

Gypsy and Traveller and Travelling Showperson Accommodation Assessment

Shropshire Council

Final Report
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We are very grateful to the Gypsy, Traveller, Travelling Showperson and boater communities across Shropshire for their positive engagement with the work and for the assistance provided by site owners to facilitate interviews.

Executive Summary

Introduction

The Shropshire 2025 Gypsy and Traveller Accommodation Assessment (GTAA) provides the latest available evidence identifying the accommodation needs of Gypsies and Travellers, Travelling Showpeople and boat dwellers across Shropshire.

The GTAA has included:

- A review of existing (secondary) data.
- Stakeholder consultation, with 18 responses from a range of stakeholders including local authority officers, neighbouring council officers and canal/waterway organisations.
- A household survey and site/yard observation. Across Shropshire, information from a total of 111 Gypsy and Traveller households (out of 123 or 90.2%) and 5 Travelling Showperson households (out of 5 or 100%) was obtained.
- Consultation with marina owners and interviews with boater households.

Data has been carefully analysed to provide a picture of current provision across Shropshire and an assessment of future need. The findings of the study provide an up-to-date, robust and defensible evidence base for policy development and to inform decision making on planning applications.

Population and current accommodation provision

The 2021 Census identified a population of 334 people who identified as 'White: Gypsy or Irish Traveller' or 'Gypsy/Romany' and an estimate of 145 households where the household reference person identifies as being a Gypsy/Traveller.

Across Shropshire there are currently 34 operative Gypsy and Traveller sites with 138 pitches (Table ES1) and 1 Travelling Showperson yard with 5 plots (Table ES2). There are also 4 unauthorised sites with 8 pitches

In January and July each year, council's carry out a Traveller caravan count to inform MHCLG statistics. The latest six bi-annual MHCLG Traveller caravan counts (July 2021 to January 2024) recorded an average of 197 caravans across all sites in Shropshire. In January 2024, 218 caravans were recorded (60.1% on private sites and 39.9% on council sites).

Table ES1 Summary of Gypsy and Traveller sites in Shropshire

Type of site	No. Sites	No. Pitches	Total occupied pitches	Total vacant pitches	Total G&T households	Interviews/ info obtained	No response
Local Authority*	3	48	43	5	44	44	0
Private authorised	31	90	72	18	72	60	12
Unauthorised	4	8	8	0	7	7	0
Shropshire total	38	146	123	23	123	111	12

*The LA site at Craven Arms is currently undergoing redevelopment and excluded from this table.

Table ES2 Summary of Travelling Showperson yards in Shropshire

Type of site	No. Yards	No. plots	Total occupied plots	Total vacant plots	Total TSP households	Interviews/ info obtained	No response
Private authorised	1	5	5	0	5	5	0

Planning policy requirements for needs assessments

The 2024 National Planning Policy Framework (NPPF) states in Paragraph 63 that **‘the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies’ (including travellers)**. Footnote 27 of the NPPF then states that the **‘Planning Policy for Traveller Sites sets out how travellers’ housing needs should be assessed for those covered by the definition in Annex 1 of that document’**.

The 2024 Planning Policy for Traveller Site (PPTS) document states that **‘local planning authorities should make their own assessment of need for the purposes of planning’ and ‘ensure that their Local Plan includes fair, realistic and inclusive policies’ and ‘to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply’**.

In the absence of further guidance on preparing GTAAs, the methods adopted by arc⁴ reflect the PPTS, build upon those methods established through previous guidance, our practical experience and decisions made at planning inquiries and appeals.

Need assessment period

Need has been assessed over a short-term period 2025/26 to 2029/30 and longer-term period 2030/31 to 2045/46. Note that demographic data is available to 2042/43 and need for the period 2043/44 to 2045/46 is derived by considering average annual need over the period 2030/31 to 2042/43 which is then applied to the period 2043/44 to 2045/46.

Gypsy and Traveller pitch requirements

For the period 2025/26 to 2045/46, there is a need for 90 additional Gypsy and Traveller pitches across Shropshire (Table ES3). Of this need, 20 pitches are needed in the first five years (2025/26 to 2029/30) and 70 over the longer-term period (2030/31 to 2045/46).

