

South Downs National Park Authority,
Adur and Worthing Councils, and
Brighton & Hove City Council Gypsy,
Traveller and Travelling Showpeople
Accommodation Needs Assessment

Final Report

December 2024

RRR Consultancy Ltd



Table of Contents

Table of Contents.....	1
Executive Summary.....	4
<i>Introduction</i>	4
<i>Policy context</i>	6
<i>Population Trends</i>	7
<i>Stakeholder consultation</i>	8
<i>Accommodation need</i>	8
<i>Conclusions and recommendations</i>	10
1. Introduction.....	15
Study context	15
Methodological context	16
GTAA study area.....	17
Summary	22
2. Policy context.....	23
<i>Introduction</i>	23
<i>National Policies</i>	23
<i>Definition Context</i>	24
<i>Local Planning Policies</i>	29
<i>Duty to cooperate and cross-border issues</i>	34
<i>Summary</i>	38
3. Trends in the population levels.....	39
<i>Introduction</i>	39
<i>Population</i>	40
<i>Data on unauthorised encampments</i>	44
<i>Local authority data on unauthorised encampments</i>	45
<i>Gypsy and Traveller pitches within the study area</i>	46
<i>Travelling Showpeople</i>	47
<i>Summary</i>	47
4. Stakeholder consultation	49
<i>Introduction</i>	49
<i>Accommodation</i>	50
<i>Barriers to new provision</i>	51
<i>Locations for new provision</i>	52
<i>Transit provision and travelling patterns</i>	53
<i>Need for new transit provision</i>	54
<i>Van dwellers</i>	57
<i>Relationship between Travellers communities and the settled community</i>	58
<i>Improving relations between the communities</i>	59
<i>Health and education needs</i>	61

<i>Cooperation and joint working</i>	62
<i>Good practice</i>	63
<i>Summary</i>	64
5. Gypsies and Travellers consultation	66
<i>Introduction</i>	66
<i>Methodology</i>	66
<i>Requirement for permanent residential pitches 2024-2029</i>	69
<i>Requirement for permanent residential pitches 2029-2042</i>	74
<i>Accommodation supply and needs deriving from previously undertaken GTAAs</i>	75
<i>Requirement for permanent residential pitches 2024-2029</i>	80
<i>Requirement for permanent residential pitches 2029-2042</i>	85
6. Showpeople consultation	88
<i>Introduction</i>	88
<i>Methodology</i>	88
<i>Calculation of Permanent Accommodation Need</i>	89
<i>Requirement for permanent plots 2024-2029: steps of the calculation</i>	90
<i>Need for permanent plots 2024-2029</i>	91
<i>Requirement for permanent residential plots 2030-2042</i>	93
<i>Accommodation needs deriving from previously undertaken GTAAs</i>	93
<i>Summary</i>	94
7. Conclusion and Recommendations	96
<i>Permanent accommodation needs</i>	96
Bibliography	104
Glossary	106
Appendix 1: Negotiated stopping place protocol example	112
Appendix 2: Stakeholder consultation questions	114
Appendix 3: Accommodation Need (Gypsies and Travellers)	118
Appendix 4: Accommodation Need (Showpeople)	126

Executive Summary

Introduction

- ES1. In February 2024, the local planning authorities of Adur District Council, Brighton & Hove City Council, Worthing Borough Council, and the South Downs National Park Authority (SDNPA) commissioned RRR Consultancy Ltd to undertake a Gypsy and Traveller Accommodation Assessment (GTAA) for the period 2024-2042. The primary aim of the GTAA is to assess the accommodation needs of Gypsies, Travellers, and Travelling Showpeople in the Brighton & Hove, Adur, and Worthing local planning authority areas, the parts of the SDNPA within those local authority administrative areas, as well as in the parts of the National Park not covered by an up-to-date GTAA, specifically the Chichester and Arun districts (the 'study area'), in compliance with PPTS. Additionally, the GTAA incorporates and updates the accommodation needs from previously conducted GTAAs for areas within and outside the South Downs National Park (see Chapters 5, 6 and 7).
- ES2. The GTAA acknowledges that there are 'van dwellers' residing in the study area. Van dwellers are individuals or households who live in vehicles, such as vans, converted trucks, or motorhomes, as their primary residence. Unlike members of the Gypsy, Traveller, or Travelling Showpeople communities, van dwellers typically do not adhere to a nomadic or culturally distinct lifestyle tied to historical traditions. Various factors, including economic necessity, lifestyle preferences, or a desire for mobility and flexibility, can drive their choice of living in vehicles. Van dwellers often reside on the outskirts of cities, rural areas, or temporary sites and may not be formally recognised within traditional planning or accommodation assessments.
- ES3. This assessment focuses specifically on members of the Gypsy and Traveller communities (including 'New Travellers') and Travelling Showpeople. Anecdotal evidence from stakeholder consultations indicates that most van dwellers do not fall into these categories and are therefore not included in the main assessment. However, they are considered in the stakeholder consultation discussed in Chapter 4 and are addressed in the recommendations.
- ES4. This report identifies the accommodation needs for Gypsy and Traveller pitches (Chapter 5) and Showpeople plots (Chapter 6) within the SDNP local planning authority (LPA) area and provides a breakdown for each council's administrative area, including (commissioning local authorities asterisked):
- Adur*
 - Arun
 - Brighton and Hove*
 - Chichester

-
- Worthing*
 - East Hampshire
 - East Sussex (Lewes)
 - Horsham
 - Mid Sussex
 - Winchester

ES5. The accommodation needs for Gypsy and Traveller pitches (Chapter 5) and Travelling Showpeople plots (Chapter 6) are assessed for the commissioning local planning authority areas outside of the SDNP LPA:

- Adur
- Brighton and Hove
- Worthing

ES6. The results will be used as an evidence base for policy development in housing and planning and supersede any previous GTAA (including any levels of accommodation needs calculated prior to this assessment) published for the study local planning authorities. The base date for the report is August 2024.

ES7. The requirement to assess the accommodation needs of Gypsies and Travellers, and Showpeople, is established through national guidance contained in 'Planning Policy for Traveller Sites' (PPTS) (Ministry of Housing, Communities and Local Government (MHCLG), December 2024). As discussed further in Chapter 2, PPTS 2024 (see paras. 2.3-2.8) retains the definition of Gypsies and Travellers used in the PPTS 2023 (this change was in response to a Court of Appeal judgment in the case of Smith v SSLUHC & Others (October 2022)). PPTS 2024 requires local planning authorities to assess the accommodation needs of Gypsy, Traveller, and Travelling Showpeople households who have either a cultural tradition of nomadism or a cultural tradition of living in a caravan.

ES8. To achieve the study aims, the research drew on several data sources including:

- Review of secondary information: a review of national and local planning policies and recently undertaken GTAA's, and analysis of secondary data. This included analysis of the most recently published (January 2024) Ministry of Housing, Communities and Local Government (MHCLG) Traveller Caravan Count to determine trends in the population of Gypsies, Travellers, and Travelling Showpeople.
- An online survey, and interviews with key stakeholders providing qualitative data regarding the accommodation needs of Gypsies, Travellers, and Travelling Showpeople.

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- Extensive surveys of Gypsies and Travellers, and Travelling Showpeople covering a range of issues related to accommodation needs concerning accommodation needs within SDNP LPA in:
 - Adur
 - Arun
 - Brighton and Hove
 - Chichester
 - Worthing

 - Analysis of existing GTAAs for remaining local authorities covered by the SDNP LPA:
 - East Hampshire
 - East Sussex (Lewes)
 - Horsham
 - Mid Sussex
 - Winchester

 - Comprehensive surveys of Gypsies, Travellers, and Travelling Showpeople addressing various accommodation needs in the commissioning local planning authority areas outside the SDNP LPA in:
 - Adur
 - Brighton and Hove
 - Worthing

ES9. The above provided an extensive range of quantitative and qualitative data enabling a robust and reliable assessment of accommodation needs.

Policy context

ES10. On 12 December 2024, the government announced changes to Planning Policy for Traveller Sites (PPTS), previously updated in December 2023. Like the 2023 update, the 2024 version will be read with the National Planning Policy Framework (2024).

ES11. Whilst it is clear that PPTS 2024 determines the need to assess the accommodation needs of households who have ceased to travel temporarily or permanently due to their family's or dependants' educational or health needs or old age have ceased to travel, or households with a tradition of living in a caravan, it does not explicitly state how the new definition should be interpreted concerning other factors such as whether families travel for economic or work purposes.

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- ES12. Given differences in defining Gypsies and Travellers, this GTAA provides two accommodation needs figures: first, one based on the ethnic identity definition; second, based on the PPTS 2024 definition. The two accommodation needs definitions are discussed in more detail in Chapter 2.
- ES13. In March 2016, the Department of Communities and Local Government (DCLG) published its *Review of housing needs for caravans and houseboats: draft guidance* to local housing authorities on the periodical review of housing needs for caravans and houseboats. It states that, when considering the need for caravans and houseboats, local authorities must include the needs of a variety of residents in differing circumstances including, for example, caravan and houseboat dwelling households and households residing in bricks and mortar dwelling households. It should be noted that this GTAA does not consider the accommodation needs of houseboats.
- ES14. According to the NPPF (2024) and related planning practice guidance, a sound local plan seeks, as a minimum, to meet the area's objectively assessed needs, and address the needs of groups with specific housing requirements. The NPPF (2024) refers to the need to both assess and then address the accommodation needs of those who are ethnically recognised Gypsies and Travellers (as in line with the Equality Act 2010), both of whom are covered by the definition of the PPTS 2024, and those outside of the definition.

Population Trends

- ES15. The 2021 Census suggests there were 1,405 people recorded as Gypsies and Travellers residing in the West Sussex and Brighton & Hove area representing around 0.12% of the usual resident population. This is slightly above the average for England of 0.11%. A fifth (20%) of Gypsy and Traveller households who completed the 2021 Census reside in a caravan or mobile home, with the remaining four-fifths (80%) residing in bricks and mortar accommodation.
- ES16. There were 553 caravans recorded in West Sussex and Brighton & Hove by the January 2024 Caravan Count. The 553 caravans recorded in January 2024 included 260 (47%) on private pitches, 175 (32%) on social rented pitches, and 118 (21%) on unauthorised pitches. In relation to density, Crawley and Worthing did not record any caravans as part of the Government's January 2024 Traveller Caravan Count, whilst Brighton & Hove recorded 10 caravans per 100,000 population. Mid Sussex 21, Arun 22, Adur 25, Horsham 111, and Chichester 224.
- ES17. On average, over half (53%) of authorised caravans recorded in West Sussex and Brighton & Hove from July 2021 to January 2024 were in Chichester, a quarter (25%) in Horsham, and a tenth (10%) in Arun. Smaller proportions were recorded in Mid Sussex (8%), Brighton & Hove (7%), Adur (4%), and Worthing (0%).

ES18. West Sussex County Council and Brighton & Hove City Council keep detailed records of unauthorised encampments. There were 151 unauthorised encampments recorded between Q1 (April to June) 2021/2022 and Q4 (January to March) 2023/2024. On average, 13 unauthorised encampments per quarter were recorded in the study area, with a minimum of no unauthorised encampments taking place in Q3 2021/2022 and Q4 2022/2023, peaking at 38 unauthorised encampments recorded in Q1 2021/2022.

ES19. The number of unauthorised encampments recorded in the study area declined between Q1 2021/2022 and Q4 2023/2024. On average, each unauthorised lasted 5 days and consisted of 8 vehicles. Just under a third (30%) of unauthorised encampments took place in Brighton & Hove, around a quarter (26%) in Chichester, an eighth (13%) in Arun, a tenth (10%) in Horsham, and smaller proportions in Worthing (9%), Adur (7%), and (4%) in Mid Sussex.

Stakeholder consultation

ES20. Consultations using an online survey with a range of stakeholders were conducted to provide qualitative information about the accommodation needs of Gypsies, Travellers, and Travelling Showpeople.

ES21. The primary accommodation challenges for Gypsies, Travellers, and Travelling Showpeople in the local area stem from a significant shortage of available sites, both permanent and temporary, which hampers families' ability to establish a stable living environment. As more residents express a desire to transition from nomadic traditions to a settled lifestyle, the difficulty of securing plots on local authority sites becomes increasingly evident due to high demand and limited provisions.

ES22. Internal family growth and external pressure drive the demand for new accommodations. Natural expansion within households creates a growing need for additional pitches, which current supplies cannot meet. Family cohesion is culturally vital, with young families traditionally setting up homes near their parents. This practice requires new pitches or larger plots to accommodate growth within localities, facilitating better access to essential services like education and healthcare.

Accommodation need

ES23. Tables ES1 to ES4 summarise the permanent accommodation needs for Gypsy and Traveller pitches from 2024 to 2042, while Tables ES5 and ES6 cover the accommodation needs for Travelling Showpeople. It is important to note that the figures in these tables include all identified needs as of 2024, including those from previous GTAAs that have not yet been met by the time of this assessment. The ethnic need refers to all members of the Gypsy and Traveller communities, with the PPTS need being a subset that includes only those who meet the PPTS definition within the ethnic group.

ES24. Gypsies and Travellers: within the SDNP LPA:

Table ES.1: Gypsy and Traveller permanent accommodation needs (per local authority) based on ethnic status

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	0	0	0	0	0
Arun	11	2	2	1	16
Brighton and Hove	8	2	2	1	13
Chichester	11	1	1	1	14
Worthing	2	0	0	1	3
East Hampshire	6	2	5	1	14
East Sussex (Lewes)	3	1	1	1	6
Horsham	0	0	0	0	0
Mid Sussex	2	2	1	2	7
Winchester	0	0	0	0	0
Total Need	43	10	12	8	73

Source: GTAA 2024

Table ES.2: Gypsy and Traveller permanent accommodation needs (per planning authority) based on PPTS definition

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	0	0	0	0	0
Arun	10	2	2	1	15
Brighton and Hove	7	1	2	1	11
Chichester	11	1	1	1	14
Worthing	2	0	0	1	3
East Hampshire	5	2	4	1	12
East Sussex (Lewes)	1	1	1	1	4
Horsham	0	0	0	0	0
Mid Sussex	0	1	1	1	3
Winchester	0	0	0	0	0
Total Need	36	8	11	7	62

Source: GTAA 2024

ES25. Gypsies and Travellers: outside the SDNP LPA

Table ES.3: Gypsy and Traveller permanent accommodation needs (per local planning authority) based on ethnic status

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	7	1	2	1	11
Brighton and Hove	6	0	0	1	7
Worthing	4	0	0	1	5
Total Need	17	1	2	3	23

Source: GTAA 2024

Table ES.4: Gypsy and Traveller permanent accommodation needs
(per local planning authority) based on PPTS definition

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	3	1	2	1	7
Brighton and Hove	0	0	0	0	0
Worthing	0	0	0	0	0
Total Need	3	1	2	1	7

Source: GTAA 2024

ES26. Travelling Showpeople within SDNP LPA:

Table ES.5: Travelling Showpeople permanent accommodation needs (plots)

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	1	0	0	1	2
Arun	0	0	0	0	0
Brighton and Hove	0	0	0	0	0
Chichester	0	0	0	0	0
Worthing	0	0	0	0	0
East Hampshire	5	2	1	1	9
East Sussex (Lewes)	0	0	0	0	0
Horsham	0	0	0	0	0
Mid Sussex	0	0	0	0	0
Winchester	0	0	0	0	0
Total	6	2	1	2	11

Source: GTAA 2024

ES27. Travelling Showpeople outside the SDNP LPA:

Table ES.6: Travelling Showpeople permanent accommodation needs (plots)

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	0	0	0	0	0
Brighton and Hove	0	0	0	0	0
Worthing	0	0	0	0	0
Total	0	0	0	0	0

Source: GTAA 2024

ES28. Whilst recognising the existing transit provision within the study area, it is recommended that the local planning authorities adopt a negotiated stopping policy. This involves caravans being sited on suitable specific pieces of ground for an agreed and limited period, with the provision of limited services such as water, waste disposal and toilets. The advantages of this approach are set out in detail in Chapter 7.

Conclusions and recommendations

ES29. There is an overall accommodation need in the study area over the period 2024-2042 as follows:

Table ES.7: Gypsy and Traveller accommodation need for permanent pitches within SDNP

Need Category	Total Need
Ethnic	73
PPTS 2024	62

Source: GTAA 2024

ES30. Gypsy and Traveller pitches within commissioning authorities outside of SDNP:

Table ES.8: Gypsy and Traveller permanent accommodation needs (per local planning authority) based on ethnic status

Area	Total Need
Adur	11
Brighton and Hove	7
Worthing	5
Total	23

Source: GTAA 2024

Table ES.9: Gypsy and Traveller permanent accommodation needs (per local planning authority) based on PPTS definition

Area	Total Need
Adur	7
Brighton and Hove	0
Worthing	0
Total	7

Source: GTAA 2024

Table ES.10: Travelling Showpeople accommodation need for permanent plots within SDNP

Area	Total Need
SDNP	11

Source: GTAA 2024

Table ES.11: Travelling Showpeople plots within commissioning authorities outside of SDNP

Area	Total Need
Adur	0
Brighton and Hove	0
Worthing	0
Total	0

Source: GTAA 2024

ES31. This GTAA recommends adopting the 'ethnic' definition accommodation needs figures i.e. meeting the accommodation needs of all households who ethnically identify as

Gypsies and Travellers. This will not only demonstrate knowledge of the overall accommodation need of all Gypsies and Travellers, but also how the accommodation needs in relation to households not meeting the PPTS definition are being addressed.

ES32. It is also recommended that the local planning authorities consider the accommodation needs that might materialise over the plan period from households (Gypsies, Travellers and Travelling Showpeople), i.e. following the publication of this assessment. This could include households residing on unauthorised developments, unauthorised encampments, new households due to in-migration, and those residing in bricks and mortar accommodation and van dwellers. This accommodation need should be considered separate to the need identified below and could be met through windfall applications.

ES33. In addition to the above in order to meet the specific accommodation need of the different community groups, the report recommends the following:

- In relation to the different community groups, it is recommended that the local planning authorities work closely with the families to determine how their accommodation need can best be met.
- Also, for the local planning authorities to provide pre-planning application advice to households who have identified land to help determine if it is suitable to address accommodation need.
- It is recommended that the local planning authorities review the planning of unauthorised developments and consider granting permanent status.

ES34. As well as quantifying accommodation need, the study also makes recommendations on other key issues for the respective councils to individually and collectively to consider, including:

- In relation to Gypsies and Travellers and Travelling Showpeople it is recommended that the local planning authorities work closely with the families and individuals to determine how their accommodation need can best be met.
- Also, for the local planning authorities to provide pre-planning application advice to households who have identified land to help determine if it is suitable to address accommodation need.
- In order to meet the accommodation needs of Showpeople, it is also recommended that the local planning authorities work closely with households on the unauthorised developments to address their current and future accommodation needs.
- It is recommended that the local planning authorities review the planning of unauthorised developments and consider granting permanent status.

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- To identify a range of specific sites in sustainable locations of up to 15 to 20 pitches/plots in size to be developed only for Gypsy and Traveller and Travelling Showpeople.
 - To consider how the accommodation needs can be met by expanding existing provision and/or providing new sites or yards.
 - To consider alternative options for developing new sites and yards such as developing them on a cooperative basis e.g. community land trust, shared ownership, or small sites owned by a local authority but rented to families for their own use.
 - To consider alternative site funding mechanisms such as: site acquisition funds; loans for private site provision through Community Development Financial Institutions; and joint ventures with members of the Gypsy and Traveller, and Showpeople communities.
 - Prior to action being taken against sites or yards being used without planning permission, the local planning authorities, in partnership with landowners, occupants and relevant agencies (e.g. Showmen's Guild and National Federation of Gypsy Liaison Groups), to review its current, historic and potential planning status, and review the most effective way forward.
 - To consider safeguarding Gypsy and Traveller site and Travelling Showpeople yards with permanent planning permission for their current use unless it can be demonstrated that they are no longer needed to meet identified need.
 - To review the planning and license status of sites not occupied by Gypsies and Travellers and determine if it is better to change their status to residential or reuse them for Gypsies and Travellers. Implement a corporate policy to provide negotiated stopping arrangements to address unauthorised encampments for set periods of time at agreed locations.
 - To liaise with owners of the sites and yards to determine how they could expand the number of pitches to meet the family's accommodation needs.
 - Housing organisations need to consider the type of housing allocated to Gypsies and Travellers residing in bricks and mortar to minimise psychological aversion and feelings of isolation.
 - To respond to the needs of van dwellers by adopting policies implemented by other local authorities such as:
 - implementing a "Vehicle Dweller" policy, dividing encampments into high- and low-impact categories;
 - the creation of temporary stopping places with access to basic amenities, such as toilets and waste disposal, that would provide van dwellers with essential services while helping to regulate where they can stay;
 - the establishment of designated parking zones for van dwellers, especially in areas where there are fewer complaints from residents;
 - the conducting of regular welfare assessments to identify van dwellers' needs, especially those facing homelessness or health issues;

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- and the development of clear guidance and policies specific to van dwellers, similar to the more established frameworks for Gypsies and Travellers.
 - Develop a holistic vision for their work on Gypsies, Travellers, and Showpeople communities (including van dwellers) and embed it in Community and Homelessness Strategies, Local Plans and planning and reporting obligations under the Equality Act 2010.
 - Provide training and workshop sessions with local authority and service provider employees (and elected members) to help them to further understand issues relating to the Gypsy and Traveller, Travelling Showpeople communities and van dwellers.
 - In liaison with relevant enforcement agencies such as the police to develop a common approach to dealing with unauthorised encampments.
 - Encourage local housing authorities to include Gypsy and Traveller categories on ethnic monitoring forms to improve data on population numbers, particularly in housing.
 - Better sharing of information between agencies in relation to Gypsy, Traveller, and Travelling Showpeople communities (including van dwellers).
 - The population size and demographics of the Gypsy, Traveller, and Showpeople communities can change. As such, their accommodation needs should be reviewed every 5 to 7 years.

1. Introduction

Study context

- 1.1 In February 2024, the local planning authorities of Adur District Council, Brighton & Hove City Council, Worthing Borough Council, and the South Downs National Park Authority (SDNPA) commissioned RRR Consultancy Ltd to undertake a Gypsy and Traveller Accommodation Assessment (GTAA) for the period 2024-2042. The primary aim of the GTAA is to assess the accommodation needs of Gypsies, Travellers, and Travelling Showpeople in the Brighton & Hove, Adur, and Worthing local planning authority areas, as well as in the parts of the National Park not covered by an up-to-date GTAA, specifically the Chichester and Arun districts (the 'study area'), in compliance with PPTS. Additionally, the GTAA incorporates and updates the accommodation needs from previously conducted GTAAs for areas within and outside the South Downs National Park (see Chapters 5, 6 and 7).
- 1.2 The GTAA acknowledges that there are 'van dwellers' residing in the study area. Van dwellers are individuals or households who live in vehicles, such as vans, converted trucks, or motorhomes, as their primary residence. Unlike members of the Gypsy, Traveller, or Travelling Showpeople communities, van dwellers typically do not adhere to a nomadic or culturally distinct lifestyle tied to historical traditions. Various factors, including economic necessity, lifestyle preferences, or a desire for mobility and flexibility, can drive their choice of living in vehicles. Van dwellers often reside on the outskirts of cities, rural areas, or temporary sites and may not be formally recognised within traditional planning or accommodation assessments.
- 1.3 This report identifies the accommodation needs for Gypsy and Traveller pitches (Chapter 5) and Showpeople plots (Chapter 6) within the SDNPA local planning authority (LPA) as a whole and provides a breakdown for each council's administrative area, including:
- Adur
 - Arun
 - Brighton and Hove
 - Chichester
 - Worthing
 - East Hampshire
 - East Sussex (Lewes)
 - Horsham
 - Mid Sussex
 - Winchester

1.4 The report also provides accommodation needs calculation and needs figures for Gypsy and Traveller pitches (Chapter 5) and for Travelling Showpeople plots (Chapter 6) for outside the SDNPA LPA for the three commissioning authorities:

- Adur
- Brighton and Hove
- Worthing

1.5 The results will be used as an evidence base for policy development in housing and planning and supersede any previous GTAA (including any levels of accommodation needs calculated prior to this assessment) published for the study area local planning authorities. The base date for the report is August 2024.

ES35. The requirement to assess the accommodation needs of Gypsies, Travellers, and Travelling Showpeople, is established through national guidance contained in 'Planning Policy for Traveller Sites' (PPTS) (Ministry of Housing, Communities and Local Government (MHCLG), December 2024). As discussed further in Chapter 2, PPTS 2024 (see paras. 2.3-2.8) retains the definition of Gypsies and Travellers used in the PPTS 2023 (this change was in response to a Court of Appeal judgment in the case of *Smith v SSLUHC & Others* (October 2022)). However, PPTS 2024 requires local planning authorities to assess the accommodation needs of Gypsy, Traveller, and Travelling Showpeople households who have either a cultural tradition of nomadism or a cultural tradition of living in a caravan.

