to help us plan for the future please contact us.

If you wish to discuss the survey please contact Tracy Wigzell at Worthing Borough Council, on 01273 263422 (tracy.wigzell@adur-worthing.gov.uk) or Leanne Hurlow from Opinion Research Services on Freephone 0800 107 7890.

Appendix B: Letter Sent to Gypsy and Traveller Sites

HELP US, HELP YOU

Understanding the accommodation needs of Gypsies and Travellers in the Coastal West Sussex Area

Councils in the Coastal West Sussex Area (Adur, Arun, Chichester, Worthing and South Downs National Park Authority supported by WSCC) are jointly working to try and better understand the accommodation needs of the Gypsies and Travellers within the Coastal West Sussex Area (this is the area covered by these local authorities including those parts of the South Downs National Park that fall within them).

Interviewers from an independent company, Opinion Research Services, will be visiting all Gypsy and Traveller sites in Coastal West Sussex area in July and August to try and speak to all households in the area. The interview will last around 20 minutes and will cover issues such as the size of the household, your current accommodation and future accommodation needs. We would urge you to take part in the survey to ensure that your views are heard.

All the information provided will be totally confidential and will not be used to identify anyone taking part in this study.

If you know of anyone from the Gypsy and Traveller community either, living in a caravan or in bricks and mortar who has not received a letter or been contacted but might wish to help us plan for the future please contact us.

If you wish to discuss the survey and give us an information that would help please contact Tracy Wigzell at Worthing Borough Council, on 01273 263422 or Leanne Hurlow from Opinion Research Services during the week on Freephone 0800 107 7890. Or alternatively you can e-mail Tracy Wigzell on tracy.wigzell@adur-worthing.gov.uk or Jane Proctor on jane.proctor@adur-worthing.gov.uk.

Appendix C: Letter Sent to Travelling Showpeople

HELP US, HELP YOU

Understanding the accommodation needs of Travelling Showpeople in the Coastal West Sussex Area

Councils in the Coastal West Sussex Area (Adur, Arun, Chichester, Worthing and South Downs National Park Authority supported by WSCC) are jointly working to try and better understand the accommodation needs of Travelling Showpeople within the Coastal West Sussex Area (this is the area covered by these local authorities including those parts of the South Downs National Park that fall within them).

Interviewers from an independent company, Opinion Research Services, will be visiting all Travelling Showpeople sites in Coastal West Sussex area in July and August with a further period in November to try and speak to all households in the area. The interview will last around 20 minutes and will cover issues such as the size of the household, your current accommodation and future accommodation needs. It would be helpful if could let us know the best time to visit you by calling on freephone number (below) or by completing and sending back the tear off slip **by Wednesday 11th July 2012.**

All the information provided will be totally confidential and will not be used to identify anyone taking part in this study.

If you know of anyone from the Travelling Showpeople community either living in a caravan or in bricks and mortar who is not aware of this study but might wish to help us plan for the future please contact us.

We would urge you to take part in the survey to ensure that your views are heard. If you wish to discuss the survey please contact Tracy Wigzell at Worthing Borough Council, on 01273 263422 or Leanne Hurlow from Opinion Research Services on Freephone 0800 107 7890.

Appendix D: Letter Sent to Key Stakeholders

Dear Key Stakeholder,

The four Coastal West Sussex Local Authorities (Adur, Worthing, Arun and Chichester), the South Downs National Park Authority, together with the support of West Sussex County Council are undertaking a new study to assess the accommodation needs of Gypsies, Travellers and Travelling Showpeople within their area. The findings of this study will inform the policies and proposals of their respective Core Strategies/Local Plans and related Development Plan Documents.

A study brief outlining the scope of the study was prepared in consultation with key officers and local contacts/representatives of the Gypsy, Traveller and Travelling Showpeople communities and we have now appointed Peter Brett Associates in association with Opinion Research Services to undertake this work on our behalf.

We realise that the success of this study will largely depend on how comprehensive and effective the consultation with Gypsies, Travellers, Travelling Showpeople and those who support them is.

It is therefore, essential that a wider key stakeholder group consisting of those individuals and organisations is established. The purpose of this group would be to work with the authorities and the consultants to ensure that the study is robust and that the consultation undertaken is appropriate and effective.

I would appreciate it if you could confirm whether or not you/or someone else within your organisation wish to be part of this group. If you are aware of any other individuals/organisations within the study area that should be invited to take part could you please provide their contact details.

Appendix E: List of Consultees Approached

Introduction

The following outside representative groups were approached to take part in the study as stakeholders:

- West Sussex County Gypsy and Traveller Team Manager
- West Sussex County Council Health
- West Sussex County Council Education
- West Sussex County Council Highways
- Highway Agency
- Sussex Police
- Friends, Families and Travellers
- Irish Traveller Movement
- Sussex Traveller Action Group
- Clearwater Gypsies
- West Sussex Gypsy Forum.