Analysis considers the needs arising from existing households, households on unauthorised sites, newly forming households, in-migrant households and current vacancies on existing public and private sites. The main driver of need across Shropshire is household formation.

In terms of supply, there are number of sites that are not currently occupied, and as such are available to meet needs, which results in minimal short-term need.

There are currently 6 households on the housing register for council pitches.

Table ES3 Gypsy and Traveller pitch need 2025/26 to 2045/46

Residential Pitch need	Shropshire
5yr Authorised Pitch Shortfall (2025/26 to 2029/30) (A)	20
Longer-term need	
Over period 2030/31 to 2034/35 (B)	16
Over period 2035/36 to 2039/40 (C)	28
Over period 2040/41 to 2042/43 (D)	13
Over period 2043/44 to 2045/46 (E)	13
Longer-term need TOTAL (F=B+C+D+E)	70
TOTAL SHORTFALL 2025/26 to 2045/46 (A + F)	90

Meeting the need

The council should consider the following to help meet identified residential pitch need as set out in Table ES3.

There are around 50 potential pitches which could be brought forward to help meet identified need through refurbishment/improvement or the intensification/expansion of existing permitted sites. Further assessment work by the local authority is recommended to review the suitability of identified additional pitch development capacity connected with existing sites and the occupancy of permanent pitches. However, the 16 vacant existing local authority pitches at the Craven Arms site are expected to become available to meet need in the short term.

In addition, there is the potential for 18 pitches to become available across the period to 2045/46 through household dissolution with an additional 4 pitches coming available per annum through turnover/relet of council pitches. This is based on Council site management records although this should be monitored carefully as some pitches may become available through household dissolution.

The extent of these opportunities is summarised in Table ES4.

Table ES4 Gypsy and Traveller pitch need : potential sources of pitch supply from existing sites

Option	Detail	No. pitches	Comment
1. Regularisation	None available		None currently available
2. Additional pitches on existing sites	Priv 1 (3) Priv 7 (2) Priv 21 (4) Priv 22 (10) Priv 27 (5)	24	Respondents were asked if their sites could provide more pitches through expansion or intensification. The council will need to review sites to determine if additional pitches could be delivered
3. Existing permitted sites not or partly being used for Gypsy and Travellers	The Oakery (formerly Priv 5 GTAA 2019) (10)	10	Potential supply once works done to improve site.
4. Craven Arms refurbishment	LA1 (16)	16	Pitches will be available once site refurbished.
5. Potential household dissolution on public and private sites		18	Potential pitches coming available owing to the current age of occupants.
6. Turnover/relets on council pitches	4 pitches have come available in the past year	4 each year	

NOTE: vacant pitches on authorised sites are already factored into pitch supply in the short-term five year modelling of pitch need.

Notwithstanding evidence in this GTAA on need, additional need may arise over the plan period. It is therefore recommended the council has criteria-based policies to inform future planning applications for private sites should they arise.

Transit provision

The council has considered how land can be provided for short-term use and including in response to the Police, Crime, Sentencing and Courts Act. Currently there are 3 approved transit pitches on the private site (PRIV18) at Manor House Lane, Higher Heath but no public provision.

The Council have identified that the town of Shrewsbury is a focus for unauthorised encampments. Reflecting this, the council has obtained planning permission for and intends to develop a temporary transit site on the outskirts of Shrewsbury (near the Ellesmere Road roundabout) to meet transit needs. This emerging transit site is well placed for Shropshire's transit needs, being located centrally within the County on the outskirts of Shrewsbury with good access to main travelling routes.

The site has planning permission for up to 8 transit pitches with planning conditions limiting stays to a maximum of 14 consecutive days. In order to assess if this provision is sufficient to address transit needs across the County the Council should monitor use

of the new transit provision and the impact this has on unauthorised encampment activity.

Travelling Showperson plot requirements

There is no additional need for Travelling Showperson plots in Shropshire. However, it is recommended that the council develop a criteria-based policy to consider any applications that may come forward over the period to 2045/46.