Methodological context

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

- Review of secondary information: a review of national and local planning policies and recently undertaken GTAAs, and analysis of secondary data. This included analysis of the most recently published (January 2024) Ministry of Housing, Communities and Local Government (MHCLG) Traveller Caravan Count to determine trends in the population of Gypsies, Travellers, and Travelling Showpeople.
- An online survey, and interviews with key stakeholders providing qualitative data regarding the accommodation needs of Gypsies, Travellers, and Travelling Showpeople.
- Extensive surveys of Gypsies and Travellers, and Travelling Showpeople covering a range of issues related to accommodation and service needs concerning need within SDNPA LPA in:

- Adur
- Arun

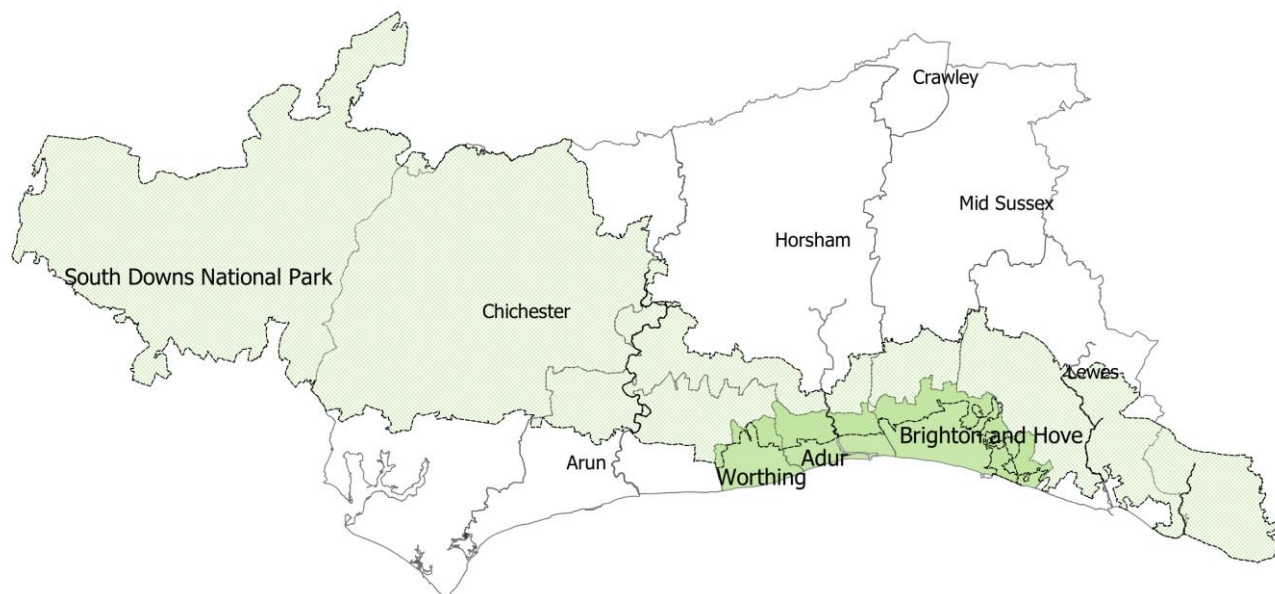
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- Brighton and Hove
 - Chichester
 - Worthing
- Analysis of existing GTANAs for remaining Local Authorities with land within SDNPA LPA, including:
 - East Hampshire
 - East Sussex (Lewes)
 - Horsham
 - Mid Sussex
 - Winchester
 - Extensive surveys of Gypsies and Travellers, and Travelling Showpeople covering a range of issues related to accommodation and service needs in relation to need outside SDNPA LPA in:
 - Adur
 - Brighton and Hove
 - Worthing

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

GTAA study area

1.8 A map of the study area's local planning authorities (shown in green) and the SDNP area (shown in lighter green with a dashed border) with neighbouring local authority areas is shown below:

Figure 1.1 Study area local planning authorities



Source: SDNP 2024

- 1.9 The following provides a description of the spatial characteristics of the constituent GTAA planning authorities.

Adur District Council

- 1.10 Adur District Council is in West Sussex on the south coast of England, forming part of the South East region. The district is geographically positioned with the South Downs National Park to the north and the English Channel to the south. The area covered by the South Downs National Park is part of the SDNPA LPA. The towns of Worthing border to the west and Brighton & Hove to the east, creating a strategic position along the coast.
- 1.11 The main settlements within Adur are Shoreham-by-Sea, Lancing, Southwick, and Sompting, each contributing to the district's character. The coastline is a defining feature of the area, offering beaches and a small harbour at Shoreham-by-Sea, which supports local industry and provides recreational opportunities for residents and visitors alike. The South Downs to the north of the district offer a scenic landscape of rolling hills, rich biodiversity, and extensive trails, being part of a national park renowned for its natural beauty.
- 1.12 The River Adur runs through the district, not only lending its name to the area but also enhancing its ecological diversity and recreational offerings. Environmental features include several local nature reserves and conservation areas that protect important habitats for various species of flora and fauna. The district has a blend of urban and rural landscapes, with numerous parks and open spaces that are important for community activities and wildlife preservation.

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- 1.13 Adur has a mixed demographic, with urban centres like Shoreham-by-Sea serving as the administrative hub. The local economy is diverse, including sectors such as retail, manufacturing, maritime activities centred around Shoreham Port, and a growing digital and creative sector. Transport links are well-developed, with major roads like the A27 and A259 providing access, along with rail services that connect the district to Brighton, Worthing, and London. The proximity to Gatwick Airport also enhances the district's connectivity.
- 1.14 Housing in Adur is varied, with a mix of urban apartments, suburban houses, and rural properties, reflecting the district's diverse communities and landscapes. The northern part of Adur, primarily north of the A27, falls under the planning authority of the SDNPA. Therefore, the Local Plan does not include any rural housing within this area. The area's location and resources support a balanced lifestyle that combines coastal and countryside elements, making it a unique and attractive place to live and work.

Brighton & Hove City Council

- 1.15 Brighton & Hove City Council administers an area on the south coast of England, within the ceremonial county of East Sussex. The city is part of the South East region and is known for its vibrant urban atmosphere combined with picturesque natural surroundings. Situated between the South Downs to the north and the English Channel to the south, Brighton & Hove enjoys a strategic coastal location that attracts both residents and visitors.
- 1.16 Brighton and Hove are historically two separate towns that were merged into a single city in 1997. The city is renowned for its diverse culture, thriving arts scene, and eclectic architecture. It is a major seaside resort with a bustling beach and iconic landmarks such as the Brighton Palace Pier and the Royal Pavilion, which reflect its rich history and appeal as a tourist destination.
- 1.17 A mix of urban and natural elements characterises the city's landscape. The South Downs National Park, located to the north, provides a stunning backdrop of rolling hills and offers numerous recreational opportunities such as hiking and cycling. The beachfront is a hub of activity, with its famous pebble beach, vibrant promenade, and attractions that draw millions of visitors each year.
- 1.18 Brighton & Hove has a diverse population known for its progressive and inclusive community. The city is a hub for education and research, home to two universities: the University of Sussex and the University of Brighton. These institutions contribute to the city's dynamic atmosphere and its reputation as a centre for innovation and learning.
- 1.19 Brighton & Hove has a varied economy that includes tourism, digital and creative industries, education, and health services. The city is also a popular conference and exhibition destination, hosting numerous events that boost the local economy. The

retail sector is strong, with a mix of independent shops and major retailers, particularly in areas like the Lanes and North Laine.

- 1.20 Transport links in Brighton & Hove are well-established, with efficient road and rail connections to London and other parts of the country. The Brighton Main Line provides direct train services to London, making it a popular location for commuters. The city is also served by an extensive bus network that facilitates easy movement within and beyond the city.
- 1.21 Housing in Brighton & Hove is diverse, ranging from Victorian terraces and Regency-era buildings to modern apartments and suburban homes. The city is known for its unique architecture and vibrant neighbourhoods, each with its own distinct character. The combination of coastal beauty, cultural richness, and urban amenities makes Brighton & Hove a highly desirable place to live and visit.

South Downs National Park (SDNP)

- 1.22 The South Downs National Park was designated on 31 March 2010. The National Park has a population of about 112,000, and approximately 2 million people live within 5 kilometres of its boundary. The National Park contains five broad areas – Western Downs, the Western Weald, the Scarp Slope, the Dip Slope and the Coastal Plain – and four river corridors. The four river corridors all flow north to south bisecting the National Park. There are several other important rivers in the National Park such as the Itchen, Meon and Rother whose whole catchment area lies within the National Park. Four of the National Park's five main settlements are located in the Western Weald – Petersfield, Liss, Midhurst and Petworth. These settlements serve a wide rural hinterland.
- 1.23 The South Downs National Park, a protected area in southern England, stretches across several counties, including a significant portion in West Sussex. The area of the park covered by West Sussex is characterised by rolling chalk hills, wooded areas, and picturesque villages. Key landmarks include the iconic chalk cliffs at Beachy Head, the ancient hill fort at Cissbury Ring, and the River Arun. The landscape supports a variety of wildlife and offers numerous opportunities for outdoor activities such as hiking, cycling, and horse riding. West Sussex's part of the South Downs is also notable for its rich cultural heritage, with historic sites and traditional agricultural practices that have shaped the landscape over centuries. The park serves as a vital green space for both residents and visitors, contributing to biodiversity conservation and the local economy through tourism.

Worthing

- 1.24 Worthing Borough Council administers an area on the southern coast of England, within West Sussex. Worthing is part of the South East region and is located between

the vibrant city of Brighton & Hove to the east and the serene landscapes of the South Downs National Park to the north. This coastal town is known for its mix of natural beauty and urban amenities, offering a unique blend of seaside charm and cultural vibrancy.

- 1.25 Worthing is historically a seaside town that developed as a health resort in the 19th century. Today, it is a thriving community known for its attractive beaches, pier, and promenade that draw both residents and tourists. The town's coastal location provides stunning views of the English Channel and a variety of recreational activities, from beachcombing and water sports to leisurely walks along the seafront.
- 1.26 Worthing's physical landscape includes a mix of urban and rural environments. The South Downs National Park provides a dramatic backdrop to the town, offering rolling hills, scenic trails, and opportunities for outdoor pursuits such as hiking, cycling, and wildlife watching. These natural areas complement the town's urban spaces, creating a harmonious balance between city life and nature.
- 1.27 Worthing has a diverse and growing population, characterised by a mix of families, professionals, and retirees. The town has a rich cultural scene, with theatres, galleries, and events that contribute to its lively atmosphere. Worthing is also home to a range of educational institutions, including primary and secondary schools, as well as a campus of Greater Brighton Metropolitan College, which supports local education and training.
- 1.28 Economically, Worthing has a varied economy with strengths in sectors such as retail, healthcare, education, and tourism. The town centre features a mix of independent shops, national retailers, and a bustling market catering to both locals and visitors. Worthing's economy is also supported by its proximity to larger economic hubs like Brighton, providing opportunities for business and employment.
- 1.29 Worthing's transport links are well-developed, making it accessible to other parts of the region. The town is served by major roads, such as the A27 and A24, which connect it to nearby cities and towns. Worthing railway station offers regular train services to London, Brighton, and Portsmouth, making it convenient for commuters and travellers. Additionally, an extensive local bus network facilitates easy movement within the town and surrounding areas.
- 1.30 Housing in Worthing is diverse, with options ranging from Victorian and Edwardian homes to modern apartments and suburban developments. The town's residential areas offer a variety of living environments, from bustling urban neighbourhoods to quieter suburban streets. This diversity in housing, combined with Worthing's coastal location and amenities, makes it an attractive place to live for a wide range of people.

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- 1.31 Overall, Worthing's combination of coastal beauty, cultural richness, and urban conveniences makes it a desirable location for residents and visitors alike, offering a welcoming community with plenty of opportunities for leisure, work, and living.

Summary

- 1.32 The purpose of this assessment is to quantify the accommodation needs of Gypsies, Travellers, and Travelling Showpeople in the study area from 2024 to 2042. This is in terms of permanent pitches, sites, yards, and transit sites and/or negotiated stopping arrangements for Gypsies and Travellers, and Travelling Showpeople. This report will form part of the evidence base for the local planning authorities' Local Plans, which are currently at different stages of preparation.
- 1.33 To achieve the study aims, this report focuses on assessing the accommodation needs of Gypsies, Travellers, and Travelling Showpeople. The research provides a range of quantitative and qualitative data, enabling a robust and reliable assessment of accommodation needs.

2. Policy context

Introduction

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

National Policies

'Planning Policy for Traveller Sites' (PPTS) (December 2024)

- 2.3 The government published PPTS 2024 in December. It was last updated in December 2023 and before that in August 2015. In PPTS 2023, the government changed the definitions of Gypsy and Traveller and Travelling Showpeople in response to a legal judgment. PPTS 2015 removed the word 'permanently' from the planning definitions of Gypsies and Travellers and Travelling Showpeople contained in PPTS 2012. This meant that local planning authorities (LPAs) were no longer obliged to consider the accommodation needs of Gypsy and Traveller and Travelling Showpeople households who had permanently ceased to travel.
- 2.4 In the 2023 update, the PPTS reverted to the definition of Gypsies and Travellers used in PPTS 2012. This change was in response to a Court of Appeal judgment in *Smith v SSLUHC & Others* (October 2022). (See paragraph 2.11).
- 2.5 PPTS 2024 includes a revised definition of Gypsies and Travellers as set out below:
- Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.*
- 2.6 The definition of Travelling Showpeople in PPTS was amended in 2023 with the word 'permanently' inserted after 'temporarily'. This remains the definition in PPTS 2024 which is as follows:

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.¹

2.7 The guidance emphasises the need for local authorities to use evidence to plan positively and manage development. The PPTS requires local authorities to work with neighbouring local authorities to determine transit and permanent pitch and plot targets. It states that in assembling the evidence base necessary to support their planning approach, local authorities should:

- effectively engage with traveller communities
- co-operate with traveller groups to prepare and maintain an up-to-date understanding of the likely permanent and transit/emergency accommodation needs of their areas
- and use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions

National Planning Policy Framework (December 2024)

2.8 According to NPPF (2024) and related planning practice guidance a sound local plan seeks, as a minimum, to meet the area's objectively assessed needs, and address "the needs of groups with specific housing requirements. The NPPF (2024) (paras. 63 and 77) refers to the need to both assess and then address the accommodation needs of those who are ethnically recognised Gypsies and Travellers (as in line with the Human Rights Act 1998 and the Equality Act 2010), both who are covered by the definition of the PPTS 2024 and those outside of the definition. Whilst distinguishing between those who travel and do not, it emphasises the need to both assess and address the accommodation needs of all who are ethnically Gypsies and Travellers. The Human Rights Act 1998 and Equality Act 2010 protect Gypsies and Travellers' cultural and ethnic way of life, including living in a caravan.

Definition Context

2.9 The Ministry of Housing, Communities and Local Government's (MHCLG's) December 2024 definition of Gypsies and Travellers and Travelling Showpeople², is set out below:

1. *For the purposes of this planning policy "gypsies and travellers" means:*

¹ MHCLG, *Planning Policy for Traveller Sites*, December 2024.

² See: <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites/planning-policy-for-traveller-sites>.

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

2. For the purposes of this planning policy, "travelling showpeople" means:

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

- 2.10 Unlike Gypsies and Travellers, Travelling Showpeople are not considered to be an ethnic minority by the Equality Act 2010 (and previously the Race Relations Act 1976). Although some Gypsies and Travellers may earn a living as 'travelling showpeople', Travelling Showpeople as a group do not consider themselves to belong to an ethnic minority³.
- 2.11 Also, for the purposes of Gypsy and Traveller Accommodation Assessments (GTAA's), Travelling Showpeople are included under the definition of 'Gypsies and Travellers' in accordance with The Housing (Assessment of Accommodation Needs) (Meaning of Gypsies and Travellers) (England) Regulations 2006, and the Review of housing needs for caravans and houseboats: draft guidance to local housing authorities on the periodical review of housing needs (March 2016). It recommends that Travelling Showpeople's own accommodation needs and requirements should be separately identified in the GTAA⁴. This GTAA adheres to the definition of Gypsies, Travellers and Travelling Showpeople as defined by the DCLG 'Planning Policy for Traveller Sites' (December 2024) (see above).
- 2.12 It is important to note that Gypsies and Travellers and Travelling Showpeople have separate accommodation need requirements. Different terminology is used to distinguish between Gypsy and Traveller accommodation and Travelling Showpeople. Gypsies and Travellers occupy pitches on sites, while Travelling Showpeople occupy plots on yards. As well as space for residing quarters, Travelling Showpeople also require additional space in order to store and maintain large equipment.

³ DCLG, *Consultation on revised planning guidance in relation to Travelling Showpeople*, January 2007, p. 8

⁴ DCLG, *Planning Policy for Traveller Sites*, August 2015 and DCLG, *Draft Guidance to local housing authorities on the periodical review of housing needs (Caravans and Houseboats)* March 2016.

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- 2.13 Whilst the 2024 PPTS determines the need to assess the accommodation needs of households who have ceased to travel temporarily or permanently due to their family's or dependants' educational or health needs or old age have ceased to travel, it does not explicitly state how the new definition should be interpreted with other factors such as whether families travel for economic or work purposes.
- 2.14 One interpretation is that 'a nomadic habit of life' means travelling for an economic purpose. Previous case law e.g. *R v Shropshire CC ex p Bungay* (1990) and *Hearne v National Assembly for Wales* (1999) has been used to support this point. There is nothing within the PPTS 2015 which indicates that Gypsy or Traveller status (for planning purposes) is solely derived from whether there is any employment-related travelling.
- 2.15 More recent Planning Inspectors' reports have reached differing conclusions regarding whether the Gypsy and Traveller status (for planning purposes) should be based on patterns of employment-related nomadism. For example, a 2016 planning appeal decision regarding a site at Throcking, Hertfordshire, concluded the appellant was not a Gypsy and Traveller for planning purposes as there was insufficient evidence "that he is currently a person of a nomadic habit of life"⁵ for employment purposes (i.e. he did not meet the August 2015 PPTS definition).
- 2.16 In contrast, some other Planning Inspectors' reports have appeared to give less weight to the travelling status of Gypsies and Travellers. For example, an appeal decision regarding a site in Blythburgh, Suffolk, states that whilst the appellant had permanently ceased to travel, he is nonetheless an ethnic Romany gypsy with protected characteristics under the Equality Act 2010⁶.
- 2.17 Similarly, a local authority rejected a planning application as it determined that the household did not meet the PPTS 2018 definition. However, despite evidence that the family had reduced the extent to which they travel due to educational requirements, the Planning Inspector allowed the s78 appeal on the basis that they should be regarded as Gypsies for planning purposes⁷. Also, in deciding whether to allow a S78 appeal for a site in West Kingsdown, Kent, the Planning Inspector acknowledged that the local authority included within its future calculations the accommodation needs (in terms of pitches) of 'cultural' Gypsies and Travellers⁸.

⁵ Appeal Ref: APP/J1915/W/16/3145267 Elmfield Stables, Thirty Acre Farm, Broadfield, Throcking, Hertfordshire SG9 9RD, 6 December 2016.

⁶ Appeal Ref: APP/J3530/A/14/2225118, Pine Lodge, Hazels Lane, Hinton, Blythburgh, Suffolk IP17 3RF 1 March 2016.

⁷ Appeal Ref: APP/U2235/W/18/3198435 Ten Acre Farm, Love Lane, Headcorn TN27 9HL 9 May 2019.

⁸ Appeal Ref: APP/G2245/W/17/3170535 Land north-west of Eagles Farm, Crowhurst Lane, West Kingsdown, Kent TN15 6JE 27 November 2018.

2.18 Much case law precedes the December 2024 definition. The commonly cited R v South Hams DC ex parte Gibb et al judicial decision was undertaken in response to the now partly repealed Caravan Sites Act 1968. Also, it is increasingly recognised that defining Gypsies and Travellers in terms of employment status may contravene human rights legislation. For example, in 2003 the Welsh Assembly’s Equality of Opportunity Committee noted the:

‘...apparent obsession with finding ways to prove that an individual is not a ‘Gypsy’ for the purposes of the planning system. This approach is extremely unhelpful...and there can be no doubt that actual mobility at any given time is a poor indicator as to whether someone should be considered a Gypsy or a Traveller’⁹.

2.19 In September 2019 the Equality and Human Rights Commission published research into the impact of the PPTS 2015 definition on assessing accommodation needs¹⁰. The research examined a sample of 20 GTAAAs undertaken since the August 2015 revised definition. The report found that accommodation needs were 73% lower in post-2015 GTAAAs than in pre-2015 GTAAAs undertaken by the same local planning authorities.

2.20 Importantly, on 31 October 2022, the Court of Appeal determined that PPTS 2015 was discriminatory in relation to excluding households who had permanently ceased to travel from being recognised (for planning purposes) as Gypsies and Travellers. The case relates to Lisa Smith who resides on a site occupied by Ms Smith, her husband, their children and grandchildren. Two of Ms Smith’s adult sons are severely disabled and cannot travel for work. The judgment determined that PPTS 2015 characterises nomadic Gypsies and Travellers as different from Gypsies and Travellers who, as a result of age or disability, are no longer able to travel. This creates sub-classes of ethnicity which ‘seems to sit uneasily with the stated aim of PPTS 2015 to facilitate the “traditional” way of life” of Gypsies and Travellers, and not simply the “nomadic” way of life’. The judgement concluded that the objective of PPTS 2015 in excluding households from being defined as Gypsies and Travellers was not ‘fairness’.

2.21 Given the above, our approach is to use a methodology which provides, first, an accommodation need figure based on ethnic identity and, second, a figure based on the PPTS (December 2024). Different GTAAAs reach differing conclusions on which approach / definition to adopt, and it is for local authorities to decide individually which approach to take for planning purposes. It is recommended that this be kept under review in light of evolving appeal decisions and case law. This GTAA recommends

⁹ Welsh Assembly 2003 cited in Johnson, Murdoch and Willers, The Law Relating to Gypsies and Travellers, no date).

¹⁰ Equality and Human Rights Commission, Gypsy and Traveller sites: the revised planning definition’s impact on assessing accommodation needs, Research Report 128, September 2019 located at: https://www.equalityhumanrights.com/sites/default/files/190909_gypsy_and_traveller_sites_-_impact_of_the_revised_definition_-_final.pdf

adopting the 'ethnic' definition of accommodation needs figures, i.e. meeting the accommodation needs of all households who ethnically identify as Gypsies and Travellers. This will not only demonstrate knowledge of the overall accommodation need of all Gypsies and Travellers, but also how the accommodation needs in relation to households not meeting the PPTS definition are being addressed. An alternative is the adoption of the PPTS figure and for the difference between the PPTS and ethnic based need to be covered by a criteria-based policy. It is recommended that the work interpretation of need should simply be used as a form of reference and comparison with other authorities who use this approach.

*DCLG Review of housing needs for caravans and houseboats: draft guidance (March 2016)*¹¹

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

- Caravan and houseboat dwelling households:
 - who have no authorised site anywhere on which to reside
 - whose existing site accommodation is overcrowded¹² or unsuitable, but who are unable to obtain larger or more suitable accommodation
 - who contain suppressed households who are unable to set up separate family units and
 - who are unable to access a place on an authorised site, or obtain or afford land to develop on.

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

2.23 Importantly, with respect to this report, the draft guidance states that assessments should include, but are not limited to, Romany Gypsies, Irish and Scottish Travellers, New Age Travellers, and Travelling Showpeople.

2.24 The guidance recognises that the needs of those residing in caravans and houseboats may differ from the rest of the population because of:

¹¹ See <https://www.gov.uk/government/publications/review-of-housing-needs-for-caravans-and-houseboats-draft-guidance>

¹² Overcrowding e.g. where family numbers have grown to the extent that there is now insufficient space for the family within its caravan accommodation and insufficient space on the pitch or site for a further caravan (DCLG 2007 p.25)

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- their nomadic or semi-nomadic pattern of life
 - their preference for caravan and houseboat-dwelling
 - movement between bricks-and-mortar housing and caravans or houseboats
 - their presence on unauthorised encampments or developments.

2.25 Also, it suggests that as mobility between areas may have implications for carrying out an assessment local authorities should consider:

- co-operating across boundaries both in carrying out assessments and delivering solutions
- the timing of the accommodation needs assessment
- different data sources.