The following neighbouring authorities were approached to take part in the study as stakeholders:

- Brighton and Hove Council
- Horsham District Council
- Waverley Borough Council
- Mid Sussex District Council
- East Hants District Council.

The following Preferred Registered Social Landlords were approached to take part in the study as stakeholders:

- Affinity Sutton
- Guinness Hermitage
- Viridian Housing

- Worthing Homes
- Raglan Housing Association
- Southern Housing Group
- Hastoe Housing Association
- Radian Housing Association.

Appendix F: Stakeholder Consultation – Topic Guide

Introduction

Thank for participation

Stress anonymity and confidentiality and request permission to record interview

Explain

- Recently been asked by Arun DC to undertake a comprehensive Gypsy & Traveller and Showmen Needs Assessment in the area.
- We are undertaking telephone interviews with representatives from the Gypsy & Traveller and Showmen Communities in the Sussex Coastal and the surrounding area.
- Free to express both positives and negatives

Background

About you:

Name

What is your job title/department?

What dealings/relationships do you have with Gypsy & Traveller and Showmen in the course of your job?

Gypsies and Travellers

What are the main policy tools that your section/department use in relation to Gypsy & Traveller and Showmen (e.g. legislation, national guidance)?

Are you aware of any existing unauthorised encampments in your Authority or do they regularly arise in your area?

What in your opinion attracts unauthorised encampments to your area?

What policies/procedures does the Council have for managing unauthorised encampments?

HOUSING OFFICERS ONLY. Do you have any information about Gypsy & Traveller and Showmen living in settled accommodation in this area?

Numbers?

Locations?

In your experience are you aware of any particular issues in relation to Gypsy & Traveller and Showmen in your area e.g. Community Relations?

Site provision HOUSING PROVIDERS ONLY.

What site provision do you provide?

In your experience to what extent does the current provision meet the needs of...?

The Residents

The wider Gypsy and Traveller Community/wider community

The Local Authority/surrounding local authorities

Trends

Are there any locations in the area (e.g. near specific towns or villages) which are generally favoured by Travellers and do you have any suggestions why this is so?

What are your perceptions of any trends you may be experiencing with regard to Gypsy & Traveller and Showmen in the area (e.g. increases in privately owned sites)?

What in your experience attracts Gypsy & Traveller and Showmen to the area or keeps them here? (e.g. Traditional travelling routes? Work? What kinds of work?)

Are you aware of any seasonal fluctuations?

What kinds of seasonal fluctuations in Gypsy & Traveller and Showmen numbers occur in your area?

Needs and Wants

In terms of site location, what do you consider are the important criteria that must be borne in mind when determining where a site should be placed?

Cross-Boundary Issues

In terms of cross-boundary issues, what in your opinion are the main travelling routes through your area? Why is this?

LEGAL AND ENFORCEMENT OFFICERS ONLY. Do you regularly displace Gypsies and Travellers from your district?

If yes, are you aware of any trend for Gypsy & Traveller and Showmen to move to neighbouring Districts?

Are the same local Gypsies and Travellers being shifted back and forth from district to district or are they long distance travellers passing through on traditional routes?

The Future

What are likely to be the constraints locally on further provision of sites for Gypsy & Traveller and Showmen, if any?

Are you aware of any sites that you think would be suitable for future accommodation of gypsies and travellers? (this could be land that is owned by Gypsy & Traveller and Showmen or land where you think the owner would be prepared to allow this type of use, including public bodies) Please provide location, site size and ownership details. If they could provide a map this would be most useful.

How do you see the situation with regard to Gypsy & Traveller and Showmen in your area in five years time?

Are there any mechanisms for regular consultation with Gypsy & Traveller and Showmen in your area?

Are they effective?

What methods are used?

Appendix G: Stakeholder Consultation

Introduction

This section presents the full findings of the stakeholder interviews while also revealing the reasoning of stakeholders.

Adur District Council

Council Officers and Elected Members

Main Policy Tools

The Draft Local Plan 2012 contains a criteria based Gypsy and Traveller Policy. This GTAA will inform the Local Plan Submission version of the policy.

Accommodation: Sites and Unauthorised Encampments

^{9.7} Within the District there is one authorised site with 12 pitches – the Withy Patch in Lancing.

Some interviewees thought there to be a couple of private sites in the area. There are however, no sites in the area. Officers argued that there have been very few planning applications in the last 15-20 years. Indeed there has only been one application for a single caravan which was dismissed on appeal.

When asked to discuss the regularity of unauthorised encampments, officers were of the opinion that it was very low but referred to a number of encampments that had occurred during the summer 2012 period:

- Beach Green, Lancing; and
- Southwick recreation ground.

These encampments were thought to be as a result of the same group moving around the District.

When asked to consider the needs of those living in bricks and mortar interviewees were under the impression that there is a large number of Gypsies and Travellers live in bricks and mortar. However, in order to consider their accommodation needs it was suggested that, in the future, the right information is collated from housing and other organisations.