Houseboat need

Within Shropshire navigable waterways relate to the Shropshire Union and Llangollen Canals. Moorings range from sites on serviced marinas to those along watercourses. Having spoken to several houseboat residents and considered feedback from marina/yard owners, there is a clear, although unquantifiable, appetite for the development of more residential moorings.

The Canal & River Trust (CRT) manages a significant portion of the national canal network and are responsible for issuing boat licences to residents and users of canals in Shropshire. However, given the CRT's reasonable concerns regarding allocations that could conflict with their responsibility to manage water capacity across the network, it would not be appropriate for the Shropshire Development Plan to include specific site allocations. Rather, the Council should support landowners and scheme promoters as they liaise with the CRT on such proposals.

1. Introduction

Overview

- 1.1 In September 2024, arc⁴ was commissioned by Shropshire Council to prepare a Gypsy, Traveller and Travelling Showperson Accommodation Assessment (GTAA). This report updates the findings of the previous 2019 study which itself updated previous GTAA's carried out by arc4 in Shropshire.
- 1.2 The overall scope of the study is to ensure that the council has a robust evidence base to determine an appropriate level of residential pitch and transit provision needed for Gypsies and Travellers, plots for Travelling Showpeople and consider need for moorings for residential houseboat dwellers over the period from 2025/26 to 2045/46. It will also support the consideration of relevant planning applications and the development of housing strategies and relevant supplementary guidance.
- 1.3 The National Planning Policy Framework 2024 (NPPF), Planning Policy for Traveller Sites 2024 (PPTS) and section 124 of the Housing and Planning Act 2016 provide the policy context for this work.

Who the study covers?

- 1.4 Annex 1 of the 2024 Planning Policy for Traveller Sites (PPTS) provides the updated definition of Gypsies and Travellers, which is utilised within this study. This definition is:
“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.”
- 1.5 Similarly, the following definition from Annex 1 of the PPTS in respect of Travelling Showpeople is used within this study:
‘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.’
- 1.6 In addition, this study utilises the following definitions from Annex 1 of the PPTS:
‘For the purposes of this planning policy, “pitch” means a pitch on a “gypsy and traveller” site and “plot” means a pitch on a “travelling showpeople” site (often called a “yard”). This terminology differentiates between residential pitches for “gypsies and travellers” and mixed-use

pitches for “travelling showpeople”, which may/will need to incorporate space or to be split to allow for the storage of equipment.’

- 1.7 For the purposes of this study, therefore, Gypsies and Travellers live on pitches within sites, whilst Travelling Showpeople live on plots within yards.

Report structure

- 1.8 The GTAA 2025 report structure is as follows:

- **Chapter 1 Introduction:** provides an overview of the study.
- **Chapter 2 Policy and local context:** presents a review of the national policy context which guides the study.
- **Chapter 3 Methodology:** provides details of the study’s research methodology.
- **Chapter 4 Review of current Gypsy and Traveller population and provision of pitches/plots:** reviews estimates of the Gypsy and Traveller and Travelling Showpeople population across Shropshire and existing site/yard provision.
- **Chapter 5 Household survey:** presents relevant data obtained from the household survey research.
- **Chapter 6 Stakeholder feedback:** summaries key issues from 17 stakeholder survey responses
- **Chapter 7 Pitch/plot/transit requirements:** focuses on current and future pitch/plot requirements. This chapter includes a detailed assessment of drivers of demand, supply and current shortfalls across the district.
- **Chapter 8 Boat dweller need**
- **Chapter 9 Conclusion and strategic response:** concludes the report, providing brief summary of key findings and recommendations.

- 1.9 The report is supplemented by the following appendices:

- **Appendix A** Household questionnaires
- **Appendix B** Glossary of terms.

2. Policy and local context

- 2.1 This study is grounded in an understanding of the national legislative and planning policy context that underpins the assessment and provision of accommodation for Gypsies and Travellers, Travelling Showpeople, and boat dwellers.
- 2.2 This chapter sets out the policy context within which this GTAA has been prepared, including a consideration of the previous GTAA for Shropshire.