2.26 Finally, the DCLG draft guidance (2016) states that in relation to Travelling Showpeople, the need for storage and maintenance of equipment as well as accommodation should be considered, and the transient nature of many Travelling Showpeople should be considered.

Housing and Planning Act 2016

2.27 The Housing and Planning Act 2016, which gained Royal Assent on 12 May 2016, omits sections 225 and 226 of the Housing Act 2004, which previously identified 'gypsies and travellers' as requiring specific assessment for their accommodation needs when carrying out reviews of housing needs. Instead, the Act amends section 8 of the Housing Act 1985 governing the assessment of accommodation needs to include all people residing in or resorting to the study area in caravans or houseboats. However, for planning purposes, the MHCLG 'Planning Policy for Traveller Sites' (December 2024) still requires local authorities to identify the accommodation needs of Gypsies, Travellers and Travelling Showpeople who accord with the definition in Annex 1 of the PPTS.

Local Planning Policies

2.28 The following section summarises the planning policies of the GTAA constituent local authorities concerning Gypsies, Travellers and Travelling Showpeople. Each authority is at a different stage in the preparation of its Local Plan. The current position for each study area planning authority is as follows:

Adur Local Plan 2017

2.29 According to Policy 23 ('Provision for Gypsies, Travellers and Travelling Showpeople' of the Adur Local Plan 2017 the Council will seek to deliver Gypsy, Traveller and Travelling Showpeople sites to meet all identified needs. Proposals for new Gypsy,

Traveller or Travelling Showpeople site/s or extensions to existing sites will be permitted provided that the following criteria can be satisfied:

- The site should have safe access to the highway network and provision for parking and turning;
- The site should be well related to existing settlements where local services and community facilities (including schools and health services) can be accessed by foot, cycle and public transport as well as by car;
- Development should be of a scale that is sympathetic to the local environment and should not have an unacceptable adverse impact on the amenities of both residents of the site and occupiers of nearby properties, particularly in respect of noise and disturbance from vehicular movements, on-site business activities and other potential sources of noise;
- The site should be served, or be capable of being served by an adequate mains water supply, and electricity, drainage and sewerage connections;
- The site should not be located in an area of high flood risk (Flood Zone 3), on contaminated land, near refuse/landfill sites, wastewater treatment works, electricity pylons or be adversely affected by noise and odour in order to protect the amenity, health and well-being of residents; and
- There is adequate provision for storage and maintenance of equipment, where required for Travelling Showpeople.

2.30 In assessing applications for Gypsy and Traveller or Travelling Showpeople sites, best practice guidance published by the Government and other bodies will be used.

2.31 Policy 24 ('Safeguarding Existing Gypsy and Traveller and Travelling Showpeople Sites') of the Adur Local Plan 2017 states that the existing Gypsy and Traveller site at Withy Patch in Lancing, and any new site/s that may come forward during the Local Plan period, will be safeguarded.

(Adur Local Plan 2017 p.82)

2.32 Policy 5 of the Adur Local Plan ('New Monks Farm, Lancing') stated that the Withy Patch Gypsy and Travellers site should be relocated to allow for the delivery of the new roundabout access onto the A27 and increased in size. The new site should be built at a higher level to reduce flood risk and to take the site out of Flood Zone 3 Adur Local Plan 2017 p.28). The relocation has been completed, and the council states that this allowed them to meet the previously identified need (prior to this assessment, which now supersedes any earlier assessments).

2.33 A review of the newly emerging draft Local Plan has commenced.

Brighton & Hove City Council

2.34 Policy CP22 ('Traveller Accommodation') of the Brighton & Hove City Plan Part 1 (adopted March 2016), states that in assessing the suitability of new Traveller sites (or extensions to existing sites), the local planning authority will have regard to the following planning considerations and will need to be satisfied that:

- i. there is safe and convenient access to the road network;
- ii. there is satisfactory access to local services and facilities (including health services, GPs, schools, shops);
- iii. the potential for noise and other disturbance from the movement of vehicles to and from the site and any on-site business activities is not detrimental to the character and appearance of surrounding areas;
- iv. there is scope for appropriate landscaping and planting to help give structure and privacy and to maintain visual amenity;
- v. there is capacity to provide the necessary physical and social infrastructure (water, electricity, drainage, sanitation, play areas); and
- vi. the location of sites will not compromise the essential features of designated areas of landscape, historical or nature conservation protection including the South Downs National Park.

2.35 The following locations should be avoided:

- Sites on or near to significantly contaminated land, industrial processes or other hazards where there would be a detrimental effect on the general health and well-being of residents;
- Sites in areas of high flood risk; and
- SACs, SPAs, Ramsar Sites and other areas with internationally recognised designations.

2.36 Existing traveller sites will be safeguarded. Proposals that would result in the loss of all or part of an existing site will be refused unless:

- a) the local planning authority is satisfied that the need for the provision of the site no longer exists; or
- b) the proposal complies with the policies in the development plan and a replacement site is to be provided in a suitable location.

(Brighton & Hove Local Plan Part 1 (2016) pp. 228-229)

South Downs National Park Authority (SDNPA)

2.37 The Park Authority adopted its Local Plan (SDLP) in July 2019. The SDLP covers the period 2014-2033. The Local Plan is landscape led, with strategic policies covering the whole of the South Downs National Park including for Gypsies, Travellers and Travelling Showpeople. SDLP Policy SD33 ('Gypsies, Travellers and Travelling Showpeople') seeks to safeguard and provide permanent pitches:

1. "Lawful permanent sites for Gypsies, Travellers and Travelling Showpeople will be safeguarded from alternative development, unless acceptable replacement accommodation can be provided or the site is no longer required to meet any identified need.
2. The National Park Authority will seek to meet the need of Gypsies, Travellers and Travelling Showpeople, by the allocation of permanent pitches and the granting of planning permission on currently unidentified sites for approximately:
 - a) 13 pitches in that part of the National Park located in Brighton & Hove
 - b) 6 pitches in that part of the National Park located in Lewes District including 5 pitches allocated within the South Downs Local Plan – policies SD75 Pump House in Kingston, and SD83 Offham Barns.
 - c) 6 pitches in that part of the National Park located in East Hampshire District
3. Development proposals to meet the needs of the Gypsy, Traveller and Travelling Showpeople community (as defined in Planning Policy for Traveller Sites (2015) or any subsequent policy) on unidentified sites will be permitted where they:
 - a) Meet a need as identified in Figure 7.4 of the Local Plan
 - b) Do not result in sites being over-concentrated in any one location or disproportionate in size to nearby communities
 - c) Are capable of being provided with infrastructure such as power, water supply, foul water drainage and recycling/waste management without harm to the special qualities of the National Park
 - d) Provide sufficient amenity space for residents
 - e) Do not cause, and are not subject to, unacceptable harm to the amenities of neighbouring uses and occupiers
 - f) Have a safe vehicular and pedestrian access from the public highway and adequate provision for parking, turning and safe manoeuvring of vehicles within the site; and

g) Restrict any permanent built structures in rural locations to essential facilities.

4. Proposals for sites accommodating Travelling Showpeople should allow for a mixed use yard with areas for the storage and maintenance of equipment”.

(South Downs National Park Authority Local Plan 2019 p.125)

2.38 In March 2022, the SDNPA also published a background paper that brings together the results of studies completed in recent years across the National Park in relation to Gypsies, Travellers and Travelling Showpeople sites. The background paper updates the information provided in the South Downs Local Plan (SDLP) and its Background Paper on Gypsies, Travellers and Travelling Showpeople. This information comes from Gypsy and Traveller Accommodation Assessments (GTAA) published by neighbouring local authorities, which were done either by single authorities or in partnership with others.

2.39 It states that as of March 2022 there was an unmet need for the SDNPA of 29 Gypsy and Traveller pitches, including:

- 11 pitches in Brighton & Hove
- 1 pitch in East Sussex
- 11 pitches in Arun
- 6 pitches in Chichester

2.40 There is also an unmet need for the SDNPA of 8 Travelling Showpeople plots, including:

- 7 plots in East Hampshire
- 1 plot in Coastal West Sussex (Adur, Arun, Chichester, Worthing)

Worthing Borough Council

2.41 According to Policy DM4 ('Gypsies, Travellers and Travelling Showpeople') of the Worthing Local Plan 2020-2036 (adopted March 2023) Proposals for new Gypsy, Traveller and Travelling Showpeople sites will be permitted provided that the following criteria can be satisfied:

- i. the potential occupants are recognised as Gypsies, Travellers or Travelling Showpeople (as defined in Planning Policy for Travellers Sites 2015); and
- ii. the proposal helps meet the identified need;
- iii. the site would have safe access to the highway network and provision for parking and turning;

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- iv. the site would be well related to the existing settlement where local services and community facilities (including schools and health services) can be accessed by foot, cycle and public transport as well as by car;
 - v. development should be of a scale that is sympathetic to the local environment and should not have an unacceptable adverse impact on the amenities of both residents of the site and occupiers of nearby properties, particularly in respect of noise and disturbance from vehicular movements, on-site business activities and other potential sources of noise;
 - vi. the site would be served, or be capable of being served by an adequate mains water supply, and electricity, drainage and sewerage connections;
 - vii. the site would not be located in an area of high flood risk (Flood Zone 3), on contaminated land, near refuse/landfill sites, wastewater treatment works, electricity pylons or be adversely affected by noise and odour in order to protect the amenity, health and well-being of residents; and
there is adequate provision for storage and maintenance of equipment, where required for Travelling Showpeople.

2.42 Finally, it states that any new site/s that may come forward during the Local Plan period will be safeguarded unless it can be demonstrated that the permitted use is no longer required. (Worthing Local Plan 2020-2036 pp.110-111)

Duty to cooperate and cross-border issues

2.43 The duty to cooperate was created in the Localism Act 2011. It places a legal duty on local planning authorities, county councils in England, and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation relating to strategic cross-boundary matters. Also, the need for councils to cooperate reflects the way that Gypsy and Traveller travelling patterns transcend local authority borders.

2.44 Local authorities are required to work together to prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs for their areas. They should also consider the production of joint development plans to provide more flexibility in identifying sites, particularly if a local planning authority has specific development constraints across its area.

2.45 As part of this assessment, consultation in relation to Gypsies, Travellers and Travelling Showpeople was undertaken with adjoining planning and housing authorities. The findings from the consultation are discussed in detail in Chapter 4.

2.46 Given the transient nature of Gypsies and Travellers, it is important for the GTAA to consider Gypsy and Traveller accommodation need in neighbouring authorities. The following section summarises the results of GTAA's recently undertaken by both the

commissioning local planning authorities and neighbouring or nearby local authorities, specifically in relation to accommodation needs and travelling patterns.

Brighton & Hove GTAA 2019

2.47 According to the GTAA, over the period 2019-2036 there is a need for 11 pitches for households that meet the PPTS 2015 planning definition¹³; 0 pitches for households whose planning status is undetermined; and 33 pitches for households that do not meet the planning definition. The GTAA determined that there is no additional need for Travelling Showpeople plots for the same period. In relation to transit provision, the GTAA recommends that there is no need for any additional permanent public provision. However, due to seasonal variations in unauthorised encampments, it recommends that the local authority consider short-term seasonal provision. This 2024 GTAA updates the 2019 version.

Coastal West Sussex GTAA 2019

2.48 GTAA was undertaken on behalf Adur District Council, Arun District Council, Chichester District Council, and Worthing Council. It states that over the period 2018-2036 there is a need for 126 pitches for households that meet the PPTS 2015 planning definition; 31 pitches for households whose planning status is undetermined; and 55 pitches for households that do not meet the planning definition. It also identifies a need of 44 Travelling Showpeople plots for households that meet the PPTS 2015 planning definition; 6 plots for households whose planning status is undetermined; and 0 plots for households that do not meet the planning definition. In relation to transit provision, the GTAA recommends that as well as the existing transit site in Chichester, the Councils could consider the use of management arrangements for dealing with unauthorised encampments and could also consider the use of negotiated stopping agreements, as opposed to taking forward a further infrastructure-based approach. This 2024 GTAA updates the 2019 version on behalf of Adur District Council and Worthing Borough Council.

East Hampshire District Council GTAA 2024

2.49 The GTAA assesses accommodation needs for 2024 to 2044 and includes the area covered by the SDNPA. For the area outside the SDNPA, it identifies a need for 32 pitches for households that meet the PPTS 2023 planning definition, up to 30 pitches for households with undetermined planning status, and 2 pitches for households that do not meet the planning definition. Within the SDNPA, there is a need for 12 pitches for households that meet the PPTS 2023 definition, 2 pitches for those with undetermined status, and 0 pitches for households that do not meet the definition. The

¹³ It should be noted that the need for the 11 pitches arose in the SDNP part of the Brighton & Hove administrative area. There was no need for pitches for households meeting the 2015 definition in the Brighton & Hove City Plan area

GTAA also identifies a need for 53 additional plots for Travelling Showpeople households that meet the PPTS 2023 planning definition, with no additional plots required for households with undetermined status or for those that do not meet the planning definition. For the area within the SDNPA, there is a need for 9 additional plots for Travelling Showpeople households that meet the PPTS 2023 planning definition, with no plots required for those with undetermined or unmet planning status. Regarding transit provision, the GTAA does not recommend the need for a formal public transit site in East Hampshire due to historically low numbers of unauthorised encampments.

East Sussex GTAA 2022

2.50 The GTAA assesses accommodation needs over the period 2021 to 2040 and includes the area covered by the SDNPA. The GTAA determines a need for 107 additional Gypsy and Traveller pitches for households who meet the 'ethnic' definition, 55 additional Gypsy and Traveller pitches for households who meet the PPTS 2015 definition, and 43 additional Gypsy and Traveller pitches for households who meet the 'work' definition. The GTAA also finds a need for 3 additional Travelling Showpeople plots over the period 2021 to 2040. In relation to transit provision, the GTAA recommends that in addition to the existing transit site that is used by all authorities, the adoption of a negotiated stopping policy which involves caravans being sited on suitable specific pieces of ground for an agreed and limited period of time and if required and possible, with the provision of limited services such as water, skips and portaloos.

Horsham GTAA 2020

2.51 The GTAA separately identifies accommodation needs in relation to Horsham District which excludes the part of the District covered by the South Downs National Park (SDNP), and those that fall within the SDNP. In relation to the former, it states that there is a need for 93 pitches for households that meet the PPTS 2015 planning definition; 6 pitches for households whose planning status is undetermined; and 19 pitches for households that do not meet the planning definition. The GTAA determined that there is no additional need for Travelling Showpeople plots for the same period. The GTAA also determines that there is no current or future need for pitches in the SDNP area of Horsham. In relation to transit provision, the GTAA states that there was no need for any new transit provision in Horsham at the time.

Mid Sussex District Council GTAA 2022

2.52 The GTAA assesses accommodation needs over the period 2021 to 2038 and includes the area covered by the SDNPA. In relation to the area which excludes the SDNP, it determines a need for 2 pitches for households that meet the PPTS 2015 planning definition, up to 2 pitches for households whose planning status is undetermined, and 12 pitches for households that do not meet the planning definition. In relation to the

area which includes the SDNPA, it determines a need for 2 pitches for households that meet the PPTS 2015 planning definition, up to 1 pitch for households whose planning status is undetermined, and 2 pitches for households that do not meet the planning definition. There are no Travelling Showpeople within the district, so there is no current or future need for plots. In relation to transit provision, due to historic low numbers of short-term unauthorised encampments, and the existing public transit site in Chichester, it is not recommended that there is a need for a formal public transit site in Mid Sussex at this time.

Winchester GTAA 2022

- 2.53 The GTAA assesses accommodation needs over the period 2019/20 to 2038/39 and includes the area covered by the SDNPA. In relation to the area which excludes the SDNP, it determines a need for 107 additional Gypsy and Traveller pitches for households that meet the PPTS 2015 planning definition, up to 42 pitches for households whose planning status is undetermined, and 45 pitches for households that do not meet the planning definition. It also determines a need for 27 additional plots for Travelling Showpeople households that meet the PPTS 2015 planning definition, up to 3 plots for households whose planning status is undetermined, and 3 plots for households that do not meet the planning definition.
- 2.54 In relation to the area which includes the SDNPA, it determines a need for 3 pitches for households that meet the PPTS 2015 planning definition, 0 pitches for households whose planning status is undetermined, and 8 pitches for households that do not meet the planning definition. Additionally, there is a need 8 additional plots for Travelling Showpeople households that meet the PPTS 2015 planning definition, 0 plots for households whose planning status is undetermined, and 0 plots for households that do not meet the planning definition. Due to historic low numbers of unauthorised encampments, the GTAA does not recommend that there is a need for a formal public transit site in Winchester at this time.
- 2.55 The following GTAAs were undertaken by local authorities neighbouring the SDNPA:

Chichester GTAA 2022

- 2.56 The GTAA assesses accommodation needs over the period 2022 to 2038/39 and excludes the area covered by the SDNPA. It states that there is a need for 121 pitches for households that meet the PPTS 2015 planning definition; up to 9 pitches for households whose planning status is undetermined; and 28 pitches for households that do not meet the planning definition. It also identifies a need of 33 Travelling Showpeople plots for households that meet the PPTS 2015 planning definition; up to 7 plots for households whose planning status is undetermined; and 0 plots for households that do not meet the planning definition. In terms of transit provision, the GTAA states that there are currently 2 transit sites in the plan area, one private with 9

caravan spaces, and one private with 3 caravan spaces. The GTAA recommends that these are used in the first instance to deal with any unauthorised encampments, and that no additional transit provision is required at this time.

Waverley GTAA 2018

2.57 The GTAA assesses accommodation needs over the period 2017 to 2032 and excludes the area covered by the SDNPA. According to the GTAA, there is a need for 27 pitches for households that meet the PPTS 2015 planning definition; up to 24 pitches for households whose planning status is undetermined; and 10 pitches for households that do not meet the planning definition. It also identifies a need for 2 additional Travelling Showpeople plots for households that meet the PPTS 2015 planning definition. In terms of transit provision, the GTAA recommends that, whilst there are small numbers of unauthorised encampments in Waverley, there is no need for the Council to provide any transit sites.

Summary

2.58 PPTS 2024 emphasises the need for local authorities to use evidence to plan positively and manage development. The Housing and Planning Act 2016 amends section 8 of the Housing Act 1985 governing the assessment of accommodation needs to include all people residing in the study area in caravans or houseboats. However, for planning purposes, as noted above, the PPTS (August 2015) still requires local authorities to identify the accommodation needs of Gypsies, Travellers and Travelling Showpeople who accord with the definition in Annex 1 of the PPTS.

2.59 This GTAA recommends the adoption of the PPTS figure and to use the 'ethnic' need as a reserve need level as it takes into account the accommodation need of all of the Gypsies and Travellers in the area. The 'work' interpretation of need should be used as a form of reference and comparison with other authorities who use this approach.

2.60 Each study area local planning authority is at a different stage in the progression of their Local Plans, although they have all adopted criteria-based policies to determine suitable locations for new sites and yards.

2.61 Given the cross-boundary nature of Gypsy and Traveller accommodation issues, it is important to consider the findings of GTAAs produced by neighbouring local authorities. GTAAs recently undertaken by neighbouring local authorities discussed above indicate that there remains some Gypsy and Traveller accommodation need throughout the region, but none have suggested a need arising in their area that should be met within the study area.

3. Trends in the population levels

Introduction

- 3.1 This section examines population levels and trends in the GTAA study area. The primary source of information for Gypsies and Travellers (including Travelling Showpeople) in England is the Government's National Traveller Caravan Count. This was introduced in 1979 and places a duty on local authorities in England to undertake a twice-yearly count for the Department for Levelling Up, Housing and Communities (DLUHC) (formerly the Ministry for Communities and Local Government, MHCLG) on the number of Gypsy and Traveller caravans in their area. The count was intended to estimate the size of the Gypsy and Traveller population for whom provision was to be made and to monitor progress in meeting accommodation need.
- 3.2 Although the duty to provide sites was removed in 1994, the need for local authorities to conduct the count has remained. West Sussex County Council and Brighton & Hove City Council undertake the study area Traveller Counts. There are, however, several weaknesses with the reliability of the data. For example, across the country, counting practices vary between local authorities, and the practice of carrying out the count on a single day ignores the fluctuating number and distribution of unauthorised encampments. Also, some authorities include Travelling Showpeople in the same figures as Gypsies and Travellers, whilst others distinguish between the different groups and do not include Travelling Showpeople.
- 3.3 Significantly, the count is only of caravans (tourer and static caravans) and so Gypsies and Travellers residing in bricks and mortar accommodation are excluded. It should also be noted that pitches / households often contain more than one caravan, typically two or three.
- 3.4 Despite concerns about accuracy, the count is a useful indicator because it provides the only national source of information about numbers and distribution of Gypsy and Traveller caravans. As such, it is useful for identifying trends in the Gypsy and Traveller population, if not determining absolute numbers.
- 3.5 The Government's National Count includes data concerning Gypsies and Travellers sites¹⁴. It distinguishes between caravans on socially rented authorised sites, private authorised sites and unauthorised pitches. Unauthorised sites and pitches are broken down as to whether they are tolerated or not tolerated (please see Glossary for definitions). The analysis in this chapter includes data from January 2016 to July 2021.

¹⁴. Data regarding Travelling Showpeople is published separately by Government as 'experimental statistics'.

Population

- 3.6 The total Gypsy and Traveller population residing in the UK is unknown although the government estimate there to be between 100,000 and 300,000 Gypsy and Traveller people¹⁵. There are uncertainties partly because of the number of different definitions that exist, but mainly because of an almost total lack of information about the numbers of Gypsies and Travellers now residing in bricks and mortar accommodation. Estimates produced for DLUHC suggest that at least 50% of the overall Gypsy and Traveller population are now residing in permanent housing.
- 3.7 Local authorities in England provide a count of Gypsy and Traveller caravans in January and July each year for DLUHC. Due to Covid-19 restrictions the Count did not take place in July 2020 or January 2021. The July 2021 Count (the most recent figures available) indicates a total of 24,203 caravans. Applying an assumed three person per caravan¹⁶ multiplier would give a population of 72,609 persons.
- 3.8 Applying an assumed multiplier of three persons per caravan and doubling this to allow for the numbers of Gypsies and Travellers in housing,¹⁷ gives a total population of 145,218 persons for England. However, given the limitations of the data this figure can only be very approximate, and may be a significant underestimate.
- 3.9 According to Niner¹⁸, there are three broad groupings of Gypsies and Travellers in England: traditional English (Romany) Gypsies, traditional Irish Travellers, and New Travellers. There are smaller numbers of other types of Gypsies and Travellers including Welsh Gypsies and Scottish Travellers. Romany Gypsies were first recorded in Britain around the year 1500, having migrated across Europe from an initial point of origin in Northern India. Also, in the early 1990s Roma started to arrive from the new EU countries, particularly the Czech Republic, Poland, Romania and Slovakia.
- 3.10 Importantly, Romany Gypsies and Irish Travellers have been recognised by the courts to be two distinct ethnic groups, so have the full protection of the Equality Act 2010. This means that they have the right to be free from racial harassment and discrimination. All public sector organisations have a positive duty under the law to eliminate racial discrimination and promote equality of opportunity, which includes Romany Gypsies and Irish Travellers.

¹⁵ House of Commons 'Tackling inequalities faced by Gypsy, Roma and Traveller communities' April 2019 located at: www.parliament.uk

¹⁶Niner, Pat (2003), Local Authority Gypsy/Traveller Sites in England, ODPM.

¹⁷ Ibid.

¹⁸ Pat Niner Counting Gypsies & Travellers: *A Review of the Gypsy Caravan Count System*, ODPM, February 2004 located at <http://www.communities.gov.uk/documents/housing/pdf/158004.pdf>

3.11 For the first time, the national census undertaken in 2011 included the category of ‘Gypsy or Irish Traveller’ in the question regarding ethnic identity (preliminary results from the 2021 Census are expected in March 2022). Table 3.1 below shows the total population and Gypsy and Traveller population per West Sussex and Brighton & Hove local authority¹⁹ derived from the 2021 Census (although it is acknowledged that Census figures may underestimate the Gypsy and Traveller population²⁰). It shows that at the time of the Census, there were 1,405 people recorded as Gypsies and Travellers residing in West Sussex and Brighton & Hove, representing around 0.12% of the usual resident population. This is slightly below the average for England of 0.11%. The proportion of Gypsies and Travellers recorded in West Sussex and Brighton & Hove varied with 0.07% of Brighton & Hove, and Worthing, recorded as Gypsies or Travellers compared with 0.24% of Chichester.