Trends, Favoured Locations and Stopping Points

Interviewees were of the opinion that the majority of unauthorised encampments occur during the summer months. Interviewees considered the lack of planning applications to be down to the fact that

Gypsies and Travellers do not want to settle in the area but simply want to travel through for the following reasons:

- Holiday;
- Employment opportunities e.g. fruit picking; and
- Horse fairs.

Interviewees suggested that the majority of Gypsies and Travellers who travel into the area are of Irish descent.

When they do visit the area – interviewees reported that they occupy green spaces and recreational sites, or any open piece of land they can get access to. A favoured area is the coastal strip. It was noted that efforts have been made to protect Council owned land by building bunds and making access narrower. At an expense to the District, there are also court orders to protect some of the more vulnerable sites in the area for up to six years.

Site Location Criteria

It was the opinion of an interviewee that Gypsies and Travellers prefer to live separately and away from the settled community – despite guidance suggesting that they should be near to facilities and amenities.

Interviewees mentioned a number of constraints when considering future site location:

- National Park area
- Public opposition.

Travelling Routes and Cross-Boundary Issues

The main travelling routes are the A27 and the A259 which goes east-west.

It is believed that some Gypsies and Travellers who travel through the area derive from the Brighton and Hove area, however, an interviewee was under the impression that a planned site in the Brighton area would relieve the pressure.

Considering this perceived cross-border movement a member felt that there had been good liaison with East Sussex and Brighton and Hove. However, it is thought that the relationship could be enhanced through the development of common protocols. Future cross-boundary working including the sharing of intelligence and tracking with Hampshire and Kent was also thought to be worth consideration.

Community Relations

When unauthorised encampments occur it is the general view that they do raise community tensions. The main complaint arises when they set-up on pieces of land which are well-used and enjoyed by the settled community.

Overall, interviewees were concerned that adverse media coverage preserved the negative perceptions held by some members of the settled community.

On the other hand, community attitudes regarding the Withy Patch site was supposedly very positive:

That is absolutely no bother at all. We have no complaints about it, no issues there. It's a well-managed site, the residents are fine, they've got their own place and that's the sort of thing the general public probably don't even think about, and it's not an issue.

Consultation Activities

An interviewee referred to the Gypsy Liaison Meeting which is held every two-three months. It is attended by residents of Withy Patch and representatives of the Traveller Groups, the District Council and County Council (including education and libraries).

The meeting was reflected upon with some disappointment due to the low numbers of Gypsies and Travellers who attend the group. Efforts had been made through the provision of childcare and transport to attract greater numbers. A future priority was to understand the educational needs of the community.

The Future

When asked to consider future accommodation needs an officer felt that, due to the number of children/early teens on the current site at Withy Patch, additional pitches may be required in the future. However, space was considered to be an issue. It is believed that members of the extended family have already been forced to live in bricks and mortar due to insufficient space.

One Member agreed that the lack of transit provision made it difficult to deal with rises in unauthorised encampments during the summer months. In order to reduce the effort and expense spent by the District there was considerable support for the provision of a transit site:

West Sussex does not have a public transit site where East Sussex does and the police who can't refer groups like this to a transit site, because under Section 61 there must public transit site before the police can move them on. That's a bit of an issue for us in West Sussex...A transit site would ease some of the seasonal stuff we get, which is not necessarily the large incursions but the smaller groups, the two to three vans that might be kicking around from time to time.

Arun District Council

Council Officers and Elected Members

Main Policy Tools

Officers referenced the Arun Housing Strategy - Action Plan 2010-15 and Arun Local Plan 2003 and the Planning Policy for Traveller Sites 2012.

The environmental health department have a set procedure for managing unauthorised encampments. An officer explained that when an unauthorised site attracts complaints these enforcement complaints guidelines will be used. One officer was under the impression that due to the lack of transit sites in Arun most of the time they cannot be moved on.

Accommodation: Sites and Unauthorised Encampments

Within the District interviewees were aware of a single unauthorised site whose temporary planning permission has recently expired and seven pitches in the area with permanent planning permission. There are said to be no unauthorised sites which attract any complaints. It is argued, however, that there may be complaints about unauthorised sites prior to an application or there might be complaints arising from it.

Trends, Favoured Locations and Stopping Points

Although considered rare, when asked what attracts unauthorised encampments into the area, two officers claimed that the lack of statutory provision locally encouraged unauthorised encampments. Interviewees were of the opinion that the majority of unauthorised encampments occur during the summer months. Interviewees gave a number of reasons for this travelling patterns including: holiday; employment opportunities in the form *.of tarmacking and gardening; and to visit family.*

There is reportedly a mix of those Gypsies and Travellers who are looking to settle in the area and those who are looking for seasonal opportunities. In the case of the latter, one Parish is said to be favoured. Elected Members claimed that some areas of the District are favoured– even down to the same tree. Other areas are said to be quieter.