Government policy and guidance

- 2.3 The 2024 National Planning Policy Framework (NPPF) states in Paragraph 63 that **‘the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies’**. It then lists a number of groups including Travellers. Footnote 27 of the NPPF then states that the **‘Planning Policy for Traveller Sites sets out how travellers’ housing needs should be assessed for those covered by the definition in Annex 1 of that document’**.
- 2.4 The 2024 Planning Policy for Traveller Sites (PPTS) states that **‘local planning authorities should make their own assessment of need for the purposes of planning’ and ‘ensure that their Local Plan includes fair, realistic and inclusive policies’ and ‘to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply’**.
- 2.5 Policy A of the PPTS relates to the evidence needed to plan positively and manage development. This states **‘in assembling the evidence base necessary to support their planning approach, local planning authorities should:**
- **pay particular attention to early and effective community engagement with both settled and traveller communities (including discussing travellers’ accommodation needs with travellers themselves, their representative bodies and local support groups);**
 - **cooperate with travellers, their representative bodies and local support groups; other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs of their areas over the lifespan of their development plan, working collaboratively with neighbouring local planning authorities; and**
 - **use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions’.**
- 2.6 In the absence of further guidance on preparing GTAA’s, the methods adopted by arc⁴ reflect Policy A of the PPTS; build upon those methods established through previous guidance; and utilises our practical experience and findings from planning inquiries and appeals.
- 2.7 The calculation of pitch/plot requirements is based on established Government modelling methodology, as advocated in **Gypsy and Traveller**

Accommodation Needs Assessment Guidance (DCLG (now MHCLG), 2007). Although this guidance was formally withdrawn in December 2016, in the absence of any updated guidance on the subject, it continues to provide a good practice approach for needs modelling.

2.8 Policy B of the PPTS relates to planning for traveller sites and requires Local Plans:

- to be prepared with the objective of contributing to the achievement of sustainable development and consistent with the policies of the NPPF; and
- to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople as defined in Annex 1 which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities.

2.9 Policy B (paragraph 10) of the PPTS sets out that local authorities should, in producing their Local Plan:

- a. identify and update annually, a supply of specific deliverable sites sufficient to provide 5-years' worth of sites against their locally set targets;
- b. identify a supply of specific, developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15;
- c. consider production of joint development plans that set targets on a cross-authority basis, to provide more flexibility in identifying sites, particularly if a local planning authority has special or strict planning constraints (local planning authorities have a duty to cooperate on planning issues that cross administrative boundaries);
- d. relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density; and
- e. protect local amenity and environment.

2.10 Policy B (paragraph 13) of the PPTS sets out that local authorities should ensure that traveller sites are sustainable economically, socially and environmentally and therefore ensure that their policies:

- a. promote peaceful and integrated co-existence between the site and the local community;
- b. promote, in collaboration with commissioners of health services, access to appropriate health services;
- c. ensure that children can attend school on a regular basis;
- d. provide a settled base that reduces both the need for long-distance travelling and possible environmental damage caused by unauthorised encampment;
- e. provide for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any travellers who may locate there or on others as a result of new development;

- f. avoid placing undue pressure on local infrastructure and services;
 - g. do not locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans; and
 - h. reflect the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability.
- 2.11 Whilst Policy B of the PPTS sets out matters to be taken into account in the preparation of local plans, Policy H of the PPTS sets out issues to be considered in the determination of planning applications. Of particular relevance to the GTAA is that these include consideration of the level of local provision and need for sites, as well whether there is an up-to-date 5 year supply of deliverable sites.
- 2.12 The 2016 Housing and Planning Act (H&PA) provides further information on the assessment of accommodation needs of those residing in caravans or houseboats. Paragraph 3 includes an explanation of the duty for local authorities to **“to consider the needs of people residing in or resorting to their district with respect to the provision of**
- (a) sites on which caravans can be stationed, or**
 - (b) places on inland waterways where houseboats can be moored.”**
- 2.13 Paragraph 4 of the H&PA clarifies that, **“‘caravan’ has the meaning given by section 29 of the Caravan Sites and Control of Development Act 1960” and “‘houseboat’ means a boat or similar structure designed or adapted for use as a place to live.”**