Table 3.1 Gypsy and Traveller Population

	Population (no.)	G&T Pop (no.)	G&T Pop (%)
Adur	64,500	105	0.16%
Arun	164,800	216	0.13%
Brighton & Hove	277,200	197	0.07%
Chichester	124,100	294	0.24%
Crawley	118,500	103	0.09%
Horsham	146,800	233	0.16%
Mid Sussex	152,300	175	0.11%
Worthing	111,400	82	0.07%
Total	1,159,600	1,405	0.12%

Source: Census 2021 and January 2024 Traveller Count

3.12 It is also possible to determine the Gypsy and Traveller population within the study area by tenure. Derived from 2021 Census data, Table 3.2 shows the housing type of 506 Gypsy and Traveller households residing in West Sussex and Brighton & Hove. Please note that Table 3.2 is based on the number of households that completed the 2021 Census rather than the number of Gypsy and Traveller households living in each local authority area. A fifth (20%) of Gypsy and Traveller households who completed the 2021 Census reside in a caravan or mobile home, with the remaining four-fifths (80%) residing in bricks and mortar accommodation. However, there is some variation between the local authority areas. Compared to an average of 15%, no Gypsy and Traveller households were recorded as living in a caravan or mobile home in Worthing compared to over two-fifths (43%) in Chichester. This compares to an average of 19% of Gypsy and Traveller households living in a caravan or mobile home in the south-east region and 19% in England.

¹⁹ Including the local authority areas covered by the South Downs National Park.

²⁰ House of Commons Library Briefing Paper Number 08083, ‘Gypsies and Travellers’ 9 May 2019.

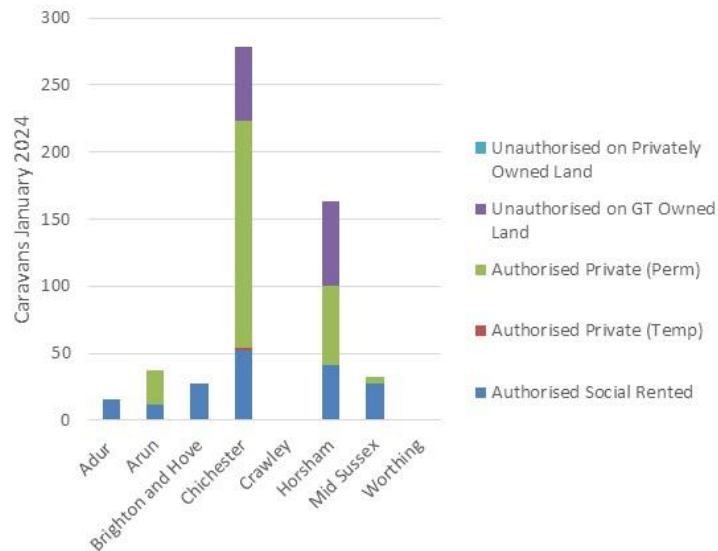
Table 3.2 Gypsy and Traveller households by accommodation type

	A caravan or other mobile home		Bricks and mortar accommodation		Total	
	No.	%	No	%	No	%
Adur	1	3%	35	97%	36	100%
Arun	20	25%	61	75%	81	100%
Brighton & Hove	5	7%	68	93%	73	100%
Chichester	40	43%	53	57%	93	100%
Crawley	1	3%	33	97%	34	100%
Horsham	24	31%	54	69%	78	100%
Mid Sussex	8	11%	68	89%	76	100%
Worthing	0	0%	35	100%	35	100%
West Sussex	99	20%	407	80%	506	100%
South East	1,115	21%	4,230	79%	5,345	100%
England	4,598	19%	18,790	79%	23,686	100%

Source: Census 2021 cited by NOMIS 2021

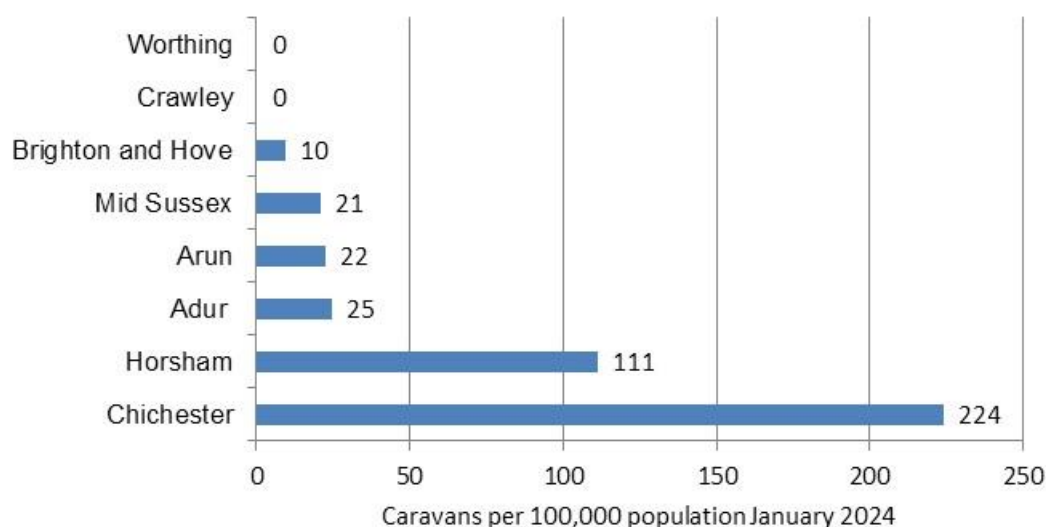
3.13 Figure 3.1 below shows that a total of 553 caravans were recorded in West Sussex and Brighton & Hove local authorities by the January 2024 Caravan Count. There is some variation in the number of caravans in each local authority area – compared with an average of 123 caravans, none were recorded in Crawley or Worthing, 16 in Adur, 27 in Brighton & Hove, 32 in Mid Sussex, 37 in Arun, 163 in Horsham, and 278 in Chichester. The 553 caravans recorded in January 2024 included 260 (47%) on private pitches, 175 (32%) on social rented pitches, and 118 (21%) on unauthorised pitches.

Figure 3.1 Caravans in West Sussex and Brighton & Hove January 2024



Source: January 2024 DLUHC Traveller Caravan Count

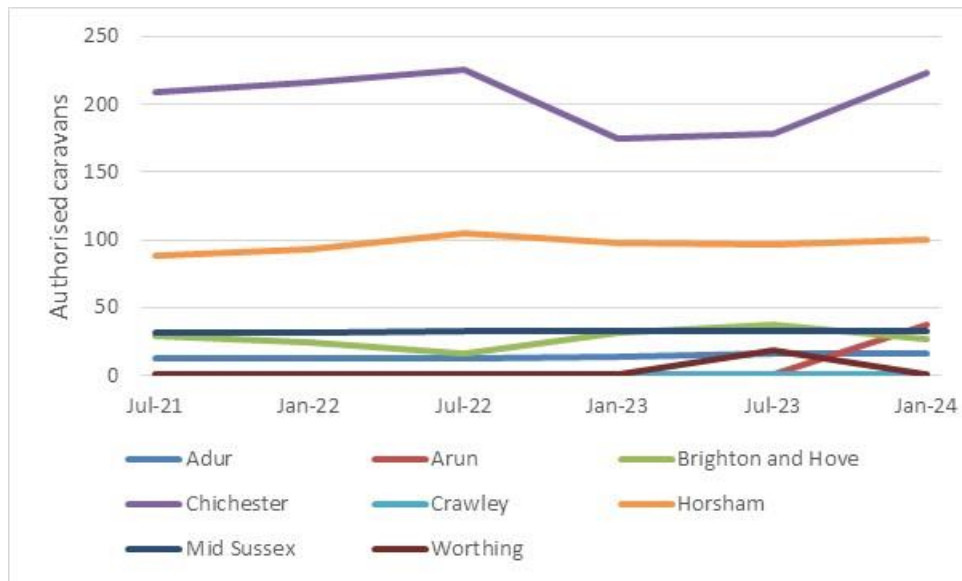
Figure 3.3 Pro rata comparison of Caravans per 100,000 population January 2024



Source: January 2024 DLUHC Traveller Caravan Count

- 3.14 Figure 3.3 above shows that when the population is taken into account, the density of caravans varies. Crawley and Worthing did not record any caravans as part of the Government's January 2024 Traveller Caravan Count, whilst Brighton & Hove recorded 10 caravans per 100,000 population. Mid Sussex 21, Arun 22, and Adur 25. In contrast, Horsham recorded 111 caravans per 100,000 population and Chichester 224. This compares to 81 caravans per 100,000 population in the South East and 46 caravans per 100,000 population in England.
- 3.15 Figure 3.4 below shows the total number of caravans on authorised pitches in West Sussex and Brighton & Hove over the period July 2021 to January 2024. The Traveller Caravan Count recorded a total of 369 caravans located on authorised pitches in July 2021 compared to 435 caravans in January 2024 – an increase of 66 or 18%. On average, over half (53%) of authorised caravans over the period July 2021 to January 2024 in West Sussex were recorded in Chichester, a quarter (25%) in Horsham, and a tenth (10%) in Arun. Smaller proportions were recorded in Mid Sussex (8%), Brighton & Hove (7%), and Adur (4%). None were recorded in Worthing.

Figure 3.4 Authorised caravans July 2021-January 2024

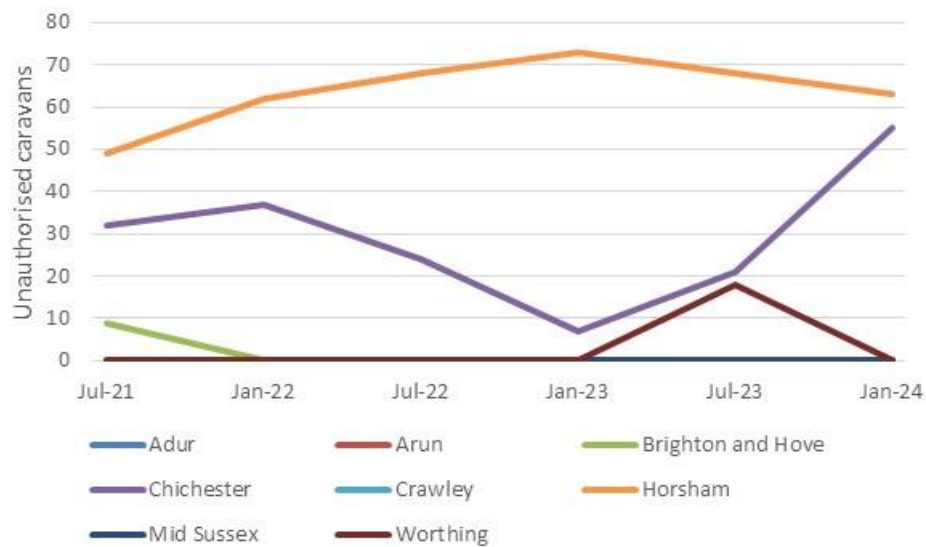


Source: January 2024 DLUHC Traveller Caravan Count

Data on unauthorised encampments

- 3.16 DLUHC data on unauthorised encampments (i.e. caravans residing temporarily on 'pitches' without planning permission) is of limited accuracy, although it may indicate general trends. Figure 3.5 below shows a relatively small number of caravans recorded on unauthorised pitches in West Sussex and Brighton & Hove local authority areas from July 2021 to January 2024.
- 3.17 The number of caravans on unauthorised pitches peaked at 118 in January 2024 compared with a minimum of 80 in January 2023 (a difference of 38 caravans). On average, a significant proportion (65%) of unauthorised caravans were recorded in Horsham, with just under a third (30%) in Chichester. Small proportions were recorded in Worthing (3%), and Brighton & Hove (2%). None were recorded in Adur, Arun, Crawley and Mid Sussex.

Figure 3.5 Unauthorised caravans January 2021-July 2024

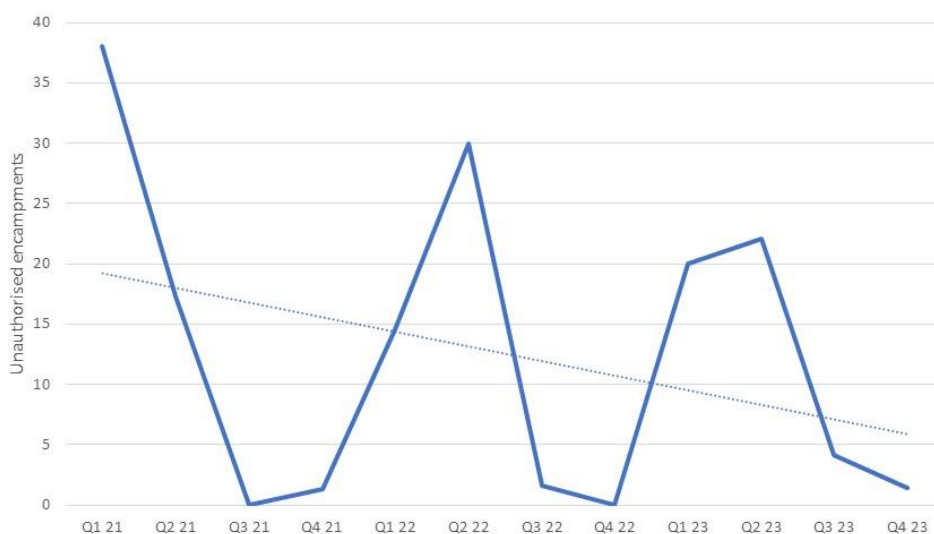


Source: January 2024 DLUHC Traveller Caravan Count

Local authority data on unauthorised encampments

- 3.18 As previously noted, the Government’s data on unauthorised encampments (i.e. caravans residing temporarily on ‘sites’ without planning permission and consent from the land owner (including roadside encampments)) is of limited accuracy, although it may indicate general trends.
- 3.19 However, there are some weaknesses in relation to the unauthorised encampment data. For example, some households residing on unauthorised encampments reside on permanent accommodation outside the study area. Also, some unauthorised encampments are occupied by homeless households who do not identify as Gypsies or Travellers. Finally, not all households occupying unauthorised encampments are likely to meet the PPTS definition.
- 3.20 West Sussex County Council and Brighton & Hove City Council keep more detailed records of unauthorised encampments. There were 151 unauthorised encampments recorded in the study area between Q1 (April to June) 2021/2022 and Q4 (January to March) of 2023/24. On average, 13 unauthorised encampments per quarter were recorded in the study area, with a minimum of no unauthorised encampments taking place in Q3 2021/2022 and Q4 2022/2023, peaking at 38 unauthorised encampments recorded in Q1 2021/2022. The dotted trend line shows that, on average, the number of unauthorised encampments recorded in the study area declined between Q1 2021/2022 and Q4 2023/2024. On average, each unauthorised lasted 5 days and consisted of 8 vehicles. Table 3.3 shows that just under a third (30%) of unauthorised encampments took place in Brighton & Hove, around a quarter (26%) in Chichester, an eighth (13%) in Arun, a tenth (10%) in Horsham, and smaller proportions in Worthing (9%), Adur (7%), and (4%) in Mid Sussex.

Figure 3.6 Unauthorised encampments Q1 2021/22 to Q4 2023/24



Source: West Sussex County Council and Brighton & Hove City Council 2024

Table 3.3 Unauthorised encampments per local authority area

	No.	%
Brighton	46	30%
Chichester	39	26%
Arun	20	13%
Horsham	15	10%
Worthing	14	9%
Adur	11	7%
Mid Sussex	6	4%
Total	151	100%

Source: West Sussex County Council and Brighton & Hove City Council 2024

Gypsy and Traveller pitches within the study area

3.21 Table 3.4 shows the number of Gypsy and Traveller authorised pitches both inside and outside the area covered by the SDNP. In total, there are 24 Gypsy and Traveller pitches inside the area covered by the SDNP area.

Table 3.4 Gypsy and Traveller authorised pitches inside the SDNPA area

Pitches inside SDNP	
Adur	0
Arun	11
Brighton & Hove	12
Chichester	1
Worthing	0
Total	24

Source: SDNP 2024

Table 3.5 Gypsy and Traveller authorised pitches in the commissioning local authority areas but outside the SDNPA area

Pitches outside SDNP	
Adur	16
Brighton & Hove	0
Worthing	0
Total	16*

Source: SDNP 2024

* not including Arun and Chichester because they are not part of this assessment

Travelling Showpeople

3.22 Data from planning permissions are also available in the study area, showing provision for Travelling Showpeople. The cultural practice of Travelling Showpeople is to live on a plot in a yard in static caravans or mobile homes, along with smaller caravans used for travelling or inhabited by other family members (for example, adolescent children). Their equipment (including rides, kiosks and stalls) is usually on the same plot. One known Travelling Showpeople yard is in the SDNPA of the study area (Adur).

Summary

3.23 The 2011 Census suggests there were 1,405 people recorded as Gypsies and Travellers residing in West Sussex and Brighton & Hove, representing around 0.12% of the usual resident population. This is slightly above the average for England of 0.11%. The proportion of Gypsies and Travellers recorded in West Sussex and Brighton & Hove varied with 0.07% of Brighton & Hove, and Worthing recorded as Gypsies or Travellers compared with 0.24% of Chichester. A fifth (20%) of Gypsy and Traveller households who completed the 2021 Census reside in a caravan or mobile home, with the remaining four-fifths (80%) residing in bricks and mortar accommodation.

3.24 There were 553 caravans recorded in West Sussex and Brighton & Hove by the January 2024 Caravan Count. The 553 caravans recorded in January 2024 included 260 (47%) on private pitches, 175 (32%) on social rented pitches, and 118 (21%) on unauthorised pitches. In relation to density, Crawley and Worthing did not record any caravans as part of the Government's January 2024 Traveller Caravan Count, whilst Brighton & Hove recorded 10 caravans per 100,000 population. Mid Sussex 21, Arun 22, Adur 25, Horsham 111, and Chichester 224.

3.25 On average, over half (53%) of authorised caravans recorded in West Sussex and Brighton & Hove from July 2021 to January 2024 were in Chichester, a quarter (25%) in Horsham, and a tenth (10%) in Arun. Smaller proportions were recorded in Mid Sussex (8%), Brighton & Hove (7%), Adur (4%), and Worthing (0%).

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- 3.26 West Sussex County Council and Brighton & Hove City Council keep detailed records of unauthorised encampments. There were 151 unauthorised encampments recorded between Q1 (April to June) 2021/2022 and Q4 (January to March) 2023/2024. On average, 13 unauthorised encampments per quarter were recorded in the study area, with a minimum of no unauthorised encampments taking place in Q3 2021/2022 and Q4 2022/2023, peaking at 38 unauthorised encampments recorded in Q1 2021/2022. The number of unauthorised encampments recorded in the study area declined between Q1 2021/2022 and Q4 2023/2024. On average, each unauthorised lasted 5 days and consisted of 8 vehicles. Just under a third (30%) of unauthorised encampments took place in Brighton & Hove, around a quarter (26%) in Chichester, an eighth (13%) in Arun, a tenth (10%) in Horsham, and smaller proportions in Worthing (9%), Adur (7%), and (4%) in Mid Sussex.
- 3.27 As of August 2024, there are 40 Gypsy and Traveller authorised pitches inside the area covered by the SDNP.

4. Stakeholder consultation

Introduction

- 4.1 Consultation took the form of an online survey, and telephone discussions with a range of stakeholders were conducted to provide qualitative information about the accommodation needs of Gypsies, Travellers, and Travelling Showpeople. The consultation included stakeholders from the following organisations:

Organisation	Role
Brighton and Hove City Council	Traveller Liaison Team Manager
Brighton and Hove City Council	Traveller Education Support Unit
Brighton and Hove City Council	Safer Communities Team
Chichester District council	Principal Planning Policy Officer
East Hampshire District Council	Principal Planner, Planning Policy Team
East Sussex County Council	Traveller Liaison Officer
East Sussex County Council	Sites manager
Friends, Families and Travellers (FFT)	Youth Manager (Service Delivery Team)
Havant Borough Council	Planning Policy Officer - Planning Policy
Horsham District Council	Principal Planner
Lewes District Council	Planning First, Senior Planning Policy Officer
Sussex Police	Unauthorised encampment officer
Showmen's Guild of Great Britain	Representative
Sussex Community NHS Foundation Trust	GRT health visitor
Waverley Borough Council	Principal Planning Officer (Policy)
West Sussex County Council	Senior Site Manager Gypsy & Traveller

- 4.2 The consultation aimed to obtain both an overall perspective on issues facing these groups and an understanding of local issues that are specific to the study area. In recognition that Gypsy and Traveller issues transcend geographical boundaries and the duty to cooperate in addressing the accommodation needs of Gypsies and Travellers, consultation was undertaken with officers from neighbouring authorities, as well as from within the study area.
- 4.3 Themes 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. This chapter highlights the main points that were raised. Please note that the below reflects the views of stakeholders and not necessarily the views of the report authors. Also, the comments may relate to areas outside of the study area.

Accommodation

- 4.4 The main accommodation issues facing Gypsies, Travellers, and Travelling Showpeople in the local area are predominantly due to a significant shortage of available sites, both permanent and temporary. This shortage affects families' ability to secure a stable living environment. Increasingly, residents are expressing a desire to live a more settled lifestyle, moving away from nomadic traditions. However, the process of securing a plot on a local authority site remains extremely difficult due to the high demand and the limited number of provisions available.
- 4.5 Over the past 30 years, there has been no substantial increase in the provision of site accommodations. This stagnation has led to long waiting lists for available pitches across the South East, including Sussex, with many residents waiting for years to be allocated a site. Local plans may include a five-year supply of new sites, but these plans frequently fail to materialise, exacerbating the shortage. Consequently, many Gypsies and Travellers are compelled to live in bricks and mortar housing, despite their preference for living on designated sites.
- 4.6 Efforts to obtain planning permission for new sites are often met with resistance, further limiting the availability of suitable accommodation. This has resulted in a scenario where local authorities are unable to meet the significant level of need in a planned manner, leading to large, unauthorised encampments that strain local resources and community relations.
- 4.7 Moreover, the availability of permanent pitches is scarce, leading to lengthy waiting lists. Pitches that do become available are rarely reallocated, and when they are, a priority points system is used to determine the most suitable licensee. This system also considers whether the prospective licensee will fit well with the existing residents, further complicating the process.
- 4.8 In areas with a higher identified need, such as those documented in the East Hants background paper, the situation is particularly dire. The existing sites are often located in highly constrained areas, such as flood zones, making it difficult to meet the demand. The lack of suitable new sites leads to a proliferation of speculative applications, which results in significant expansions of existing encampments. This, in turn, creates tension with settled communities, particularly in areas like Funtington.
- 4.9 In addition to the lack of permanent sites, there is also a shortage of transit sites and temporary stopping places where Gypsies, Travellers, and Travelling Showpeople can access necessary services. This shortage makes it increasingly difficult to maintain a nomadic lifestyle. Younger Travellers, in particular, seek more permanent addresses to ensure their children can attend school and have a stable upbringing. Some stakeholders noted the lack of designated places for households and individuals living by the roadside, including van dwellers.

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- 4.10 The main drivers for new accommodation needs among Gypsies, Travellers, and Travelling Showpeople in the local area stem from a combination of internal family growth and external pressures. One of the most significant factors is the natural expansion within existing households. As children grow up, they reach an age where they need their own pitches to start families of their own. This generational growth creates a continuous and increasing demand for additional pitches that the current supply cannot meet.
- 4.11 The waiting lists for site accommodations remain stagnant, highlighting a severe imbalance between the demand and availability of pitches. Despite local plans that may indicate a five-year supply, the reality is that these sites often fail to materialise, leaving many families in a state of uncertainty. This unmet demand underscores the urgent need for new site development to address the accommodation needs adequately.
- 4.12 Additional drivers of new accommodation needs include homelessness, neighbour disputes, and a diversity of preferences within the Traveller community. Some individuals seek traditional Traveller pitches to maintain their cultural lifestyle, while others seek social housing options. This variety in housing needs complicates the accommodation landscape and underscores the necessity for a more flexible and inclusive approach to site provision.
- 4.13 Existing sites often operate at or beyond capacity, generating significant need. Due to the lack of available accommodation, many families are living in doubled-up households or on unauthorised pitches. This situation creates a high level of demand that the local authorities struggle to meet. Consequently, speculative applications for new sites are common, leading to in-migration and increasing the strain on local resources.
- 4.14 Families on permanent sites often have long-standing connections to their local areas, having travelled in and around these regions for years before settling. These families are well-known to local services, and their children have grown up forming their own households. However, without new provision, these extended family members have nowhere to go, necessitating an urgent expansion of available sites to accommodate these growing families.