When asked to consider trends, officers reflected positively on the recent increase in planning applications. This is thought to be down to the District encouraging the community to come forward with the application before they move onto the land – to avoid retrospective planning applications. Elected Members were of the opinion that applications are given temporary planning for two years and are then renewed.

One officer was of the opinion that the Gypsy and Traveller community are prioritising the education of their children over their desire/need to travel, therefore, the numbers who are looking to settle is growing.

Main Travelling Routes and Cross-Boundary Issues

Arun is on the border of Chichester. The most common routes are the A27 (Chichester to Arun) and the A24 (Arun to the Northern District). Considering the main routes, interviewees were not aware of any cross-border movement between Arun and Chichester.

Positively officers refer to cross-boundary working within the Coastal West Sussex area including the sharing of intelligence and a shared understanding. However, an officer felt there were fewer opportunities for regional working with Kent, Surrey, Hampshire and Dorset.

Site Location Criteria

There was a difference of opinion on the subject of preferred site location. One interviewee was of the opinion that it is beneficial to be as near to the built up area as possible, on the other hand, another stressed that a site should be 8-15 pitches, not overly urban and not immediately abutting a residential area.

Community Relations

The majority of interviewees were concerned that adverse media coverage preserved the negative perceptions held by some members of the settled community, particularly when using terms such as trespass and illegal.

Elected Members argued that when unauthorised encampments occur it generally causes community tensions. In their experience, they the main complaint made by the settled community concerns waste and litter.

The Future

One officer felt that Arun would benefit from having a small settled site and some transit provision. As aforementioned, the increase in the number of planning applications was welcomed and one officer argued that it would be good if this trend continued.

The two Elected Members had a different opinion about the provision of a transit site. One member was in favour and referred positively to the transit provision in East Sussex, but the other felt that allowing Gypsies and Travellers to park up in a layby is sufficient.

Officers recognised that any development of new site provision would be constrained by what they saw as the not in my back attitude of the settled community. They argued that past proposals for site locations did not achieve the public support required. In addition, although there is available land, this varies in size and price.

With the advent of the new circular and the findings contained in the forthcoming GTAA, officers argued that pressure will be placed on Local Authorities to act. This was viewed positively and it was argued that an open and honest dialogue with the public is required to explain the District Councils statutory obligations.

Chichester District Council

Council Officers and Elected Members

Main Policy Tools

The GTAA will feed into the forthcoming policy on Gypsies and Travellers and Travelling Show people in the Local Plan.

In terms of policy development, an officer was of the opinion that developing a formal protocol and a flowchart to identify who does what and when was the best way to improve the management of unauthorised sites and aid cross-boundary working with the police.

Accommodation: Sites and Unauthorised Encampments

Within the District there are a total of 48 pitches, which includes 3 transit pitches on land at Clearwater, Ratham Lane, West Ashling. The District has provided 32 new pitches since 2006. However, council officers and members agreed that there are not enough official sites. It was suggested that needs could be met by extending existing sites.

At the time of interviewing two unauthorised encampments had occurred over a two month period.

Trends, Favoured Locations and Stopping Points

In general, the majority of unauthorised encampments occur during the summer months. There is thought to be a mixture of reasons for visiting the area: to settle, to travel through and employment opportunities. The A27 corridor is the main route used.

A member cited a number of locations that were favoured but deemed unsuitable:

- Along the old A27
- Westbourne
- The National Park
- Harting
- South of the A-272.

Site Location Criteria

It was the opinion of an interviewee that Gypsies and Travellers prefer to be separate from the settled community – despite guidance suggesting that they should be near to facilities and amenities. However, the pressure on infrastructure is a consideration that must be borne in mind when considering site location. Interviewees mentioned a number of geographical and environmental constraints when considering future site location:

- Willing landowners
- National Park Area
- Areas of Outstanding Natural Beauty
- European Habitats Directive
- Flood risk areas
- Nature conservation areas
- Contaminated land.

Bearing in mind these constraints, interviewees pointed out the difficulties in finding suitable areas of land for further site provision.

Main Travelling Routes and Cross-Boundary Issues

The main travelling routes are thought to be the A259 and A27. It was reported that Gypsies and Travellers move along the Sussex coast and use Chichester, as a stopping point. .

When considering the main travelling routes interviewees feared that under provision in other areas, such as London, could push Gypsies and Traveller into West Sussex.

Community Relations

There is said to be no problems related to the sites that have been in the area for a number of years: they work within the community and there are no problems at all.

Overall, interviewees were concerned that adverse media coverage preserved the negative perceptions held by some members of the settled community – an example of this was adverse headlines relating to the forthcoming GTAA.

Community tensions are thought to arise when Travellers use well-used public land enjoyed by the settled community and reference was made to the use of recreation grounds - particularly when local sports teams cannot use the grounds.

The Future

As aforementioned interviewees felt that additional accommodation was required. Yet, they felt that this could be achieved through an expansion of existing sites.

Officers felt it would be beneficial to have transit provision in Coastal West Sussex area as it would reduce the effort and expense needed when dealing with unauthorised encampments. However, when considering Chichester as a suitable location for such a provision, officers pointed to a number of constraints as aforementioned under site location.

South Downs National Park Authority

Council Officers

Main Policy Tools

The authority has inherited roughly 1500 policies from 15 different authorities, which covers areas within the National Park. These include criteria based policies for Gypsy and Traveller sites and will apply until superseded by the policies within the South Downs National Park Local Plan.

The SDNPA is undertaking studies across the Park, which will form the evidence base for the Park-wide Local Plan.

Accommodation: Sites and Unauthorised Encampments

Interviewees were aware of a New Age Traveller site which has received planning permission.

Unauthorised encampments are said to regularly arise across the park area.

Trends, Favoured Locations and Stopping Points

In general, the majority of unauthorised encampments are said to occur during the summer months and, to a lesser extent, at Christmas time.

It is thought that Gypsies and Travellers are attracted to existing sites in the areas and family connections.

Site Location Criteria

It was the opinion of an interviewee that, in terms of development, the area is already under pressure. It's five or six times the most populated Park in the country and there is huge development pressure to build housing, infrastructure/any accommodation within the SDNP. Preserving the water supply is a concern – the aquifers underneath the National park serve a huge population within and surrounding the Park (1.2 million depend on this for their water supply). It is argued that if the situation as development/usage increase, the condition of the aquifer/water will deteriorate.

Travelling Routes and Cross-Boundary Issues

Chichester is considered to be the main focus. The main travelling route is the A27 and it is thought that due to the A27 forming a significant part of the SDNP's southern boundary, establishing if those travelling along the A27 need/want to be in the Park or not is difficult.

Considering the areas it includes and the sheer volume of polices inherited cross-border consistency is challenging and, as explained by an interviewee:

It's quite a long, thin and narrow national park so actually trying to get any consistency could actually be quite false because what applies over in Winchester is not going to necessarily apply in Eastbourne.

Community Relations

It is reported that there have been a number of negative press releases which have not benefitted the relationship between settled and travelling communities.

Worthing Borough Council

Council Officers and Elected Members

Main Policy Tools

Worthing Borough Council has an adopted Core Strategy (April 2011). There is no policy within the Core Strategy. There is however a commitment to undertake further work at a sub-regional level to address the needs of Gypsies and Travellers. This GTAA will provide the evidence as to the current and future need in the Borough. Any specific sites identified through this work to meet any potential need would have to be progressed through a subsequent Development Plan Document.

Accommodation: Sites and Unauthorised Encampments

Interviewees did not identify any authorised sites in Worthing.

When asked to discuss the regularity of unauthorised encampments, the majority of officers agreed that instances were fairly uncommon. They were of the opinion, however, that in the summer 2012 the number was higher than usual and referenced the following examples:

- Findon Gallops (also known as Bost Hill and
- Northbrook recreation ground.
- Rotary Recreation Ground (also known as Hillbarn recreation)

Although it was believed that unauthorised encampments are temporary movements and there is no demand for settling in the area.

Officers were unable to provide any estimation on the numbers of Gypsies and Travellers living in bricks and mortar accommodation. It was argued that, to gain a better understanding of the overall picture, the collation of this data would be beneficial.

Main Travelling routes and Cross-Boundary Issues

In general, interviewees were of the view that the majority of unauthorised encampments occur during the summer months.

When considering the main travelling routes interviewees felt that there is movement between Adur and Worthing and this was evident in the summer 2012 whereby one group of Gypsies and Travellers allegedly shifted back and forth between the areas. It was believed that they originally started off in Brighton. This particular group ended up on Beach Green, Lancing.

One officer argued that more information needs to be shared to obtain a county wide picture of cross-border movement.

Community Relations

Overall, interviewees were concerned that adverse media coverage preserved the negative perceptions held by some members of the settled community – examples of this were negative headlines relating to the forthcoming GTAA.

Community tensions are said to arise when Travellers camp on well-used public land enjoyed by the settled community, particular reference was made to the use of recreation grounds - particularly when encampments prevent local sports teams using public spaces.

The Future

Interviewees felt that there is no requirement for any additional provision because there are typically no unauthorised sites. However, they were of the opinion that failure to acquire transit provision in the Coastal West Sussex area will undoubtedly lead to continued problems during the summer months:

For the individuals concerned you need to have proper equipped sites for them to be able to stop or if it is for temporary work or family members passing through. I think there would be a benefit of having a transit site in the West Sussex area definitely.

Officers were of the opinion that the availability of transit provision would reduce the effort and expense required when dealing with unauthorised encampments:

It gives the police more powers because they can direct them to a site and if they don't go there they can move them on - so it does give them more options. Even if you were going to take a hard line approach it would seem like a transit site would give you more options.