Barriers to new provision

- 4.15 The main barriers to delivering new sites and yards for Gypsies, Travellers, and Travelling Showpeople are complex and interwoven, involving planning, funding, local opposition, and political will.
- 4.16 One of the most significant obstacles is securing planning permission. Environmental designations within many boroughs severely constrain where new sites can be

developed. These designations are meant to protect certain areas, but they also limit the availability of land that can be repurposed for Gypsy and Traveller sites. For instance, in one borough, the growth of Lydia Park, one of the largest sites near Cranleigh, is restricted by such environmental considerations.

- 4.17 The lack of suitable and viable land is another major barrier. Finding land that meets the specific needs of Gypsies and Travellers – such as proximity to essential services, accessibility, and suitability for development – is challenging. This issue is exacerbated by the general scarcity of available land that can be developed for this purpose.
- 4.18 Funding is another critical issue. There is often a lack of financial resources available to develop new sites. Even when funding is theoretically available, local authorities sometimes fail to utilise it effectively to build new sites. The cost of land acquisition, construction, and ongoing maintenance of these sites is substantial, and without dedicated funding, it is difficult to move forward with development plans.
- 4.19 For example, in areas like Havant Borough (a local authority neighbouring the study area), where the perceived need for additional sites is low, little effort is made to overcome these barriers. However, the lack of suitable sites becomes more pronounced in regions with higher demand. Efforts by local councils, such as commissioning studies and conducting calls for sites, often yield limited results. In one case, a council's intensification study did not produce many additional pitches and, paradoxically, highlighted a greater need.
- 4.20 Furthermore, a search for appropriate land following the last Gypsy and Traveller Accommodation Assessment (GTAA) in Brighton & Hove did not identify any suitable and available sites. This search underscores the difficulty in locating land that meets the specific needs of these communities. Even when suitable land is identified, obtaining the necessary political and financial backing for site development is often lacking.

Locations for new provision

- 4.21 The opinions on where new provisions for Gypsies, Travellers, and Travelling Showpeople should be located in West Sussex vary, with some respondents unsure or not having enough information to make a recommendation. Some suggest that additional sites are needed broadly in the South East area, specifically citing areas such as Crawley, Horsham, Mid Sussex, Chichester, and Worthing.
- 4.22 There is a suggestion that each local authority should distribute many small provisions across counties rather than concentrating them in specific areas. This approach would prevent clustering sites next to large roads, motorways, or on the edges of towns, which are seen as problematic due to the health impacts associated with major roads.

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- 4.23 Some believe that new provisions should be integrated into or located close to new developments, ensuring better access to services and reducing isolation. From a strategic perspective, particularly from the Chichester area, there is a call for a more regional approach to provision. Chichester faces a disproportionately high level of need and significant pressure due to a large part of the district being within the South Downs National Park (SDNP). This situation complicates finding suitable locations within the district, suggesting that a broader strategic solution across the county is necessary to effectively address the escalating need.

Transit provision and travelling patterns

- 4.24 The main travelling patterns of Gypsies, Travellers, and Travelling Showpeople in the local area exhibit significant seasonal and regional variation. In East Sussex, Travellers are present year-round, with many families travelling around East Sussex, Brighton, and West Sussex due to the lack of permanent accommodation after their 12-week stay on transit sites. This constant movement makes it difficult for these families to consistently maintain their children's education.
- 4.25 Travel patterns show a strong connection across counties, particularly into Kent and Surrey. Traditional stopping places are increasingly scarce, yet Sussex and Brighton have historically had large Traveller populations. Census records indicate that Brighton has been a traditional hub for encampments.
- 4.26 The need for accommodation peaks in the spring and summer when families travel more frequently. During these times, larger groups often move between major towns like Eastbourne and Hastings, frequently returning to the same locations. This seasonal migration pattern is also observed in other parts of the region, with a higher occurrence of encampments during the summer. A stakeholder from Worthing police stated that May to September is their busiest time, with fewer encampments taking place during the rest of the year. Unauthorised encampments usually occur due to households travelling for work or visiting family and friends. The number of unauthorised encampments in Worthing is back to pre-COVID-19 levels.
- 4.27 In some boroughs, there are historically low numbers of encampments, primarily occurring for short periods during the summer months. Travellers with permanent pitches tend to travel for short periods, while those using transit sites return periodically, with many expressing a desire to stay permanently in Brighton.
- 4.28 Work opportunities often drive Local travel patterns, leading to short-term movements within the region. While some areas do not experience significant unauthorised encampments along regular travelling routes, others, like Brighton & Hove, have seen fewer unauthorised encampments in recent years. The construction of a permanent residential site in Brighton has allowed the transit site to accommodate more families,

leading the police to direct Travellers from unauthorised sites to the transit site more frequently. As a result, the number of unauthorised encampments has decreased.

- 4.29 Generally, Traveller families passing through the city of Brighton & Hove do so for holidays, work, or both, typically staying for a few days. However, those on the transit site often remain for up to the maximum allowed period of 12 weeks. These travelling patterns underscore the ongoing need for more permanent and suitable accommodation to provide stability for Traveller families.
- 4.30 The number of unauthorised encampments (UEs) in the local area has shown a mixed trend over the past few years, with varying reasons behind their occurrences. Some respondents report a decrease in unauthorised encampments, attributing this decline to the availability of a large transit site which allows transit families to be directed there instead of setting up unauthorised encampments. The addition of a permanent residential site in Brighton has also contributed to a reduction in unauthorised encampments by freeing up space on the transit site.
- 4.31 The location of the transit site in Brighton was considered unsuitable. It negatively affects the settled Travellers on the permanent site, as they must drive through the transit site to access their pitches. Stakeholders noted that households on the permanent site feel uncomfortable with the transit site's presence. Additionally, they mentioned that delivery companies are often reluctant to enter the site when caravans are present on the transit site.
- 4.32 Other areas have seen a steady flow of unauthorised encampments, with some noting an increase in the size of these encampments. Reasons for these unauthorised encampments vary widely and include homelessness, work, attending funerals and weddings, and taking holiday breaks. The COVID-19 pandemic has influenced these trends, with some areas reporting decreased unauthorised encampments since the pandemic began. However, there has been a noticeable rise in people living in vans year-round due to factors unrelated to traditional Traveller lifestyles, such as economic hardship, and these individuals do not typically identify as Gypsies, Roma, or Travellers (GRT).
- 4.33 Seasonal patterns also play a role, with the majority of encampments occurring during the summer months and typically for short periods. In some regions, unauthorised encampments have remained consistently high over several years, with a significant number of consents granted in the past three years, often involving the regularisation of these encampments.

Need for new transit provision

- 4.34 The need for transit sites in the local area is a topic of considerable debate, with differing views based on regional assessments and observed usage patterns. In

Waverley, the current Gypsy and Traveller Accommodation Assessment (GTAA) does not identify a need for a transit site. However, it is important to note that a new GTAA is currently being prepared, which may present a different conclusion based on more recent data and trends. Similarly, in some other boroughs, the latest GTAA also indicates no requirement for transit pitches, suggesting that the current provisions meet the identified needs.

- 4.35 Lewes, which already has a nine-plot transit site, experiences seasonal fluctuations that strain its capacity, particularly during the summer months. This situation highlights a potential need for additional transit sites, particularly in areas with high seasonal demand such as Hastings. This region sees families seeking temporary accommodation more frequently during the warmer months when travel is more common.
- 4.36 Across Sussex, there are three transit sites, yet there remains a sentiment that additional transit sites are necessary to accommodate the needs of the travelling community effectively. Crawley has been identified as a potential location for a new transit site due to its significant Traveller population. Establishing a site here would help manage the flow of transient populations and provide essential services more efficiently.
- 4.37 The usage of existing transit sites varies. For instance, the transit site in Lewes is less busy during the winter months but maintains year-round occupancy. During the summer, it sometimes cannot accommodate all those seeking a place to stop, indicating a capacity issue during peak times. This pattern underscores the need for seasonal flexibility in transit site planning and suggests that additional sites could alleviate this pressure.
- 4.38 Conversely, the transit site on the eastern side of Chichester is reportedly underutilised, which raises questions about the location and accessibility of the site. In some areas, the existing provision of transit sites, such as in Chichester and Horsham, is considered adequate. This adequacy might be due to effective management and appropriate site locations that meet the needs of the travelling community without significant overflow.
- 4.39 Brighton & Hove manage a larger transit site located within the SDNP area with 21 pitches, indicating a higher capacity to accommodate transient populations. This site plays a crucial role in managing the flow of Travellers in the region. However, there is a suggestion that transit sites should be independent and not attached to permanent sites. This separation could better serve the needs of the travelling community by providing distinct areas for short-term stays and reducing potential conflicts or overcrowding with residents of permanent sites.

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- 4.40 The necessity for transit sites is also influenced by broader socio-economic factors. For example, some regions have reported an increase in people living in vans year-round, driven by economic hardship and not identifying as traditional Travellers. This trend highlights the evolving nature of transient populations and the need for flexible, responsive transit site policies that can accommodate a diverse range of needs.
- 4.41 According to a police stakeholder, the limited availability of transit sites in the South Downs National Park and surrounding local authority areas restricts their options for relocating unauthorised encampments. Their primary approach is to monitor households and enforce action only in cases of significant antisocial or criminal behaviour, similar to their response within the local settled community. Minor incidents of antisocial behaviour typically do not prompt enforcement. Action is generally taken when landowners, often local authorities, report the encampment and request enforcement through the courts. Before the COVID-19 pandemic, this process took about a week; however, it now takes approximately four weeks. Households generally remain on-site for the duration of this period before moving on just before enforcement.
- 4.42 Over the summer, one group of about 10 caravans on an unauthorised encampment in the Worthing local authority area posed no issues, stayed for a few weeks, left the area temporarily, and then returned for another short stay. Police followed standard procedures, informing the group at their first visit about acceptable behaviour and the potential for enforcement if the landowner sought legal action. Monitoring continued throughout their stay.
- 4.43 Social media has created challenges in managing public perception of encampments, as misinformation or exaggerated complaints can circulate, even when no significant issues arise. In one exceptional case over the summer, police had to enforce action due to serious criminal and antisocial behaviour immediately. However, this level of enforcement is not typical, as most groups do not cause significant problems.
- 4.44 Encampments have not led to a noticeable spike in crime rates, and very few occur within the South Downs National Park, with more activity observed in surrounding areas. Groups are generally moved on if they occupy land needed for specific purposes. The encampments are mainly comprised of English Travellers, with some Irish Travellers and New Travellers, the latter being more common in the Brighton area.
- 4.45 Communication between councils and police regions has been effective, with updates shared about the movement of encampments within the area. There is a degree of informal "negotiated stopping," although local residents often resist the designation of specific encampment areas. Recently, there has been a shift in approach, with more supportive measures such as providing waste bins and council visits to encampments to assess occupants' needs.

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- 4.46 While councils have implemented measures to block access to areas unsuitable for encampments, groups often find ways around these barriers. Stronger measures to secure such areas could improve the situation. Overall, police and councils feel that the current policies and approaches strike the right balance, offering some flexibility while maintaining fairness. Although local communities may desire stricter measures, the existing approach is seen as effective and reasonable. Clear communication of expectations to encamped groups is key to managing the situation successfully.
- 4.47 In summary, while some areas report sufficient existing provisions based on their GTAAs, others clearly highlight a need for additional transit sites to accommodate seasonal fluctuations and ongoing demand. Factors such as regional population density, seasonal travel patterns, and socio-economic conditions play crucial roles in determining the necessity and location of new transit sites. Addressing these needs requires a nuanced approach that considers both current usage patterns and future projections to ensure that the travelling community is adequately supported.

Van dwellers

- 4.48 Car and van dwellers on the outskirts of Brighton have become a significant presence, reflecting a growing trend in the UK where people opt for alternative living arrangements due to various economic, social, and lifestyle factors. Brighton's high cost of living, particularly in terms of housing, has pushed many individuals and families to seek more affordable accommodation. Some have turned to living in vehicles as a practical solution to avoid homelessness or to escape the traditional housing market. This group includes people from diverse backgrounds, ranging from those priced out of the rental market to those seeking an off-grid, minimalist lifestyle.
- 4.49 The growing number of vehicle dwellers has led to various challenges. It is estimated that there are around 100 van dwellers with a 'core' group of around 75. For the dwellers themselves, issues such as access to sanitation, clean water, and legal parking spaces are common difficulties. Many of these individuals rely on informal parking arrangements in more remote or less regulated areas on the outskirts of the city, but this often brings them into conflict with residents and authorities. Environmental concerns such as waste disposal, noise, and pollution have been raised, and vehicle dwellers are sometimes accused of causing damage to green spaces or public areas.
- 4.50 Brighton & Hove City Council has taken steps to manage the situation by introducing regulations and policies. There have been efforts to balance the needs of car and van dwellers with those of the wider community. Temporary stopping sites have been proposed or created to provide safer, regulated spaces for vehicle dwellers, offering access to essential services like toilets and rubbish collection. However, these spaces are often oversubscribed, and finding suitable land for long-term or expanded vehicle-dwelling sites has proven challenging. Although the council takes a 'welfare first'

approach to van dwellers, it has issued guidance and enforcement actions, including parking restrictions, to manage the impact on residential areas.

- 4.51 According to stakeholders, the vehicles commonly used by van dwellers include camper vans, converted vans, and occasionally caravans, although the latter are few. Not all vehicles are roadworthy, with some unable to move without being towed. Most van dwellers are single males, and very few are couples or families, with only one or two cases recalled. A high proportion of these individuals regularly live in the area, and the majority are homeless, with no alternative accommodation. In rare instances, two van dwellers are known to have houses but still need time on the road.
- 4.52 Some individuals choose to live in vans out of preference, staying "under the radar" and preferring to travel, which makes a fixed site or location less appealing or helpful. Temporary stopping places would be useful, but caution is required to avoid turning these into permanent bases. Even with such places, some encampments would remain, leaving authorities with no alternatives to enforcement.
- 4.53 It is also important to note that van dwellers tend not to mix with Gypsies and Travellers, as they are different groups with distinct needs. Brighton is considered a city that accommodates alternative lifestyles, but the increasing number of van dwellers is becoming problematic. Some van dwellers settle where there are no complaints from locals or elected members, and these situations are often tolerated. However, enforcement is required in areas where complaints are more likely.
- 4.54 Few van dwellers seek help from service providers. One van dweller has an open homeless application, though they refuse to engage with agencies. There is limited guidance concerning van dwellers compared to Gypsy and Traveller communities and less awareness about what support councils can or should provide. Unlike Gypsies and Travellers, van dwellers are not as protected legally, raising questions about the council's duties concerning housing or site provision.
- 4.55 Much information about van dwellers tends to emerge during court processes for evictions, as many are aware of the timelines and move on before further legal action is taken. Non-ringfenced services that cater to van dwellers need better funding, as they are not statutory and are thus vulnerable to budget cuts. The number of van dwellers is increasing, driven by the cost of living, lack of housing alternatives, and homelessness. Support is limited due to funding constraints, and van dwellers are often reluctant to engage with authorities or service providers.

Relationship between Travellers communities and the settled community

- 4.56 The relationship between Gypsies, Travellers, Travelling Showpeople, and the settled communities is complex and varies significantly by area and individual experiences. In some regions, there is still a clear divide, with negative perceptions of Gypsies and

Travellers prevailing among the settled population. This negativity is often reinforced by comments from councillors and feedback on planning portals, as well as through social media, where prejudice can be openly expressed. Such attitudes can be exacerbated by misinformation and discriminatory rhetoric from certain politicians, which fails to recognize or address the racism faced by these communities.

- 4.57 Instances of tension are particularly pronounced when unauthorised encampments occur, leading to complaints about aggression and mess left behind by Travellers. This often heightens suspicion and hostility, making it challenging for harmonious relationships to develop. Conversely, in places where there is an effort to build relationships and understand the Traveller community, bridges can be built, and more positive interactions can occur.
- 4.58 There is a noted improvement in schools, which have become more welcoming to Traveller children, contributing to breaking down barriers. Despite this progress, suspicion, prejudice, and discrimination still exist, and many Travellers feel judged by the settled community and professional services.
- 4.59 In areas like East Hampshire, where there are settled Gypsy and Traveller, and Travelling Showpeople communities, there are no significant reported issues. However, in regions with large encampments, such as Westbourne and Funtington, the relationship is notably strained, with local parish councils expressing concern about the behaviour of some Travellers.
- 4.60 The relationship can be harmonious or fractious, depending on the circumstances. For instance, when unauthorized encampments occur on public land, particularly well-used public parks, tensions can escalate significantly. In such cases, local authorities work closely with the police to manage and diffuse these situations, providing information and support to both the Traveller and settled communities. Collaboration with other organizations and charities to provide activities for Traveller children helps foster better community relations.
- 4.61 Overall, while there are pockets of harmony, the relationship between Gypsies, Travellers, Travelling Showpeople, and the settled communities often remains strained, influenced by societal attitudes, individual experiences, and the effectiveness of community engagement efforts.

Improving relations between the communities

- 4.62 To foster better relations between Gypsies, Travellers, Travelling Showpeople, and settled communities, a multi-faceted approach focusing on education, leadership, direct engagement, and combating prejudice is necessary.

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- 4.63 Education is fundamental in promoting understanding and acceptance. Schools should reinstate and strengthen Traveller education services, which were significantly cut back after 2010. Comprehensive educational programs should include national lessons and resources about GRT (Gypsy, Roma, and Traveller) communities, making these a standard part of the curriculum. This can help demystify these communities and highlight their contributions to society. Celebrating Gypsy, Roma, and Traveller History Month in June with proper recognition and funding can also raise awareness and appreciation of GRT culture and history among students and the wider community.
- 4.64 Local authorities must take a proactive stance in fostering positive relations. This includes celebrating GRT month and recognizing the positive impact of GRT residents on society. Authorities should actively combat racism on planning portals and remove information that might reinforce negative stereotypes, such as guidance on dealing with encampments, which can perpetuate a hostile environment.
- 4.65 Authorities should also demonstrate strong leadership by promoting and funding initiatives that highlight the contributions of GRT communities. This can involve public events, exhibitions, and cultural programs that bring together settled and Traveller communities.
- 4.66 Engagement with Traveller communities at a grassroots level is crucial. Local authorities, in collaboration with districts and boroughs, should engage directly with Travellers, providing necessary advice and resources. Simple actions like providing rubbish bags and guidance can demonstrate goodwill and help mitigate issues that lead to tension.
- 4.67 Encouraging the GRT community to report hate crimes and anti-social behaviour incidents is vital. Authorities should ensure that these reports are taken seriously, with appropriate actions taken to address them. Challenging negative stereotypes and prejudiced remarks, both in public forums and online, can help reduce prejudice.
- 4.68 Integrating Traveller children into local schools can play a significant role in fostering understanding and breaking down barriers. Schools that are more welcoming and inclusive can help Traveller children integrate better and ensure they receive a quality education. Engaging children in community activities can also bridge gaps between different groups.
- 4.69 Community-based activities that involve both settled and Traveller communities can promote mutual understanding. Events like sports matches, cultural festivals, and joint community projects can provide opportunities for positive interactions and help build relationships.

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- 4.70 The availability of suitable transit sites is crucial to reduce the number of unauthorised encampments, which are often flashpoints for tension. Transit sites should be equipped with essential facilities and services, including specialist health visitors and Traveller Education teams. These sites not only provide a place for Travellers to stay but also offer opportunities for local authorities to build relationships with Traveller families.
- 4.71 Building trust between GRT communities and local authorities requires ongoing engagement and transparency. Regular meetings and forums where Travellers can voice their concerns and participate in decision-making processes can help build mutual respect and understanding.

Health and education needs

- 4.72 The main barriers preventing Gypsy, Traveller, and Travelling Showpeople communities from accessing services include a variety of social, logistical, and systemic challenges. One significant issue is the lack of a fixed abode, which complicates the ability to provide necessary identification and maintain consistent communication with service providers. Literacy barriers, including difficulties in reading, writing, and using the internet, further exacerbate these challenges. Many services rely heavily on literacy and online access, creating a brick wall for those with low literacy skills.
- 4.73 Historical experiences of negative treatment and racism also contribute to a lack of trust in service providers, leading to reluctance to seek help. Unintentional bias and bureaucratic processes, such as waiting lists that outlast the duration of a Traveller's stay in one place, further hinder access. Additionally, communication methods and place-based settings that are not adaptable to the needs of mobile communities create physical and logistical obstacles.
- 4.74 For many in these communities, adult literacy is very poor, making it difficult to navigate services that are increasingly computer-led and often lack human interaction. Services are not taking sufficient responsibility to ensure their accessibility, and there is a pressing need for outreach initiatives. By going to where the families are and building relationships, as some education services do, service providers can bridge the gap and offer more effective support.
- 4.75 Permanent site residents generally have better access to services, while those in transit face greater difficulties. Information leaflets and outreach efforts, such as those by the West Sussex County Council education department, help to some extent, but more comprehensive approaches are needed. Suspicion of certain services, such as the police and children's services, can be mitigated by proactive outreach efforts. For example, local police conducting Hate Crime stall visits to Traveller sites can help build trust and elicit valuable feedback.

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- 4.76 Mental health services often discharge referrals if there is no response after initial contact, but this approach is inadequate for the GRT community. Persistent and varied methods of contact are necessary, as literacy and cultural factors, such as a tradition of not discussing mental health, pose additional barriers. Employing mental health workers from within the community could significantly improve engagement.
- 4.77 In regions like Brighton & Hove, collaborative efforts between professionals and Traveller community members address health inequalities, demonstrating a model for effective engagement. However, the reluctance of some community members, particularly men, to engage with health services remains a concern, particularly regarding mental health.
- 4.78 Access to education is another critical issue. Families often resist sending their children to secondary schools, despite the efforts of specialist health visitors and other supportive services. The most pressing need is for permanent, settled accommodation, as the lack of such stability makes accessing services an ongoing struggle.
- 4.79 Overall, overcoming these barriers requires a multi-pronged approach that includes improving literacy, ensuring service accessibility, building trust through persistent outreach, and addressing the specific needs of mobile communities. By implementing these strategies, service providers can better support Gypsy, Traveller, and Travelling Showpeople communities, ensuring they receive the necessary care and assistance.

Cooperation and joint working

- 4.80 Local authorities and service providers use a variety of methods to communicate and coordinate effectively to meet the needs of Gypsy, Traveller, and Travelling Showpeople communities. However, the level of coordination varies by region and the specific services involved.
- 4.81 In some local authorities, there are established professional groups that include Traveller liaison teams, health specialists, and education teams. These groups meet regularly, often monthly, to discuss the needs of the Traveller communities and how best to support them. Such meetings ensure that different departments and service providers are aligned in their efforts and can share information and strategies effectively.
- 4.82 For instance, in East Sussex, there is a long-term funded project with Friends, Families and Travellers aimed at improving health outcomes for the GRT community. Local police also engage in outreach work with the community, demonstrating a multi-agency approach to addressing their needs.

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- 4.83 Health services are particularly proactive in some areas. Health visitors and school nurses visit Traveller sites regularly, coordinating with immunization teams to conduct vaccination sessions on-site. These visits are often planned in conjunction with general practitioners who provide care to the Traveller communities, ensuring that health needs are consistently addressed.
- 4.84 In some areas, there are dedicated Traveller liaison or accommodation teams that play a crucial role in supporting both long-term and short-stay residents in accessing relevant services. These teams provide guidance and support to ensure Traveller families can connect with necessary services despite their transient lifestyles.
- 4.85 Communication and coordination are also facilitated through specialist posts and regular team meetings that involve multiple stakeholders, including public health officials, education services, and non-profit organisations like Friends, Families and Travellers. These collaborations often extend to holding activities and events in community spaces, which are run jointly by local authority staff and non-profit organisations, further strengthening the support network for Travellers.
- 4.86 Overall, while some regions demonstrate strong multi-agency collaboration, ensuring comprehensive support for Gypsies, Travellers, and Travelling Showpeople, others may have less structured coordination. Effective communication and cooperation between health, education, and social services, as well as the involvement of non-profit organisations, are key to meeting the diverse needs of these communities.

Good practice

- 4.87 In Brighton & Hove, a notable example of good practice for meeting the needs of Gypsy, Traveller, and Travelling Showpeople communities is the dedicated education team comprising one teacher, one teaching assistant, and an engagement worker. This team has the capacity to support every aspect of school applications and directly assist children in the classroom. Unlike the "advisory" services adopted by most local authorities, which tend to be more hands-off, Brighton & Hove's hands-on, engagement-focused approach effectively meets the educational needs of these communities.
- 4.88 Additionally, the education services provided by EMAS (Ethnic Minority Achievement Service) on-site demonstrate a proactive approach to supporting Traveller children. Joint meetings between professionals and the organisation Friends, Families, and Travellers to address health inequalities highlight another good practice. These meetings focus on discussing and implementing strategies to improve health outcomes for the Traveller community.