However when considering Worthing as a suitable location for such a provision, officers pointed to a number of constraints:

- Geographical: urban, borders the sea and is surrounded by the South Downs National Park.
- National Park: Predominately previously developed land
- Gypsy and Traveller requirements: Infrastructure constraints.

A few officers pointed out that previous work had suggested that the Chichester areas and Horsham areas were the most appropriate areas for the location of a transit site due to their busy travel routes.

Wider Stakeholders

This section outlines the views of wider stakeholders and as a result relates to issues across Coastal West Sussex, rather than any particular District.

Health and Safety

Health and safety issues were of concern to one interviewee who expressed concern over the conditions on authorised sites, in particular: poor sanitation facilities; inadequate lighting and unsafe play areas.

The same interviewee also highlighted health issues resulting in obesity, depression and anxiety.

Gypsies and Travellers in West Sussex are thought to have good access to GP facilities.

Improving access to primary care was deemed as a priority - a number of suggestions were put forward to achieve greater accessibility and improve health outcomes:

- Training provision for GP surgery support staff
- A named health visitor for the community
- Transit site provision.

Education

The numbers of children enrolled in West Sussex schools from the Gypsy and Traveller and Travelling Showpeople communities are said to be much higher than official figures (such as Pupil Level Annual School Census) suggest. It was the view that this situation may not improve as many choose not to identify themselves.

Access to education is viewed as an issue for those in un/authorised encampments – particularly as the preferred locations for sites are usually within rural communities – where there are limited school places. A rapid response by the Traveller Education Service is needed to find a suitable place however, despite efforts, frequently, unauthorised encampments move on before children can be placed in the school.

An issue of concern currently is the rising number of children who are classified as home schooled. Monitoring the number of those dropping out of the school system is reportedly difficult as there is not the same communication with a central organisation. It is argued that this could lead to more provision being provided outside the system and this would be a step away from the preferred integration.

Travelling Patterns

When asked to consider travelling patterns, different opinions emerged on the extent to which travelling is in decline or on the increase. Those who considered it to be in decline argued that work patterns have been affected by the loss of some of the traditional agricultural opportunities to eastern European migrant workers.

Others believe that Gypsies and Travellers have been travelling through the area for hundreds of years and will continue to do so at the same rate.

There are families who move across the borders – from East Sussex and Brighton. There are families who move across from Hampshire towards Bognor. This is usually due to family connections.

Accommodation needs

Permanent Provision

Generally, wider stakeholders agreed that more permanent provision is required across West Sussex. It is argued that many of the current sites have not expanded to meet the needs of growing families, leading to family separation.

Transit Provision

Transit provision was considered to be an important element of future accommodation. Transit provision can be provided in two ways:

- **Transit site** - is a temporary site where Travellers are permitted to stay for up to 3 months
- **Emergency stopping places** - are areas where Travellers are permitted to stay temporarily if the Council deems it appropriate, removing the need for them to occupy unauthorised sites. Stays at emergency stopping places would not be expected to exceed 28 days at a time unless the Council deemed that exceptional welfare needs justified a longer stay.

Site Location Criteria

It was the opinion of an interviewee that Gypsies and Travellers prefer to be separate from the settled community – however, their sites need to be within reasonable distance of amenities including: health services; local schools; and post offices.

It was argued that future provision should pay attention to health and safety as many of the existing sites were originally built in the 1960s; many of them were located next to dual carriage ways, below pylons or near sewage works.

Consultation

Consultation with the Gypsy and Traveller community takes place through the West Sussex Gypsy and Traveller Forum, which meets regularly and is organised by the Sussex Traveller Action Group. The forum is contributing to increased communication between, for instance, planning officers and the Gypsy community:

We've had planning officers at our meetings, people who work at the council, and they're sitting in a room talking to – for the most part – Romany Gypsy people about their concerns and their aspirations. And that's good, I think, because in the past there's been such a lack of communication and that's where a lot of the tension comes from. That's been going for about six months

Travelling Showpeople

When asked to consider the needs of Travelling Showpeople, in general, it was suggested that fewer Travelling Showpeople families move through West Sussex, but they still use traditional sites when working across the area. Interviewees were aware of Travelling Showpeople in Arun and Chichester.

Stakeholders argued that the needs of Travelling Showpeople were distinct from Gypsies and Travellers and therefore a separate policy should apply. There was little awareness of any issues relating to Travelling Showpeople in Coastal West Sussex.

Surrounding Areas

Brighton and Hove City Council

Throughout the year, there are a high number of unauthorised encampments in Brighton and Hove. There is a 23 pitched transit site at Patcham, situated within the South Downs National Park, which is reportedly very well-used. The site has been in existence for 20 years and has recently been refurbished – improved facilities is thought to have improved usage.

The area is generally considered a popular destination for those who explore employment opportunities and general tourism. There are allegedly travellers who are moving around the area all year round to establish local connections and to gain a foothold on the proposed permanent site.

The two main travelling routes are north-south down the A23 corridor and east-west along the A27.