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- 4.89 West Sussex County Council provides various services to Gypsies and Travellers, including managing transit sites and offering support with accommodation. They also assist in resolving unauthorised encampments and offer access to educational and health services. Additionally, the council works with other public agencies to address the needs of Gypsy and Traveller communities, ensuring they have proper support while liaising with local residents to promote community cohesion.
- 4.90 While Havant Borough Council and other authorities did not specifically identify good practices, the proactive and integrated approaches seen in Brighton & Hove could serve as valuable models for other local authorities and service providers. These practices emphasise the importance of hands-on engagement, direct support in education, and collaborative efforts to address health disparities within Gypsy, Traveller, and Travelling Showpeople communities.
- 4.91 There are examples of good practices relating to van dwellers. Bristol City Council has implemented a "Vehicle Dweller" policy, dividing encampments into high- and low-impact categories. The city has provided temporary sites and services like waste collection and access to toilets. Cambridge City Council has developed a policy to provide temporary sites with basic amenities for vehicle dwellers. This initiative aims to offer a stable living environment for those living in vehicles, reducing roadside encampments while addressing issues of sanitation, waste disposal, and safety. Leeds City Council has focused on welfare assessments for individuals in vehicles, working with local services to address any health or housing needs while enforcing policies where encampments impact the wider community.

Summary

- 4.92 Consultations with various stakeholders were conducted to gather qualitative information about the accommodation needs of Gypsies, Travellers, and Travelling Showpeople. Consultation also took place on the needs of van dwellers. The consultation aimed to gain an overall perspective on these groups' issues and an understanding of specific local issues within the study area.
- 4.93 The primary accommodation challenges for Gypsies, Travellers, and Travelling Showpeople in the local area stem from a significant shortage of available sites, both permanent and temporary, which hampers families' ability to establish a stable living environment. As more residents express a desire to transition from nomadic traditions to a settled lifestyle, the difficulty of securing pitches on local authority sites becomes increasingly evident due to high demand and limited provisions.
- 4.94 Over the last three decades, there has been no substantial increase in site accommodations, leading to long waiting lists for pitches across the South East, including Sussex. Many families are compelled to live in bricks-and-mortar housing, despite their preference for designated sites. This issue is exacerbated by

demographic changes, as children of residents in permanent sites reach adulthood and seek to establish their own households, yet find no space available. This situation disrupts the stability and education of these families.

- 4.95 The scarcity of permanent pitches further complicates the situation, as available pitches are rarely reallocated, and a priority points system determines the most suitable licensee, factoring in compatibility with existing residents. The shortage of transit sites and temporary stopping places poses additional challenges for maintaining a nomadic lifestyle. Younger Travellers, in particular, seek more permanent addresses to provide stable upbringings for their children. Efforts to obtain planning permission for new sites face resistance, hindering planned accommodations and leading to unauthorised encampments that strain resources and community relations.
- 4.96 The demand for new accommodations is driven by internal family growth and external pressures. Natural expansion within households creates a growing need for additional pitches, which current supplies cannot meet. Family cohesion is culturally vital, with young families traditionally setting up homes near their parents. This practice requires new pitches / plots or larger pitches / plots to accommodate growth within localities, facilitating better access to essential services like education and healthcare.
- 4.97 Car and van dwellers on the outskirts of Brighton have grown in number due to high housing costs and economic challenges, with many choosing vehicle living to avoid homelessness. This group faces issues such as access to essential services and conflicts with residents over land use. Brighton & Hove City Council has introduced policies to manage the situation, including temporary stopping sites and enforcement measures, but support remains limited due to funding constraints and van dwellers' reluctance to engage with authorities. The rising number of van dwellers continues to pose challenges for the local community and council.
- 4.98 Sussex Police face challenges managing unauthorised encampments due to limited transit site availability, relying on monitoring and enforcement only for significant antisocial or criminal behaviour, often at the request of landowners. While most encampments do not cause major issues or lead to a rise in crime, social media has amplified negative perceptions, and enforcement is rarely needed immediately. Effective communication between councils and police has supported informal negotiated stopping, and recent measures, such as providing bins and assessing needs, have improved management while balancing fairness and community expectations.

5. Gypsies and Travellers consultation

Introduction

5.1 This section of the assessment focuses on the consultation with Gypsies and Travellers. It involved questions covering a range of issues related to accommodation and service needs, based on a standard questionnaire. Whilst covering all questions, the method and order of questions varied in order to maximise response rates. Methods ranged from an informal style to a more formal approach which involved asking questions in a specific order.

Methodology

5.2 This chapter provides accommodation assessment and accommodation needs figures based on consultation with households and key stakeholders concerning need within the SDNP LPA in:

- Adur
- Arun
- Brighton and Hove
- Chichester
- Worthing

5.3 Analysis of existing GTANAs for remaining local authorities covered by the SDNP LPA:

- East Hampshire
- East Sussex (Lewes)
- Horsham
- Mid Sussex
- Winchester

5.4 Comprehensive surveys of Gypsies, Travellers, and Travelling Showpeople addressing various accommodation needs in the areas outside the SDNP LPA in:

- Adur
- Brighton and Hove
- Worthing

5.5 The consultation with households in the study area included questions regarding issues such as family composition (per pitch), accommodation and facilities, the condition, ownership, management and suitability of current sites and pitches (including facilities and services), occupancy of existing pitches (including the number

of, and reasons for, vacant and / or undeveloped pitches, and future plans for pitches), travelling patterns, and accommodation needs.

- 5.6 The response rate for the consultation with households in the study area was 85% of the 41 occupied authorised pitches (authorised pitches with permanent and temporary permission). Through a combination of direct consultation (face-to-face and telephone), and information provided by reliable sources such as neighbours, relatives and site managers, it was possible to gather sufficient data representing all households residing on both occupied authorised and unauthorised pitches.
- 5.7 The data was used to calculate the level of supply, occupancy and need and which of the two needs categories those with need met. Also, general comments in terms of the key issues were gathered and recorded, to gain and present further insight and evidence the need calculations (summarised below).
- 5.8 The number and location of pitches were determined using local authority data. Households were consulted on key issues regarding accommodation needs. The combination of local authority data, site visits of every known site, and consultation with households helped to clarify the status of pitches (i.e. which pitches are occupied by Gypsies and Travellers, vacant pitches, pitches with planning permission which are planned to be developed or redeveloped, overcrowded pitches, pitches occupied by household members with a need for separate accommodation, and hidden households, amongst other needs issues). Locations where planning permission has lapsed, refused or withdrawn, or where enforcement action has previously taken place, were also visited to confirm occupancy and use.
- 5.9 Although attempts were made to access Gypsies and Traveller households residing in bricks and mortar accommodation, it was not possible to consult with them. However, an alternative method of determining the accommodation needs of households residing in bricks and mortar accommodation has been applied (see step 15 below and paras. 5.34-5.35). The methods used in attempting to contact households residing in bricks and mortar accommodation included:
- Asking households residing on sites if they were aware of any relatives or friends residing in bricks and mortar accommodation;
 - Contacting key stakeholders to request help to access Gypsies and Travellers living in bricks and mortar; and
 - Seeking information about the location of households residing in bricks and mortar accommodation through the stakeholder consultation

Within the SDNP LPA area

Existing Supply

5.10 There are a total of 24 authorised pitches within the study area. Table 5.1 shows the occupied pitches, vacant pitches (current pitches with planning permission but not occupied at the time of the consultation), and potential pitches (pitches with planning permission expected to be developed or redeveloped and occupied within the first five-year period).

Table 5.1 Occupied, vacant and potential Gypsy and Traveller pitches (authorised supply)

Area	Occupied	Vacant	Potential	Total
Adur	0	0	0	0
Arun	11	0	0	11
Brighton and Hove	12	0	0	12
Chichester	1	0	0	1
Worthing	0	0	0	0
Total	24	0	0	24

Source: Study area local authorities 2024

5.11 Table 5.2 below lists the number of authorised pitches per authority including vacant and potential pitches.

Table 5.2 Permanent Gypsy and Traveller pitches per authority (authorised supply)

	Private	LA	Total
Adur	0	0	0
Arun	11	0	11
Brighton and Hove	0	12	12
Chichester	1	0	1
Worthing	0	0	0
Total	12	12	24

Source: GTAA 2024

5.12 Table 5.3 lists the number of pitches per authority with temporary planning permission and those with no planning permission and recorded as unauthorised developments (including unauthorised pitches tolerated by the respective planning authority and those with pending applications or appeals). As can be seen in the needs calculations below (Table 5.5) these pitches contribute towards the additional accommodation needs in the area, due to being in need of permanent planning permission and the occupants having accommodation need.

Table 5.3 Gypsy and Traveller pitches without permanent permission per local authority

	Temporary	Unauthorised developments	Total
Adur	0	0	0
Arun	0	0	0
Brighton and Hove	0	0	0
Chichester	2	1	3
Worthing	0	2	2
Total	2	3	5

Source: GTAA 2024

Permanent accommodation need

5.13 Additional accommodation need mainly derives from: households residing on unauthorised pitches or pitches with temporary planning permission requiring permanent permission; households residing on overcrowded authorised pitches; and new family formations expected to arise from within existing family units. Accommodation need for pitches also derives from households residing in bricks and mortar accommodation. Households residing on sites and stakeholders commented on how it is important to determine this component of accommodation need.

Requirement for permanent residential pitches 2024-2029

5.14 The need for residential pitches in the study area is assessed according to a 15-step process, based on the model suggested in DCLG (2007) guidance and supplemented by data derived from the survey. The results of this are shown in Table 5.4 below, while the subsequent section contains explanations of the sourcing and calculation of figures for each step. The following table (Table 5.4) relates to the study area as a whole.

5.15 As discussed in Chapter 2, there are differing interpretations of the PPTS (December 2023) definition. As such, the needs assessment provides two accommodation needs figures: first, based on ethnic identity ('Ethnic' column); and second, based on PPTS 2023 ('PPTS' column).

Table 5.4 Estimate of the need for permanent residential site pitches 2024-29

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	24	24
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	1	1
4) Net number of households on sites expected to leave the area in next 5 years	1	1
5) Number of households on sites expected to move into housing in next 5 years	2	2
6) Residential pitches planned to be built or to be brought back into use	0	0
Total Additional Supply	4	4
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	2	2
8) Households (on pitches) seeking residential pitches in the area,	7	7
9) Households on transit pitches requiring residential pitches in the area	3	3
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	3	3
12) Households currently overcrowded (or hidden household members)	9	9
13) Net new households expected to arrive from elsewhere	1	1
14) Household formations expected to arise from within existing households	9	9
15) Households in bricks and mortar with need for a pitch	2	0
Total Need	36	34
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	32	30

Source: GTAA 2024

Requirement for permanent residential pitches 2024-2029: steps of the calculation

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

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

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

Supply of pitches

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

Step 1: Current occupied permanent site pitches

- 5.18 Based on information provided by the councils and corroborated by site visits and household surveys, there are currently 24 occupied authorised Gypsy and Traveller pitches in the study area.

Step 2: Number of unused residential pitches available

- 5.19 This relates to those pitches that have planning permission, are developed but not currently in use. There are currently 0 vacant pitches within the study area.

Step 3: Number of existing pitches expected to become vacant

- 5.20 This is calculated using mortality rates as applied in conventional Housing Needs Assessments. However, the figures for mortality have been increased in accordance with studies of Gypsy and Traveller communities suggesting a life expectancy approximately 10 years lower than that of the general population.²¹ This results in the supply of 1 pitch.

Step 4: Number of households in site accommodation expressing a desire to leave the study area and resulting in the creation of a vacant pitch

- 5.21 None of the households surveyed as part of this GTAA stated that they would like to leave the study area. Also, there is no data regarding households who would like to migrate from outside the study area into it. As such, it is usual to determine both in- and out-migration as 1.

Step 5: Number of households on permanent pitch site accommodation expressing a desire to reside in housing and resulting in the creation of a vacant pitch

- 5.22 This is determined by survey data. It was assumed that all those currently residing on sites planning to move into housing in the next five years (step 5), or preferring to move into housing from an overcrowded pitch (step 11), would be able to do so. This resulted in a supply of 2.

Step 6: Residential pitches planned to be built or brought back into use

- 5.23 This is determined by local authority data and from an assessment of sites during visits. Such pitches are referred to as 'potential'. This means that the pitches have been granted planning permission but have not yet been developed. Potential pitches

²¹ E.g. L. Crout, *Traveller health care project: Facilitating access to the NHS*, Walsall Health Authority, 1987.

include those which have been partly developed or which were previously occupied but are currently not occupied and in need of redevelopment. There are no pitches within the South Downs National Park (SDNP) area that are expected to be built or brought back into use during the period.

Need for pitches

- 5.24 As discussed in Chapter 2, this needs assessment provides two accommodation needs figures: first, based on ethnic identity ('Ethnic' column); and second, based on PPTS 2023 ('PPTS' column).

Step 7: Seeking permanent permission from temporary sites

- 5.25 This is determined by local authority data. It is assumed that families residing on pitches whose planning permission expires within the period will still require accommodation within the study area. There are currently no pitches with temporary planning permission located in the study area. This generates a total need in the study area of 2 pitches ('ethnic'), and 2 pitches ('PPTS').

Step 8: Households on pitches seeking residential pitches in the study area and not leading to making a pitch vacant and available for others to occupy

- 5.26 This is determined by survey data. These households reported that they 'needed or were likely' to move to a different home in the next five years, and wanted to stay on an authorised site, or that they were currently seeking accommodation.
- 5.27 This category of accommodation need overlaps with those moving due to overcrowding, counted in step 12, and so any households which both are overcrowded and seeking accommodation are deducted from this total. This generates a total need in the study area of 7 pitches ('ethnic'), and 7 pitches ('PPTS').

Step 9: Households on transit pitches seeking residential pitches in the study area

- 5.28 This is determined by survey data. These households reported that they required permanent pitches within the study area in the next five years. This generates a total need in the study area of 3 pitches ('ethnic'), and 3 pitches ('PPTS').

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

- 5.29 Guidance (DCLG 2007) indicates that it should be considered whether alternative accommodation is required for households residing on unauthorised encampments. Using survey data, it has been calculated how many families on unauthorised encampments want residential pitches in the study area. Please note that only Gypsies and Travellers requiring permanent accommodation within the study area

have been included in this calculation – transiting Gypsies and Travellers are included in separate calculations. No need identified.

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

- 5.30 This was determined by consultation data. The guidance also indicates that the accommodation needs of households living on unauthorised developments for which planning permission is not expected must be considered. Regularising families living on their land without planning permission would reduce the overall level of need by the number of pitches given planning permission. This generates a total need in the study area of 3 pitches ('ethnic'), and 3 pitches ('PPTS').

Step 12: Households on overcrowded pitches seeking residential pitches in the area and not leading to making a pitch vacant and available for others to occupy

- 5.31 This was determined by the consultation. Households which also contain a newly formed households that has not yet left are excluded. This is because it is assumed that once the extra family unit leaves (included in the need figures in step 14) their accommodation will no longer be overcrowded. The calculations suggest that the need for additional pitches in the study area to resolve overcrowding over the period are as follows: 9 pitches ('ethnic definition'), and 9 pitches ('PPTS' definition).

Step 13: New households expected to arrive from elsewhere

- 5.32 In the absence of any data derivable from primary or secondary sources (beyond anecdotal evidence) on the moving intentions of those outside the study area moving into the area, as in the case of those moving out of the area, it is assumed that the inflow of Gypsies and Travellers into the area will be equivalent to the outflow. Together, these amount to a net inflow of 1 household into the study area.

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

- 5.33 The number of individuals needing to leave pitches to create new households within the period was estimated from consultation and excludes those included in steps 8, 12 and 13. This will result in the formation of 9 new households requiring residential pitches over the period ('ethnic definition'), and 9 pitches ('PPTS' definition).

Step 15: Households in bricks and mortar with need for a pitch

- 5.34 The accommodation need for pitches from households living in bricks and mortar was calculated using data from the 2021 Census, which provides the number of Gypsy and Traveller households in such housing within the study area (refer to Table 3.2 and Table 5.5 below). However, this data does not specify how many of these households live within and outside the South Downs National Park (SDNP). To

address this, the assessment adopted a ratio approach, estimating that there is one household in bricks and mortar for every pitch in the area, resulting in a 1:1 ratio. A 10% factor was then applied to estimate the number of households requiring a pitch due to cultural preference. The number of identified households was subtracted from the Census figure to provide the count of households living in bricks and mortar outside the SDNP area for each borough (see Table 5.20).

Table 5.5: Need for a pitch from bricks and mortar

	Number of authorised pitches	Estimated number of households in bricks and mortar based on 1:1 ratio	Number of pitches needed (10%)
Adur	0	0	0
Arun	11	11	1
Brighton and Hove	12	12	1
Chichester	1	1	0
Worthing	0	0	0
Total	24	24	2

Source: Study area local authorities 2024

5.35 As the travelling status of households residing in bricks and mortar accommodation is not known, the accommodation needs arising from these households are only included in the 'ethnic' needs figures. This results in a need of 2 additional pitches in relation to the 'ethnic' definition and 0 pitches in relation to the PPTS definition.

Balance of Need and Supply

5.36 From the above, the Total Additional Pitch Requirement is calculated by deducting the supply from the need.

Table 5.6: Summary of Gypsy and Traveller pitch needs 2024-29

	Ethnic	PPTS
Supply	4	4
Need	36	34
Difference	32	30

Source: GTAA 2024

Requirement for permanent residential pitches 2029-2042

5.37 Considering future accommodation need it is assumed that those families with need stemming from households living in bricks and mortar and in need of a pitch, overcrowding, unauthorised developments and encampments will move onto sites within a 5-year period. As such, only natural population increase (same as step 15 above), mortality, and movement into and out of the study area need to be considered. Please note that the 2024 base figures include both authorised occupied

and vacant pitches, whilst the 2029 base figures assume that any potential pitches have already been developed.

5.38 2029 pitch base figures are determined by a number of factors including:

- the number of occupied pitches in 2024 (as determined by the household survey)
- the number of vacant pitches in 2024 (as determined by the household survey)
- the number of potential pitches (as determined by local authority data)
- accommodation need for the period 2024-2029 (as determined by the GTAA)

5.39 It is assumed that by 2029 vacant pitches will be occupied, potential pitches will have been developed and occupied, and any additional need has been met by new supply.

5.40 In relation to this accommodation assessment, analysis of the current population indicates an annual household growth rate of 2.19% per annum (compound) equating to a 5-year rate of 11%. This is based on an analysis of various factors derived from the surveys, including current population numbers, the average number of children per household, and marriage rates. A mortality rate of 2.825% applied over the 5-year period leads to a net population growth rate of 9.175%. It is assumed that the population growth rate is likely to continue during the 5-year periods between 2034-2050.

5.41 Table 5.7 shows the accommodation needs for the study area for the period 2024 to 2042.

Table 5.7: Summary of study area accommodation needs
2029-42 (pitches)

Period	Ethnic definition	PPTS 2023 definition
2029-34	5	5
2034-39	5	7
2039-42	4	5

Source: GTAA 2024

Accommodation supply and needs deriving from previously undertaken GTAAs

5.42 This section provides data on supply and accommodation needs from existing GTANAs (and those whose calculations end before 2042, additional periods calculated using the respective GTAA's calculation methods to ensure all provided data/calculations end 2042).

Table 5.8: Showpeople yards and plots per authority
(based on GTANA data)

Area (period of need)	TS Yards	TS Plots	UD yards	UD plots	Transit plots
East Hampshire (2024-44)	1	1	0	0	0
East Sussex (2021-40)	0	0	1	1	0
Horsham (2019-36)	0	0	0	0	0
Mid Sussex (2021-38)	0	0	0	0	0
Winchester (2022-38)	0	0	0	0	0
Total	1	1	1	1	0

Source: Study area local authority 2024

Accommodation Need from existing GTAAs

Table 5.9: Accommodation needs derived from previously undertaken GTAAs
(households who meet the planning definition) (plots)

Area (period of need)	GTAA	To 2042	Total
East Hampshire (2024-44)	9	0	9
East Sussex (2021-40)	0	0	0
Horsham (2019-36)	0	0	0
Mid Sussex (2021-38)	0	0	0
Winchester (2022-38)	0	0	0
Total	9	0	9

Source: previously undertaken GTAAs

- 5.43 The accommodation needs within the SDNPA area can be identified using data from previously conducted GTAAs. However, it is important to note that the methodologies used by this GTAA and others in the SDNPA area are not always comparable. As mentioned in paragraph 2.22, this GTAA provides accommodation need figures based on two criteria: ethnic identity and the PPTS (December 2023), which is the same method used in the East Sussex (2022) GTAA. In contrast, other GTAAs for the SDNPA area use three categories to assess accommodation needs: first, households that meet the PPTS definition; second, households with an unknown planning status; and third, households that do not meet the PPTS definition (NB this relates to PPTS 2015 as these studies took place before the 2023 definition as applied to this GTAA). According to these three definitions, the accommodation needs are presented in Tables 5.10 to 5.12 below.

Table 5.10: Accommodation needs derived from previously undertaken GTAAs (households who meet the planning definition) (pitches)

Area (period of need)	GTAA	To 2042	Total
East Hampshire (2024-44)	12	0	12
East Sussex (2021-40)	3	1	4
Horsham (2019-36)	0	0	0
Mid Sussex (2021-38)	2	1	3
Winchester (2022-38)	0	0	0
Total	17	2	19

Source: previously undertaken GTAAs

Table 5.11: Accommodation needs derived from previously undertaken GTAAs (planning status unknown) (pitches)

Area (period of need)	GTAA	To 2042	Total
East Hampshire (2024-44)	2	0	2
East Sussex (2021-40)	0	0	0
Horsham (2019-36)	0	0	0
Mid Sussex (2021-38)	1	0	1
Winchester (2022-38)	0	0	0
Total	3	0	3

Source: previously undertaken GTAAs

Table 5.12: Accommodation needs derived from previously undertaken GTAAs (households not meeting the planning definition) (pitches)

Area (period of need)	GTAA	To 2042	Total
East Hampshire (2024-44)	0	0	0
East Sussex (2021-40)	0	0	0
Horsham (2019-36)	0	0	0
Mid Sussex (2021-38)	2	1	3
Winchester (2022-38)	0	0	0
Total	2	1	3

Source: previously undertaken GTAAs

5.44 Although this GTAA uses a methodology different from previous GTAAs for the SDNPA area, it is still possible to determine an 'ethnic' figure. This can be done by combining the accommodation needs of households that meet the PPTS definition, households with unknown planning status, and those that do not meet the PPTS definition (as shown in Tables 5.10 to 5.12).

Table 5.13: 'Ethnic' accommodation needs derived from previously undertaken GTAA's

Area (period of need)	GTAA	To 2042	Total
East Hampshire (2024-44)	14	0	14
East Sussex (2021-40)	5	1	6
Horsham (2019-36)	0	0	0
Mid Sussex (2021-38)	5	2	7
Winchester (2022-38)	0	0	0
Total	24	3	27

Source: previously undertaken GTAA's

5.45 The above has provided both quantitative and qualitative data regarding key characteristics of respondent households residing on Gypsy and Traveller sites. It has determined accommodation needs resulting from the calculations in the tables above for the study area

Table 5.14: Gypsy and Traveller permanent accommodation needs (per local planning authority) based on Ethnic status

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	0	0	0	0	0
Arun	11	2	2	1	16
Brighton and Hove	8	2	2	1	13
Chichester	11	1	1	1	14
Worthing	2	0	0	1	3
East Hampshire	6	2	5	1	14
East Sussex (Lewes)	3	1	1	1	6
Horsham	0	0	0	0	0
Mid Sussex	2	2	1	2	7
Winchester	0	0	0	0	0
Total Need	43	10	12	8	73

Source: GTAA 2024

Table 5.15: Gypsy and Traveller permanent accommodation needs (per local planning authority) based on the PPTS definition

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	0	0	0	0	0
Arun	10	2	2	1	15
Brighton and Hove	7	1	2	1	11
Chichester	11	1	1	1	14
Worthing	2	0	0	1	3
East Hampshire	5	2	4	1	12
East Sussex (Lewes)	1	1	1	1	4
Horsham	0	0	0	0	0
Mid Sussex	0	1	1	1	3
Winchester	0	0	0	0	0
Total Need	36	8	11	7	62

Source: GTAA 2024

Outside SDNP

5.46 This section of the GTAA determines the need for Gypsy and Traveller pitches for the commissioning authorities (Adur, Brighton & Hove and Worthing), located outside of the SDNP area.

Existing Supply

5.47 There are 16 authorised pitches within the study area. Table 5.16 shows the occupied pitches, vacant pitches (current pitches with planning permission but not occupied at the time of the consultation), and potential pitches (pitches with planning permission expected to be developed or redeveloped and occupied within the first five-year period).

Table 5.16: Occupied, vacant and potential Gypsy and Traveller pitches (authorised supply)

	Occupied	Vacant	Potential	Total
Adur	15	0	1	16
Brighton and Hove	0	0	0	0
Worthing	0	0	0	0
Total	15	0	1	16

Source: Study area local authorities 2024

5.48 Table 5.17 below lists the number of authorised pitches per authority including vacant and potential pitches.

Table 5.17: Permanent Gypsy and Traveller pitches per authority (authorised supply)

	Private	LA	Total
Adur	0	16	16
Brighton and Hove	0	0	0
Worthing	0	0	0
Total	0	16	16

Source: GTAA 2024

5.49 Table 5.18 lists the number of pitches per authority with temporary planning permission and those with no planning permission and recorded as unauthorised developments (including unauthorised pitches tolerated by the respective planning authority and those with pending applications or appeals). As seen in the needs calculations below (Table 5.19), these pitches contribute to the additional accommodation needs in the area due to the need for permanent planning permission and the occupants' accommodation needs.

Table 5.18: Gypsy and Traveller pitches without permanent permission per local authority

	Temporary	Unauthorised developments	Total
Adur	0	0	0
Brighton and Hove	0	0	0
Worthing	0	0	0
Total	0	0	0

Source: GTAA 2024

Requirement for permanent residential pitches 2024-2029

- 5.50 The need for residential pitches in the study area is assessed according to a 15-step process, based on the model suggested in DCLG (2007) guidance and supplemented by data derived from the survey. The results of this are shown in Table 5.19 below, while the subsequent section contains explanations of the sourcing and calculation of figures for each step.
- 5.51 As discussed in Chapter 2, there are differing interpretations of the PPTS (December 2023) definition. As such, the needs assessment provides two accommodation needs figures: first, based on ethnic identity ('Ethnic' column); and second, based on PPTS 2023 ('PPTS' column).

Table 5.19: Estimate of the need for permanent residential site pitches 2024-29

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	15	15
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	0	0
4) Net number of households on sites expected to leave the area in next 5 years	0	0
5) Number of households on sites expected to move into housing in next 5 years	0	0
6) Residential pitches planned to be built or to be brought back into use	1	1
Total Additional Supply	1	1
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	0	0
8) Households (on pitches) seeking residential pitches in the area,	0	0
9) Households on transit pitches requiring residential pitches in the area	0	0
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	0	0
12) Households currently overcrowded (or hidden household members)	2	2
13) Net new households expected to arrive from elsewhere	0	0
14) Household formations expected to arise from within existing households	2	2
15) Households in bricks and mortar with need for a pitch	14	0
Total Need	18	4
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	17	3

Source: GTAA 2024

Requirement for permanent residential pitches 2024-2029: steps of the calculation

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

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

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

Supply of pitches

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

Step 1: Current occupied permanent site pitches

- 5.54 Based on information provided by the councils and corroborated by site visits and household surveys, there are currently 15 occupied authorised Gypsy and Traveller pitches in the study area.

Step 2: Number of unused residential pitches available

- 5.55 This relates to those pitches that have planning permission, are developed but not currently in use. There are currently 0 vacant pitches within the study area.

Step 3: Number of existing pitches expected to become vacant

- 5.56 This is calculated using mortality rates as applied in conventional Housing Needs Assessments. However, the figures for mortality have been increased in accordance with studies of Gypsy and Traveller communities suggesting a life expectancy approximately 10 years lower than that of the general population.²² This results in the supply of 0 pitch.

Step 4: Number of households in site accommodation expressing a desire to leave the study area and resulting in the creation of a vacant pitch

- 5.57 None of the households surveyed as part of this GTAA stated that they would like to leave the study area. Also, there is no data regarding households who would like to migrate from outside the study area into it. As such, it is usual to determine both in- and out-migration as 0.

Step 5: Number of households on permanent pitch site accommodation expressing a desire to reside in housing and resulting in the creation of a vacant pitch

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

Step 6: Residential pitches planned to be built or brought back into use

- 5.59 This is determined by local authority data and from an assessment of sites during visits. Such pitches are referred to as 'potential'. This means that the pitches have been granted planning permission but have not yet been developed. Potential pitches

²² E.g. L. Crout, *Traveller health care project: Facilitating access to the NHS*, Walsall Health Authority, 1987.

include those which have been partly developed or which were previously occupied but are currently not occupied and in need of redevelopment. There is 1 pitch in the study area that are expected to be built or brought back into use during the period.

Need for pitches

- 5.60 As discussed in Chapter 2, this needs assessment provides two accommodation needs figures: first, based on ethnic identity ('Ethnic' column); and second, based on PPTS 2023 ('PPTS' column).

Step 7: Seeking permanent permission from temporary sites

- 5.61 This is determined by local authority data. It is assumed that families residing on pitches whose planning permission expires within the period will still require accommodation within the study area. There are currently no pitches with temporary planning permission located in the study area. This generates a total need in the study area of 0 pitches ('ethnic'), and 0 pitches ('PPTS').

Step 8: Households on pitches seeking residential pitches in the study area and not leading to making a pitch vacant and available for others to occupy

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

Step 9: Households on transit pitches seeking residential pitches in the study area

- 5.64 This is determined by survey data. These households reported that they required permanent pitches within the study area in the next five years. This generates a total need in the study area of 0 pitches ('ethnic'), and 0 pitches ('PPTS').

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

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

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

5.66 This was determined by consultation data. The guidance also indicates that the accommodation needs of households living on unauthorised developments for which planning permission is not expected must be considered. Regularising families living on their land without planning permission would reduce the overall level of need by the number of pitches given planning permission. This generates a total need in the study area of 0 pitches ('ethnic'), and 0 pitches ('PPTS').

Step 12: Households on overcrowded pitches seeking residential pitches in the area and not leading to making a pitch vacant and available for others to occupy

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

Step 13: New households expected to arrive from elsewhere

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

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

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

Step 15: Households in bricks and mortar with need for a pitch

5.70 The accommodation need for pitches from households living in bricks-and-mortar accommodation was determined using 2021 Census data, which records the number of Gypsy and Traveller households in such housing within the study area (see Table 3.2 and Table 5.20 below). The table below presents the number of households living in bricks and mortar according to the 2021 Census, then the estimated number of households living within the South Downs National Park by borough or authority (see table 5.5), followed by estimated number of households living within each borough or authority outside SDNP area (the total number, minus the estimated number living

within SDNP). Then, 10% is applied to the number of households outside the SDNP area to estimate the number of households that may require a pitch due to cultural preference.

Table 5.20: Need for a pitch from bricks and mortar

	Number of households living in bricks and mortar	Number of households estimated within SDNP	Number of households outside SDNP	Number of pitches needed (10%)
Adur	35	0	35	4
Brighton and Hove	68	12	56	6
Worthing	35	0	35	4
Total	138	12	126	14

Source: Study area local authorities 2024

5.71 As the travelling status of households residing in bricks and mortar accommodation is not known, the accommodation needs arising from these households are only included in the 'ethnic' needs figures. This results in a need of 14 additional pitches in relation to the 'ethnic' definition and 0 pitches in relation to the PPTS definition.

Balance of Need and Supply

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

Table 5.21: Summary of Gypsy and Traveller pitch needs 2024-29

	Ethnic	PPTS
Supply	1	1
Need	18	4
Difference	17	3

Source: GTAA 2024

Requirement for permanent residential pitches 2029-2042

5.73 Considering future accommodation need it is assumed that those families with need stemming from households living in bricks and mortar and in need of a pitch, overcrowding, unauthorised developments and encampments will move onto sites within a 5-year period. As such, only natural population increase (same as step 15 above), mortality, and movement into and out of the study area need to be considered. Please note that the 2024 base figures include both authorised occupied and vacant pitches, whilst the 2029 base figures assume that any potential pitches have already been developed.

5.74 2029 pitch base figures are determined by a number of factors including:

- the number of occupied pitches in 2024 (as determined by the household survey)
- the number of vacant pitches in 2024 (as determined by the household survey)
- the number of potential pitches (as determined by local authority data)
- accommodation need for the period 2024-2029 (as determined by the GTAA)

5.75 It is assumed that by 2029 vacant pitches will be occupied, potential pitches will have been developed and occupied, and any additional need has been met by new supply.

5.76 In relation to this accommodation assessment, analysis of the current population indicates an annual household growth rate of 2.19% per annum (compound) equating to a 5-year rate of 11%. This is based on an analysis of various factors derived from the surveys, including current population numbers, the average number of children per household, and marriage rates. A mortality rate of 2.825% applied over the 5-year period leads to a net population growth rate of 9.175%. It is assumed that the population growth rate is likely to continue during the 5-year periods between 2034-2050.

5.77 Table 5.22 shows the accommodation needs for the authorities' areas outside of the SDNP area for the periods 2029 to 2042.

Table 5.22: Summary of study area accommodation needs
2029-42 (pitches)

Period	Ethnic definition	PPTS 2023 definition
2029-34	1	1
2034-39	2	2
2039-42	3	1

Source: GTAA 2024

5.78 The above has provided both quantitative and qualitative data regarding key characteristics of respondent households residing on Gypsy and Traveller sites. It has determined accommodation needs resulting from the calculations in the tables above for the study area

Table 5.23: Gypsy and Traveller permanent accommodation needs (per local planning authority) based on Ethnic status

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	7	1	2	1	11
Brighton and Hove	6	0	0	1	7
Worthing	4	0	0	1	5
Total Need	17	1	2	3	23

Source: GTAA 2024

Table 5.24: Gypsy and Traveller permanent accommodation needs (per local planning authority) based on PPTS definition

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	3	1	2	1	7
Brighton and Hove	0	0	0	0	0
Worthing	0	0	0	0	0
Total Need	3	1	2	1	7

Source: GTAA 2024

6. Showpeople consultation

Introduction

- 6.1 As described in Chapter 1, this GTAA considers the accommodation needs of Travelling Showpeople. Unlike Gypsies and Travellers, Travelling Showpeople are not considered to be an ethnic minority and, as such, are not protected by the Equality Act 2010. Nonetheless, government guidance (DCLG 'Planning Policy for Traveller Sites' December 2023) indicates that local authorities should consider the accommodation needs of Travelling Showpeople families. As such, they have been included in this report.
- 6.2 As with Gypsies and Travellers, the assessment of the need for Travelling Showpeople plots, this chapter assesses the need for the whole of SDNP (primary data collection in Adur, Arun, Brighton and Hove, Chichester, and Worthing sections within SDNP and secondary analysis of exiting GTANAs for remaining authorities included within SDNP. As with Gypsies and Travellers assessment of need, this chapter assesses the accommodation need for the three commissioning authorities outside of the SDNP area. There is no known supply and, subsequently, no known need. Therefore, this chapter focuses on the accommodation needs within the SDNP.

Methodology

- 6.3 The method adopted, as outlined in previous chapters, is based on a combination of secondary data, local authority data on number of authorised and unauthorised plots and yards, confirmation numbers of plots and yards through consulting with households and community representatives (primarily Showmen's Guild of Great Britain and the Association of Circus Proprietors of Great Britain) and consultation with households and the community representatives. The consultation has taken into account all known Travelling Showpeople households residing in the study area on authorised and unauthorised plots²³, with the accommodation needs of all known plots being considered by the assessment.
- 6.4 The consultation with the community representatives and the households included questions regarding issues such as: family composition (per plot), occupancy of existing plots (including number of and reasons for vacant and /or undeveloped plots and future plans for plots), management and suitability of current yards and plots (including facilities and services), travelling patterns, health, education and employment, and accommodation needs.

²³ Please see the Glossary for definitions of Travelling Showpeople yards and plots.

Existing Supply

6.5 Table 6.1 below lists the number of authorised plots, and unauthorised developments (UD) (plots), and yards and plots with temporary planning permission per local authority within the areas included in the primary data collection and analysis (Adur, Arun, Brighton and Hove, Chichester, and Worthing within SDNP Adur, Arun, Brighton and Hove, Chichester, and Worthing SDNP) Adur, Arun, Brighton and Hove, Chichester, and Worthing).

Table 6.1 Showpeople yards and plots per authority

Area	TS Yards	TS Plots	UD yards	UD plots	Transit plots
Adur	1	1	0	0	0
Arun	0	0	0	0	0
Brighton and Hove	0	0	0	0	0
Chichester	0	0	0	0	0
Worthing	0	0	0	0	0
Total	1	1	0	0	0

Source: Study area local authority 2024

Calculation of Permanent Accommodation Need

6.6 The need for permanent plots for Showpeople in the study area is based on the model suggested in DCLG (2007) guidance and supplemented by data provided by the local authorities. It provides a calculation of accommodation needs for the period of 2024-2042 in 5-year periods.

Requirement for permanent plots 2024-2029

6.7 The need for plots in the area is assessed according to a 14-step process, based on the model suggested in DCLG (2007) guidance and supplemented by data derived from the survey. The results of this are shown in Table 6.2 below, while the subsequent section contains explanations of the sourcing and calculation of figures for each step.

Table 6.2: Estimate of the need for permanent residential plots 2024-2029

1) Current occupied permanent residential site plots	1
<i>Current residential supply</i>	
2) Number of unused residential plots available	0
3) Number of existing plots expected to become vacant through mortality	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential plots planned to be built or to be brought back into use	0
Total Supply	0
<i>Current residential need: Plots</i>	
7) Seeking permanent permission from temporary plots	0
8) Households (on plots) seeking residential plots in the area	1
9) Households on transit plots requiring residential plots in the area	0
10) Households on unauthorised encampments requiring residential plots in the area	0
11) Households on unauthorised developments requiring residential plots in the area	0
12) Households currently overcrowded (or hidden family members)	0
13) Net new households expected to arrive from elsewhere	0
14) New household formations expected to arise from within existing households on sites	0
Total Need	1
<i>Balance of Need and Supply</i>	
Total additional plot need	1

Requirement for permanent plots 2024-2029: steps of the calculation

6.8 Information from local authorities and evidence from the survey was used to inform the calculations including:

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

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

Supply of permanent plots 2024-2029

Step 1: Current occupied permanent plots

6.10 Based on information provided by the study area local authorities and corroborated by information from the consultation. There are currently 1 occupied plot within Arun

Step 2: Number of unused residential plots available

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

Step 3: Number of existing plots expected to become vacant 2024-2029

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

Step 4: Number of households in plot accommodation expressing a desire to leave the study area and resulting in the creation of a vacant plot

6.13 This was determined by survey data. It was assumed that those currently residing on plots expecting to leave the area permanently in the next five years – out of choice (step 4) or due to overcrowding (step 12) – would generally be able to do so. This resulted in the supply of 0 plots.

Step 5: Number of family units on permanent plot accommodation expressing a desire to reside in housing and resulting in the creation of a vacant plot

6.14 This was determined by survey data. It was assumed that all those currently residing on plots planning to move into housing in the next five years (step 5) or preferring to move into housing from an overcrowded plot (step 12), would be able to do so.

6.15 As with step 5, a supply of 0 plots in the study area were expected from this source, excluding those moving out of the study area, since these are already counted in step 4.

Step 6: Residential plots planned to be built or brought back into use, 2024-2029

6.16 This can include plots which have been partly developed or which were previously occupied but are now vacant and in need of redevelopment. There are 0 plots in the study area that are expected to be built or brought back into use during the period 2024-2029.

Need for permanent plots 2024-2029

Step 7: Seeking permanent permission from temporary plots

6.17 This is determined by local authority data. It is assumed families residing on plots whose planning permission expires within the period 2024-2029 will still require accommodation within the study area. There are currently 0 plots with temporary planning permission located in the area.

Step 8: Households on plots seeking residential plots in the study area 2024-2029 and not resulting in the creation of a vacant plot

6.18 This was determined by survey data. These households reported that they 'needed or were likely' to move to a different home in the next five years, and wanted to stay on an authorised plot, or that they were currently seeking accommodation.

6.19 This category of need overlaps with those moving due to overcrowding, counted in step 12. In order to avoid double-counting households which both are overcrowded

and seeking accommodation are counted only once. This generates a total need of 1 plot in the study area.

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

6.20 This generates a total need of 0 plots in the study area.

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

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

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

6.22 There are no unauthorised plots in the study area and therefore there is a need of 0 plots.

Step 12: Households on overcrowded plots seeking residential plots in the study area and not resulting in the creation of a vacant plot

6.23 Overcrowding on a Travelling Showpeople plot may differ to that on Gypsy and Traveller pitch due to the larger need for equipment and vehicle storage. Showpeople require more space for their equipment and vehicles as well as enough space for accommodation such as caravans (static and tourers). This generates a total need of 0 plots in the study area.

Step 13: New households expected to arrive from elsewhere

6.24 This generates a total need of 0 plots in the study area.

Step 14: New family formations expected to arise from within existing households

6.25 This generates a total need of 0 plots in the study area.

Balance of Need and Supply

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

Table 6.3: Summary of permanent Travelling Showpeople plot needs 2024-2029

	Plots
Supply	0
Need	1
Difference	1

Source: GTAA 2024

Requirement for permanent residential plots 2030-2042

6.27 Considering future accommodation need, it assumed that those families with need stemming from psychological aversion to residing in houses, overcrowding, unauthorised developments and encampments will move onto yards within a 5-year period. As such, only natural population increase (same as step 14 above), mortality, and movement in and out of the study area need to be considered. The base figures regarding the number of plots on yards at the end of the first 5-year period are shown in Table 6.4 below. Please note that the 2024 base figures include both authorised occupied and vacant plots, whilst the 2029 base figures assume that any potential plots have been developed.

6.28 2029 pitch base figures are determined by a number of factors including:

- the number of occupied plots in 2024
- the number of vacant plots in 2024
- the number of potential plots
- accommodation need for the period 2024-2029

6.29 It is assumed that by 2029 vacant plots will be occupied, potential plots will have been developed and occupied, and any additional need has been met by new supply. The new supply for 2029 (base) will be 2 plots.

6.30 Table 6.4 shows the accommodation needs for the periods 2029-2042.

Table 6.4: Summary of permanent accommodation needs 2029-2042 (plots)

Period	Area
2029-34	0
2034-39	0
2039-42	1
Total	1

Source: GTAA 2024

Accommodation needs deriving from previously undertaken GTAAs

6.31 The accommodation supply and needs within the SDNPA area can be identified using data from previously conducted GTAAs.

Accommodation Supply from existing GTANAs

Table 6.5: Showpeople yards and plots per authority (based on GTANA data)

Area (period of need)	TS Yards	TS Plots	UD yards	UD plots	Transit plots
East Hampshire (2024-44)	1	1	0	0	0
East Sussex (2021-40)	0	0	1	1	0
Horsham (2019-36)	0	0	0	0	0
Mid Sussex (2021-38)	0	0	0	0	0
Winchester (2022-38)	0	0	0	0	0
Total	1	1	1	1	0

Source: Study area local authority 2024

Accommodation Need from existing GTANAs

Table 6.6: Accommodation needs derived from previously undertaken GTAA's (households who meet the planning definition) (plots)

Area (period of need)	GTAA	To 2042	Total
East Hampshire (2024-44)	9	0	9
East Sussex (2021-40)	0	0	0
Horsham (2019-36)	0	0	0
Mid Sussex (2021-38)	0	0	0
Winchester (2022-38)	0	0	0
Total	9	0	9

Source: previously undertaken GTAA's

- 6.32 Although this GTAA uses a methodology different from previous GTAA's for the SDNPA area, it is still possible to determine an 'ethnic' figure. This can be done by combining the accommodation needs of households that meet the PPTS definition, households with unknown planning status, and those that do not meet the PPTS definition (as shown in Table 5.9).

Summary

- 6.33 This chapter has provided quantitative and qualitative data regarding the key characteristics of respondent households residing on Travelling Showpeople plots. Accommodation needs resulting from the calculations in the tables above are as follows:
- 6.34 Table 7.5 outlines the permanent accommodation need for Travelling Showpeople plots over the period of 2024 to 2042 (located within Arun):

Travelling Showpeople: within SDNP

Table 6.7: Travelling Showpeople permanent accommodation needs (plots)

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	1	0	0	1	2
Arun	0	0	0	0	0
Brighton and Hove	0	0	0	0	0
Chichester	0	0	0	0	0
Worthing	0	0	0	0	0
East Hampshire	5	2	1	1	9
East Sussex (Lewes)	0	0	0	0	0
Horsham	0	0	0	0	0
Mid Sussex	0	0	0	0	0
Winchester	0	0	0	0	0
Total	6	2	1	2	11

Source: GTAA 2024

Travelling Showpeople: outside SDNP

Table 6.8: Travelling Showpeople permanent accommodation needs (plots)

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	0	0	0	0	0
Brighton and Hove	0	0	0	0	0
Worthing	0	0	0	0	0

Source: GTAA 2024

7. Conclusion and Recommendations

Introduction

- 7.1 This final chapter concludes the evidence. It then makes recommendations for meeting the identified need for new provision, facilities, and recording and monitoring processes.
- 7.2 The chapter begins by presenting an overview of the policy changes, followed by a review of the needs and facilitating the additional accommodation needs. As previously discussed, this report focuses on the assessment of accommodation needs for Gypsies and Travellers and Travelling Showpeople.
- 7.3 The accommodation needs calculations undertaken as part of this GTAA were based on analysis of both secondary data and primary consultation with Gypsies and Travellers, Showpeople and key stakeholders and site owners and managers.

Permanent accommodation needs

- 7.4 Tables 7.1 to 7.4 summarise permanent accommodation need for Gypsy and Traveller pitches over the period 2024-2042 and tables 7.5 to 7.6 for Travelling Showpeople. It is important to note that the figures shown in the tables include all need as of 2024, including any which may have been identified by previous GTAA's but remained unfulfilled by the time of this assessment. Ethnic need is for all who are members of the Gypsy and Traveller communities, and PPTS is a subset of this need (only those of the ethnic need who meet the PPTS definition).

Gypsies and Travellers: Within SDNP

Table 7.1: Gypsy and Traveller permanent accommodation needs (per planning authority) based on Ethnic status

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	0	0	0	0	0
Arun	11	2	2	1	16
Brighton and Hove	8	2	2	1	13
Chichester	11	1	1	1	14
Worthing	2	0	0	1	3
East Hampshire	6	2	5	1	14
East Sussex (Lewes)	3	1	1	1	6
Horsham	0	0	0	0	0
Mid Sussex	2	2	1	2	7
Winchester	0	0	0	0	0
Total Need	43	10	12	8	73

Source: GTAA 2024

Table 7.2: Gypsy and Traveller permanent accommodation needs (per planning authority) based on PPTS definition

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	0	0	0	0	0
Arun	10	2	2	1	15
Brighton and Hove	7	1	2	1	11
Chichester	11	1	1	1	14
Worthing	2	0	0	1	3
East Hampshire	5	2	4	1	12
East Sussex (Lewes)	1	1	1	1	4
Horsham	0	0	0	0	0
Mid Sussex	0	1	1	1	3
Winchester	0	0	0	0	0
Total Need	36	8	11	7	62

Source: GTAA 2024

Gypsies and Travellers: Outside SDNP

Table 7.3: Gypsy and Traveller permanent accommodation needs (per local planning authority) based on ethnic status

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	7	1	2	1	11
Brighton and Hove	6	0	0	1	7
Worthing	4	0	0	1	5
Total Need	17	1	2	3	23

Source: GTAA 2024

Table 7.4: Gypsy and Traveller permanent accommodation needs (per local planning authority) based on PPTS definition

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	3	1	2	1	7
Brighton and Hove	0	0	0	0	0
Worthing	0	0	0	0	0
Total Need	3	1	2	1	7

Source: GTAA 2024

Travelling Showpeople: Within SDNP

Table 7.5: Travelling Showpeople permanent accommodation needs (plots)

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	1	0	0	1	2
Arun	0	0	0	0	0
Brighton and Hove	0	0	0	0	0
Chichester	0	0	0	0	0
Worthing	0	0	0	0	0
East Hampshire	5	2	1	1	9
East Sussex (Lewes)	0	0	0	0	0
Horsham	0	0	0	0	0
Mid Sussex	0	0	0	0	0
Winchester	0	0	0	0	0
Total	6	2	1	2	11

Source: GTAA 2024

Travelling Showpeople: Outside SDNP

Table 7.6: Travelling Showpeople permanent accommodation needs (plots)

Area	2024-29	2029-34	2034-39	2039-42	Total Need
Adur	0	0	0	0	0
Brighton and Hove	0	0	0	0	0
Worthing	0	0	0	0	0

Source: GTAA 2024

Transit provision

7.5 Whilst recognising the existing transit provision within the study area, it is recommended that the local authorities set up a negotiated stopping places policy, for all community groups (including Gypsies, Travellers, Travelling Showpeople and van dwellers). This is land temporarily used as authorised short-term (less than 28 days) stopping places. They may not require planning permission if they are in use for fewer than 28 days in a year. The requirements for emergency stopping places reflect the fact that the site will only be used for a proportion of the year and that individual households will normally only stay on the agreed location for a few days. Amenities such as portaloos and showers (or access to alternative nearby facilities) and skips or wheelie bins should ideally be made available for the duration of the agreed period.