When asked to consider cross-boundary issues in relation to Coastal West Sussex, it was believed that there are no patterns in terms of cross-border movement and the view was that they could go anywhere. It was understood that most movement was within Brighton rather than across borders. On moving out of Brighton it was understood that they travel towards the West Country.

Horsham District Council

Throughout the year, the numbers of unauthorised encampments are low and very few. There are some longstanding unauthorised sites in the area where no enforcement action has been taken – some have got temporary planning permission. These tend to be local people and the Gypsy and Traveller population is considered to be static.

There are two County Council sites and one council owned site. There are also a couple of sites which have permanent permission – with personal permission.

The main travelling route is north-south down the A23 corridor. The area is not on any main roads, such as the A27.

When considering cross-boundary issues and as part of the duty to cooperate with surrounding areas the District Council have discussed the provision of a transit site with Crawley and Mid Sussex Councils.

Mid Sussex District Council

During the summer months, unauthorised encampments are common. At the time of interview there had been a spate of unauthorised encampments, which were considered to be higher than usual. The higher numbers were attributed to a group who had allegedly been moved on from a transit site in Brighton. Unauthorised encampments are said to be moved on fairly quickly.

No cross-boundary issues were identified. However, reference was made to the sites currently owned by West Sussex County Council and the possibility that these could potentially expand once management/ownership is transferred.

Mid Sussex were in the process of undertaking their GTAA. It was of the opinion of the interview that there is currently a shortfall of provision in the area – the GTAA will be assessing the scale of the under provision.

Waverley Borough Council

Throughout the year, the numbers of unauthorised encampments are infrequent. There are some unauthorised sites in the area which are subject to enforcement and also some which are tolerated.

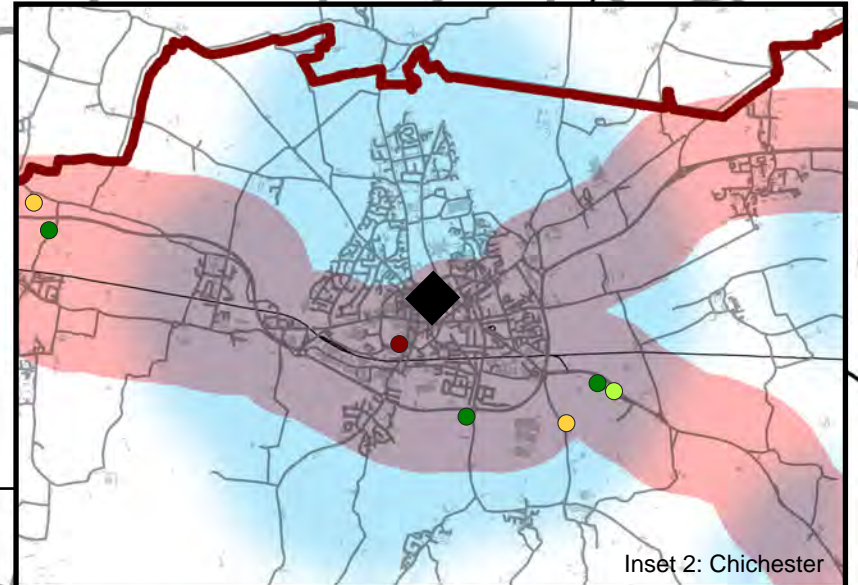
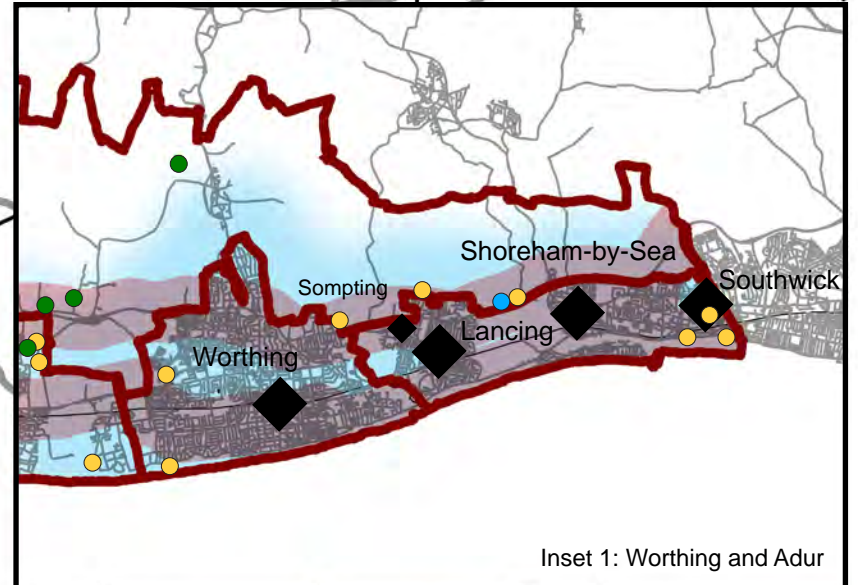
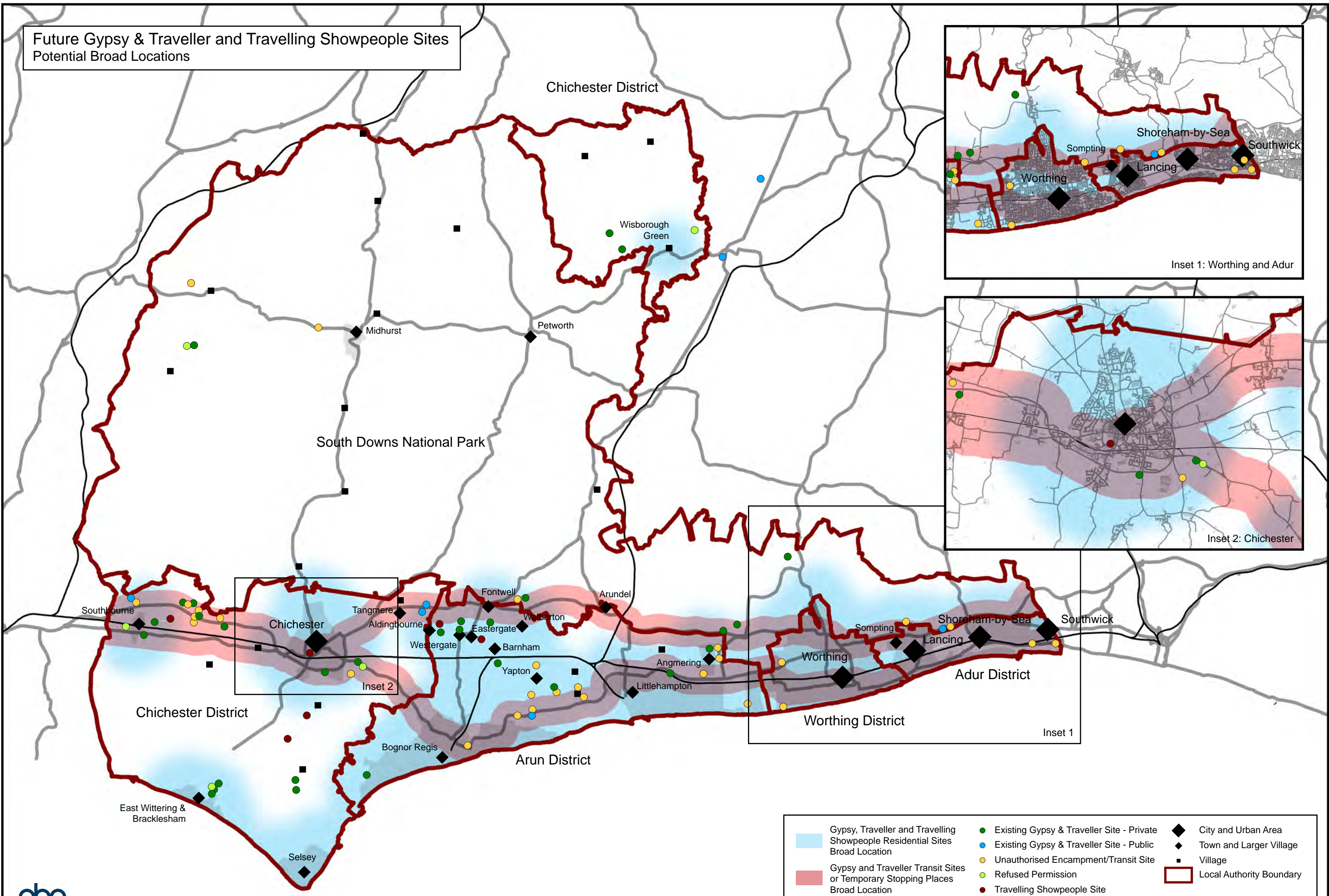
There are about 100 Gypsy households in the area. This is provided through 13 private sites, one public site, one unauthorised show person's site and one unauthorised Gypsy and Traveller site.

Most of the borough in Waverley is green belt, thus, restricting, further provision of sites. A number of applications were being made for additional pitches on existing sites.

When considering cross-boundary issues it is felt that further work is required on the provision of a transit site.

Appendix H: Broad Locations Map

Future Gypsy & Traveller and Travelling Showpeople Sites
Potential Broad Locations



- | | | |
|---|---|--------------------------|
| Gypsy, Traveller and Travelling Showpeople Residential Sites Broad Location | Existing Gypsy & Traveller Site - Private | City and Urban Area |
| Gypsy and Traveller Transit Sites or Temporary Stopping Places Broad Location | Existing Gypsy & Traveller Site - Public | Town and Larger Village |
| | Unauthorized Encampment/Transit Site | Village |
| | Refused Permission | Local Authority Boundary |
| | Travelling Showpeople Site | |