7.6 According to research undertaken on behalf of the Greater London Authority (GLA) (2019), negotiated stopping is a balanced and humane approach to managing roadside camps. It is based on a mutual agreement between the local authority and Gypsy and Traveller families on matters such as waste disposal and basic temporary facilities. This can sometimes involve directing Gypsy and Traveller households away from contentious public spaces to more appropriate council land. The approach is

proven to achieve significant savings in public spending and decreased social costs for Gypsy and Traveller communities.

- 7.7 The GLA (2019) report cites a number of good practice examples including Hackney. The local authority has worked closely with the Gypsy and Traveller community and involved them in dialogue and negotiation. This has resulted in a consistent practice over many years of allowing stopping time and making provision of basic facilities. There have been many locations in the borough that were common stopping places, some used for short periods of time for families passing through or visiting relatives, others used for months and even a couple of years. The practice was also formalised to an extent through leniency agreements which specified arrangements between the local authority and the Traveller families – this is also incorporated in the council's unauthorised encampment protocol.
- 7.8 The term 'negotiated stopping' is used to describe agreed short-term provision for transient Gypsies and Travellers. It was first developed by Leeds Gypsy and Traveller Exchange (GATE) and involves local authority officers making an agreement with Gypsies and Travellers on unauthorised encampments. The agreement allows Travellers to stay either on the land they are camped on or move to more suitable land (please see Appendix for an example negotiated stopping place protocol).
- 7.9 Caravans on negotiated stopping places are allowed to stay for an agreed amount of time. This could be on private or public land providing the encampment does not cause any danger, problems or nuisance to its occupants or local community. The arrangement is between the local authority, police, the transient households (and landowner if situated on privately owned land).
- 7.10 The length of the agreement can also vary from 2 weeks to several months but tend to be around 28 days. The agreement is a local one and will vary but may include Travellers agreeing to leave sites clean and not make too much noise with the local authority providing waste disposal and toilets, sometimes showers and water too. However, as Leeds GATE state, negotiated stopping is a locally agreed solution so may differ in different locations. For Negotiated Stopping to work it has to involve local authorities negotiating with roadside Travellers. It will involve talking to and consulting roadside Travellers and working out solutions.
- 7.11 The location of a negotiated stopping place could be where the transient household is located at the time they are identified. If not appropriate, the household could be moved on to an appropriate alternative location. It is important for local authorities to respond to the temporary accommodation needs of transiting households within the local authority area rather than simply directing them to neighbouring authorities. Also, local authorities should consider allowing households visiting family or friends

who reside on permanent sites in the local authority area to temporarily reside on the site for an agreed amount of time.

- 7.12 Agreements could be made with households residing on sites and allowing visiting family and friends to stay for agreed periods of time. This would lead to fewer unauthorised encampments which adversely impact on the local community and allow households with stopover requirement to stay for an agreed period of time.

Summary

- 7.13 There is an overall accommodation need in the study area over the period 2024-2042 as follows:

Table 7.7: Gypsy and Traveller accommodation need for permanent pitches within SDNP:

Need Category	Total Need
Ethnic	73
PPTS 2023	62

Source: GTAA 2024

Gypsy and Traveller pitches within commissioning authorities outside of SDNP:

Table 7.8: Ethnic:

Area	Total Need
Adur	11
Brighton and Hove	7
Worthing	5

Source: GTAA 2024

Table 7.9: PPTS:

Area	Total Need
Adur	7
Brighton and Hove	0
Worthing	0

Source: GTAA 2024

Table 7.10: Travelling Showpeople accommodation need for permanent plots within SDNP:

Area	Total Need
SDNP	11

Source: GTAA 2024

Table 7.11: Travelling Showpeople plots within commissioning authorities outside of SDNP:

Area	Total Need
Adur	0
Brighton and Hove	0
Worthing	0

Source: GTAA 2024

- 7.14 It is recommended that the local planning authorities determine which of the accommodation needs figures in relation to Gypsies and Travellers they choose to prioritise in their Local Plans.
- 7.15 This GTAA recommends adopting the 'ethnic' definition of accommodation needs figures, i.e. meeting the accommodation needs of all households who ethnically identify as Gypsies and Travellers. This will not only demonstrate knowledge of the overall accommodation needs of all Gypsies and Travellers but also how the accommodation needs in relation to households not meeting the PPTS definition are being addressed.
- 7.16 It is also recommended that the local planning authorities consider the accommodation needs that might materialise over the plan period from households (Gypsies, Travellers, and Showpeople communities) not considered by this assessment. This could include households residing on unauthorised developments, unauthorised encampments, due to in-migration, and those residing in bricks and mortar accommodation. This accommodation need should be considered separate to the need identified below and could be met through windfall applications.
- 7.17 In addition to the above in order to meet the specific accommodation need of the different community groups, the report recommends the following:
- In relation to Gypsies and Travellers and Travelling Showpeople it is recommended that the local planning authorities work closely with the families and individuals to determine how their accommodation need can best be met.
 - Also, for the local planning authorities to provide pre-planning application advice to households who have identified land to help determine if it is suitable to address accommodation need.
 - In order to meet the accommodation needs of Showpeople, it is also recommended that the local planning authorities work closely with households on the unauthorised developments to address their current and future accommodation needs.
 - It is recommended that the local planning authorities review the planning of unauthorised developments and consider granting permanent status.

-
- To identify a range of specific sites in sustainable locations of up to 15 to 20 pitches/plots in size to be developed only for Gypsy and Traveller and Travelling Showpeople.
 - To consider how the accommodation needs can be met by expanding existing provision and/or providing new sites or yards.
 - To consider alternative options for developing new sites and yards such as developing them on a cooperative basis e.g. community land trust, shared ownership, or small sites owned by a local authority but rented to families for their own use.
 - To consider alternative site funding mechanisms such as: site acquisition funds; loans for private site provision through Community Development Financial Institutions; and joint ventures with members of the Gypsy and Traveller, and Showpeople communities.
 - Prior to action being taken against sites or yards being used without planning permission, the local planning authorities, in partnership with landowners, occupants and relevant agencies (e.g. Showmen's Guild and National Federation of Gypsy Liaison Groups), to review its current, historic and potential planning status, and review the most effective way forward.
 - To consider safeguarding Gypsy and Traveller site and Travelling Showpeople yards with permanent planning permission for their current use unless it can be demonstrated that they are no longer needed to meet identified need.
 - To review the planning and license status of sites not occupied by Gypsies and Travellers and determine if it is better to change their status to residential or reuse them for Gypsies and Travellers. Implement a corporate policy to provide negotiated stopping arrangements to address unauthorised encampments for set periods of time at agreed locations.
 - To liaise with owners of the sites and yards to determine how they could expand the number of pitches to meet the family's accommodation needs.
 - Housing organisations need to consider the type of housing allocated to Gypsies and Travellers residing in bricks and mortar to minimise psychological aversion and feelings of isolation.
 - To respond to the needs of van dwellers by adopting policies implemented by other local authorities such as:
 - implementing a "Vehicle Dweller" policy, dividing encampments into high- and low-impact categories;
 - the creation of temporary stopping places with access to basic amenities, such as toilets and waste disposal, that would provide van dwellers with essential services while helping to regulate where they can stay;
 - the establishment of designated parking zones for van dwellers, especially in areas where there are fewer complaints from residents;
 - the conducting of regular welfare assessments to identify van dwellers' needs, especially those facing homelessness or health issues;

-
- and the development of clear guidance and policies specific to van dwellers, similar to the more established frameworks for Gypsies and Travellers.
 - Develop a holistic vision for their work on Gypsies, Travellers, and Showpeople communities (including van dwellers) and embed it in Community and Homelessness Strategies, Local Plans and planning and reporting obligations under the Equality Act 2010.
 - Provide training and workshop sessions with local authority and service provider employees (and elected members) to help them to further understand issues relating to the Gypsy and Traveller, Travelling Showpeople communities and van dwellers.
 - In liaison with relevant enforcement agencies such as the police to develop a common approach to dealing with unauthorised encampments.
 - Encourage local housing authorities to include Gypsy and Traveller categories on ethnic monitoring forms to improve data on population numbers, particularly in housing.
 - Better sharing of information between agencies in relation to Gypsy, Traveller, and Travelling Showpeople communities (including van dwellers).
 - The population size and demographics of the Gypsy, Traveller, and Showpeople communities can change. As such, their accommodation needs should be reviewed every 5 to 7 years.

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Glossary

Amenity block

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

Authorised site

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

Average

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

Bargee Travellers and boat dwellers

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

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

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

Bedroom standard

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

Bricks and mortar accommodation

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

Caravan

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

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

Concealed household

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

Doubling up

More than one family unit sharing a single pitch.

Emergency stopping places

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

Family Owner Occupied Gypsy Site

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

Family unit

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

Gypsy

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

Gypsy and Traveller

As defined by the Government's Planning Policy for Traveller Sites (August 2015) document:

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

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

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

Hidden Household

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

Household

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

Irish Traveller

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

Local Authority Sites

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

Local Development Documents (LDD)

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

Negotiated Stopping

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

arrangements which allow caravans to be sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of limited services such as water, waste disposal and toilets. The arrangement is between the local authority and the (temporary) residents.

Net need

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

New Traveller (formerly 'New Age Traveller')

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

Newly forming families

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

Overcrowding

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

Permanent residential site

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

Pitch

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

Plot

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

Primary data

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

Private rented pitches

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

Psychological aversion

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

Secondary data

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

Settled community

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

Site

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

Socially rented site

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

Tolerated and Untolerated sites

According to the DLUHC July 2021 Traveller Count Technical Notes, a 'tolerated' site is one where the local authority has decided not to seek the removal of the encampment, and where the encampment has been, or is likely to be, allowed to remain for an indefinite period of time.

Examples of a site which would be classified as 'not tolerated' are:

- A planning enforcement notice has been served (including Temporary Stop Notices)
- The results of a planning enquiry are pending
- An injunction has been sought

- The compliance period has been extended.

Transit site/pitch

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

Travelling Showpeople

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

Unauthorised development

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

Unauthorised encampment

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

Unauthorised site

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

Yard

An area of land laid out and/or used for Travelling Showpeople caravans for residential occupation, which can be authorised (have planning permission) or unauthorised. Yards can be self-owned by Showpeople residents or rented from a private or social landlord. For clarity, we refer to Showpeople 'plots' rather than 'pitches', and 'yards' rather than 'sites' to recognise the differences in design. It should be borne in mind that the amount of land needed for a Showpeople plot is greater than that for Gypsy and Traveller pitches because of the mixed use of the plots i.e. they may need to accommodate equipment as well as space for residential use.

Appendix 1: Negotiated stopping place protocol example

This agreement is between [Local Authority] and [named head of family]

This agreement relates to the time limited toleration of your encampment on [Local Authority] owned land adjacent to xxxx. The land is shown on the appending map.

The Council is currently willing to tolerate your encampment on the site for a short period of time until xxxx. The Council recognises its legal obligations to carry out needs assessment prior to initiating legal action to recover possession of land.

[Local Authority] reserves the right to terminate this agreement, and to seek to recover possession of the land through court proceedings, at an earlier date if the terms set out below in this agreement are breached.

I, and my family agree to adhere to the following terms:

1. You will be asked to park your caravan and vehicles in a designated place on the site. This is to prevent further caravans joining the encampment. Your family must stay within the boundaries of the site.
2. You will be issued with a toilet. This is for the sole use of your family, you will have to ensure this is kept in a reasonable condition. This will be emptied weekly.
3. You will be issued with a bin for all your domestic waste. You are responsible for keeping the area around your caravan clean and tidy. The bin is for the sole use of your family, you will have to ensure this is kept in a reasonable condition. This will be emptied weekly.
4. All dogs must be kept under control and tied up. Dogs must be tied up on a lead or in a kennel during the night or when you leave the site for any period of time. The dog wardens will visit this site if loose dogs are reported.
5. No fires larger than a small cooking fire are to be lit, absolutely no burning of commercial or domestic waste is allowed.
6. The nearest Household Waste for larger items is at Trade waste can be disposed at
7. Environmental enforcement officers will monitor the site and take action against any activity likely to cause environmental harm, inconvenience or distress to surrounding occupants such as fly-tipping, excessive noise or use of quad bikes.
8. Give consideration to other people within the local vicinity in terms of noise nuisance and the parking of vehicles.
9. Not to engage in any anti-social behaviour, disorder or fly tipping on or near this site. Horses will not be tolerated on the site and the presence of horses may be regarded as

'anti social behaviour' for the purposes of this agreement. Any traps owned by families are not to be used in or around the immediate area.

10. This agreement has been negotiated between [Local Authority] and Gypsy/Traveller people in the [local] area. You are encouraged to cooperate with the Local Authority to make the agreement work by discussing any incidents, concerns or suggestions that may affect the agreement with local authority officers when they visit weekly. You can also telephone the council [phone number], [police liaison officer] or speak to staff at [Third party advocacy where available] if you want them to raise issues on your behalf.

I understand the above points which have been explained to me, and I agree.

Signed.....date.....

Signed.....date.....(local authority)

Dependant Children

Appendix 2: Stakeholder consultation questions

Respondent details

Your name

Your organisation

Your role and team

What work do you undertake in relation to the Gypsy, Traveller, and Travelling Showpeople communities?

Accommodation needs

Q1. What are the main accommodation issues facing Gypsies, Travellers and Travelling Showpeople in your local area?

Q2. What are the main drivers for new accommodation need?

Q3. What are the main barriers to delivering new sites and yards?

Q4. Broadly, where do you think new provision should be located in West Sussex?

Travelling patterns and transit needs

Q5. What are the main travelling patterns shown by Gypsies, Travellers and Travelling Showpeople in your local area?

Q6. In the last few years has the number of unauthorised encampments in your local area increased or decreased? What are the main reasons for unauthorised encampments taking place?

Q7. Is there a need for transit sites in your local area, and if so, where?

Community

Q8. What is your view on the relationship between Gypsies, Travellers and Travelling Showpeople and the settled communities?

Q9. What can be done to encourage better relations between the different community groups?

Access to Health/education/services

Q10. To which, if any, of the following services do you think the local Gypsy, Traveller, and Travelling Showpeople communities lack sufficient access? (Please select as many as relevant.)

1. A local GP practice
2. Mental health care
3. Emergency health care
4. Primary education

-
5. Secondary education
 6. Further/higher/adult education
 7. Children's social care
 8. Adult social care
 9. Support for older people
 10. Policing
 11. Other (please state) _____

Q11. What are the main barriers to Gypsy, Traveller, Travelling Showpeople communities accessing these services and how could they be overcome?

General

Q12. In what ways do local authority departments and service providers communicate and coordinate well to meet the needs (e.g. accommodation, health, education etc) of the Gypsy, Traveller, and Travelling Showpeople communities?

Q13. Are you aware of good practice concerning meeting the needs of the Gypsy, Traveller, and Travelling Showpeople communities (for example, accommodation, health, education, etc) that could be adopted by other local authorities and service providers? If yes, please provide further details.

Q14. Is there anything else you would like to add?

Appendix 3: Accommodation Need (Gypsies and Travellers)

Adur

Within SDNP

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	0	0
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	0	0
4) Net number of households on sites expected to leave the area in next 5 years	0	0
5) Number of households on sites expected to move into housing in next 5 years	0	0
6) Residential pitches planned to be built or to be brought back into use	0	0
Total Additional Supply	0	0
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	0	0
8) Households (on pitches) seeking residential pitches in the area,	0	0
9) Households on transit pitches requiring residential pitches in the area	0	0
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	0	0
12) Households currently overcrowded (or hidden household members)	0	0
13) Net new households expected to arrive from elsewhere	0	0
14) Household formations expected to arise from within existing households	0	0
15) Households in bricks and mortar with need for a pitch	0	0
Total Need	0	0
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	0	0

Source: GTAA 2024

Period	Ethnic definition	PPTS 2023 definition
2024-29	0	0
2029-34	0	0
2034-39	0	0
2039-42	0	0
Total	0	0

Source: GTAA 2024

Outside SDNP

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	15	15
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	0	0
4) Net number of households on sites expected to leave the area in next 5 years	0	0
5) Number of households on sites expected to move into housing in next 5 years	0	0
6) Residential pitches planned to be built or to be brought back into use	1	1
Total Additional Supply	1	1
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	0	0
8) Households (on pitches) seeking residential pitches in the area,	0	0
9) Households on transit pitches requiring residential pitches in the area	0	0
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	0	0
12) Households currently overcrowded (or hidden household members)	2	2
13) Net new households expected to arrive from elsewhere	0	0
14) Household formations expected to arise from within existing households	2	2
15) Households in bricks and mortar with need for a pitch	4	0
Total Need	8	4
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	7	3

Source: GTAA 2024

Period	Ethnic definition	PPTS 2023 definition
2024-29	7	3
2029-34	1	1
2034-39	2	2
2039-42	1	1
Total	11	7

Source: GTAA 2024

Arun

Within SDNP

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	11	11
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	1	1
4) Net number of households on sites expected to leave the area in next 5 years	1	1
5) Number of households on sites expected to move into housing in next 5 years	2	2
6) Residential pitches planned to be built or to be brought back into use	0	0
Total Additional Supply	4	4
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	0	0
8) Households (on pitches) seeking residential pitches in the area,	2	2
9) Households on transit pitches requiring residential pitches in the area	0	0
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	0	0
12) Households currently overcrowded (or hidden household members)		6
13) Net new households expected to arrive from elsewhere	1	1
14) Household formations expected to arise from within existing households	5	5
15) Households in bricks and mortar with need for a pitch	1	0
Total Need	15	14
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	11	10

Source: GTAA 2024

Period	Ethnic definition	PPTS 2023 definition
2024-29	11	10
2029-34	2	2
2034-39	2	2
2039-42	1	1
Total	16	15

Source: GTAA 2024

Outside SDNP

Whilst this assessment acknowledges existing sites and need identified in other assessments, this assessment does not include assessment of need outside to the SDNP area of Arun.

Brighton and Hove

Within SDNP

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	12	12
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	0	0
4) Net number of households on sites expected to leave the area in next 5 years	0	0
5) Number of households on sites expected to move into housing in next 5 years	0	0
6) Residential pitches planned to be built or to be brought back into use	0	0
Total Additional Supply	0	0
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	0	0
8) Households (on pitches) seeking residential pitches in the area,	0	0
9) Households on transit pitches requiring residential pitches in the area	3	3
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	0	0
12) Households currently overcrowded (or hidden household members)	2	2
13) Net new households expected to arrive from elsewhere	0	0
14) Household formations expected to arise from within existing households	2	2
15) Households in bricks and mortar with need for a pitch	1	0
Total Need	8	7
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	8	7

Source: GTAA 2024

Period	Ethnic definition	PPTS 2023 definition
2024-29	8	7
2029-34	2	1
2034-39	2	2
2039-42	1	1
Total	13	11

Source: GTAA 2024

Outside SDNP

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	0	0
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	0	0
4) Net number of households on sites expected to leave the area in next 5 years	0	0
5) Number of households on sites expected to move into housing in next 5 years	0	0
6) Residential pitches planned to be built or to be brought back into use	0	0
Total Additional Supply	0	0
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	0	0
8) Households (on pitches) seeking residential pitches in the area,	0	0
9) Households on transit pitches requiring residential pitches in the area	0	0
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	0	0
12) Households currently overcrowded (or hidden household members)	0	0
13) Net new households expected to arrive from elsewhere	0	0
14) Household formations expected to arise from within existing households	0	0
15) Households in bricks and mortar with need for a pitch	6	0
<i>Total Need</i>	6	0
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	6	0

Source: GTAA 2024

Period	Ethnic definition	PPTS 2023 definition
2024-29	6	0
2029-34	0	0
2034-39	0	0
2039-42	1	0
Total	7	0

Source: GTAA 2024

Chichester

Within SDNP

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	1	1
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	0	0
4) Net number of households on sites expected to leave the area in next 5 years	0	0
5) Number of households on sites expected to move into housing in next 5 years	0	0
6) Residential pitches planned to be built or to be brought back into use	0	0
Total Additional Supply	0	0
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	2	2
8) Households (on pitches) seeking residential pitches in the area,	5	5
9) Households on transit pitches requiring residential pitches in the area	0	0
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	1	1
12) Households currently overcrowded (or hidden household members)	1	1
13) Net new households expected to arrive from elsewhere	0	0
14) Household formations expected to arise from within existing households	2	2
15) Households in bricks and mortar with need for a pitch	0	0
<i>Total Need</i>	11	11
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	11	11

Source: GTAA 2024

Period	Ethnic definition	PPTS 2023 definition
2024-29	11	11
2029-34	1	1
2034-39	1	1
2039-42	1	1
Total	14	14

Source: GTAA 2024

Outside SDNP

Whilst this assessment acknowledges existing sites and need identified in other assessments, this assessment does not include assessment of need outside to the SDNP area of Chichester.

Worthing

Within SDNP

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	0	0
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	0	0
4) Net number of households on sites expected to leave the area in next 5 years	0	0
5) Number of households on sites expected to move into housing in next 5 years	0	0
6) Residential pitches planned to be built or to be brought back into use	0	0
Total Additional Supply	0	0
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	0	0
8) Households (on pitches) seeking residential pitches in the area,	0	0
9) Households on transit pitches requiring residential pitches in the area	0	0
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	2	2
12) Households currently overcrowded (or hidden household members)	0	0
13) Net new households expected to arrive from elsewhere	0	0
14) Household formations expected to arise from within existing households	0	0
15) Households in bricks and mortar with need for a pitch	0	0
Total Need	2	2
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	2	2

Source: GTAA 2024

Period	Ethnic definition	PPTS 2023 definition
2024-29	2	2
2029-34	0	0
2034-39	0	0
2039-42	1	1
Total	3	3

Source: GTAA 2024

Outside SDNP

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	0	0
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	0	0
3) Number of existing pitches expected to become vacant through mortality	0	0
4) Net number of households on sites expected to leave the area in next 5 years	0	0
5) Number of households on sites expected to move into housing in next 5 years	0	0
6) Residential pitches planned to be built or to be brought back into use	0	0
Total Additional Supply	0	0
<i>Additional residential need</i>		
7) Seeking permanent permission from temporary sites	0	0
8) Households (on pitches) seeking residential pitches in the area,	0	0
9) Households on transit pitches requiring residential pitches in the area	0	0
10) Households on unauthorised encampments requiring residential pitches	0	0
11) Households on unauthorised developments requiring residential pitches	0	0
12) Households currently overcrowded (or hidden household members)	0	0
13) Net new households expected to arrive from elsewhere	0	0
14) Household formations expected to arise from within existing households	0	0
15) Households in bricks and mortar with need for a pitch	4	0
<i>Total Need</i>	4	0
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	4	0

Source: GTAA 2024

Period	Ethnic definition	PPTS 2023 definition
2024-29	4	0
2029-34	0	0
2034-39	0	0
2039-42	1	0
Total	5	0

Source: GTAA 2024

Appendix 4: Accommodation Need (Showpeople)

Arun

Within SDNP

1) Current occupied permanent residential site plots	1
<i>Current residential supply</i>	
2) Number of unused residential plots available	0
3) Number of existing plots expected to become vacant through mortality	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential plots planned to be built or to be brought back into use	0
Total Supply	0
<i>Current residential need: Plots</i>	
7) Seeking permanent permission from temporary plots	0
8) Households (on plots) seeking residential plots in the area	1
9) Households on transit plots requiring residential plots in the area	0
10) Households on unauthorised encampments requiring residential plots in the area	0
11) Households on unauthorised developments requiring residential plots in the area	0
12) Households currently overcrowded (or hidden family members)	0
13) Net new households expected to arrive from elsewhere	0
14) New household formations expected to arise from within existing households on sites	0
Total Need	1
<i>Balance of Need and Supply</i>	
Total additional plot need	1

Source: GTAA 2024

Period	Plots
2024-29	1
2029-34	0
2034-39	0
2039-42	1
Total	2

Source: GTAA 2024

Outside SDNP

As noted in chapter 3, there are no known supply of sites or pitches within Arun within SDNP, and no identified need:

Period	Plots
2024-29	1
2029-34	0
2034-39	0
2039-42	1
Total	2

Source: GTAA 2024