Intentional unauthorised development

- 2.14 The planning policy statement [click here for link to statement](#) issued with the 2015 Planning Policy for Traveller Sites (whilst this has since been superseded by the 2024 PPTS, this remains relevant to the updated PPTS) and confirmed by Ministerial Statement [click here for link to statement](#) makes clear that if a site is intentionally occupied without planning permission this would be a material consideration in any retrospective planning application for that site. Whilst this does not mean that retrospective applications will be automatically refused, it does mean that failure to seek permission in advance of occupation will count against the application.
- 2.15 In addition, the PPTS (Paragraph 12) makes clear that **“in exceptional cases where a local authority is burdened by a large-scale unauthorised site that has significantly increased their need, and their area is subject to strict and special planning constraints, then there is no assumption that the local authority will be required to meet their Gypsy and Traveller site needs in full”**. This is intended to protect local planning authorities with significant land constraints from being required to provide for additional needs arising directly from large sites such as in the Dale Farm example (a large unauthorised site in Essex).

Considering ‘Cultural’ and ‘PPTS’ need

The latest PPTS contains a revised definition of Gypsy and Travellers, which includes reference to people with a cultural tradition of nomadism or living in a caravan. This GTAA has applied this definition.

Responding to challenges

- 2.16 GTAA's are subject to intense scrutiny, particularly at planning inquiries and hearings. The methodological approaches taken by arc⁴ aims to maximise the robustness of evidence. Measures to do so include:
- An up-to-date assessment of the number of pitches on sites and the number of households living on pitches and any vacancies.
 - Maximising response rates from households.
 - Carefully considering the relationship between households and the pitches they occupy.
 - Sensitive analysis of the flows of existing households from and to the county.
 - Consideration of overcrowding and concealed households.
 - Careful consideration of turnover on council, and where relevant housing association pitches, with clear assumptions over future potential capacity from households moving away from pitches.
 - Longer-term modelling of need using detailed demographic information contained from household survey work.
 - Reasonable assumptions around the number of households in bricks and mortar accommodation who may want to move to a pitch.

Further review of the PPTS

- 2.17 The government has stated in its response to changes to the NPPF that **‘in the context of our wider reforms to planning policy, we will review the PPTS next year’** i.e. 2025.

Local policy and guidance

- 2.18 The adopted local plan currently consists of the Core Strategy (2011), Site Allocations and Management of Development Plan (SAMDev Plan) (2015) and adopted formal Neighbourhood Plans.
- 2.19 A draft Shropshire Local Plan (2016-2038) was submitted to the Planning Inspectorate for examination on the 3 September 2021 and several public hearing sessions were held. However, following the receipt of correspondence from the Local Plan Inspectors which raised a range of soundness concerns which they considered could not be addressed in the required timescales, the examination has not proceeded any further.

- 2.20 The formal decision to withdraw the local plan from examination requires full Council approval which will occur in due course. However, the Council have written to the Inspectors to notify them that officers are minded to recommend withdrawal of the plan, and as such have requested that no further work be undertaken at this time.
- 2.21 Irrespective of the outcome of the decision on the draft Shropshire Local Plan, due to transitional arrangements within the NPPF, work to begin a new Local Plan is expected to commence in early 2026.
- 2.22 Thus, currently Core Strategy Policy CS12 'Gypsy and Traveller Provision' (along with Core Strategy Policy CS5 in the countryside), and other relevant supporting Core Strategy and SAMDev Plan policies, set out the local approach to Gypsy and Traveller development. As these local policies pre-date NPPF and PPTS 2024, where there is difference in approach, the more up to date national policy applies.

3. Methodology

Introduction

- 3.1 This GTAA is grounded in an understanding of the requirements of the NPPF and PPTS and based on an established methodology which regularly withstands scrutiny at planning inquiries and hearings.
- 3.2 The methodology has comprised:
- a desktop analysis of existing documents and other information, including data on pitches/sites, plots/yards and unauthorised encampments.
 - the collection of primary data, including household interviews with Gypsies and Travellers, Travelling Showpeople and boater households.
 - stakeholder engagement, including discussions with marina owners.
 - an assessment of accommodation needs taking into account all available data and information.
- 3.3 The information gathering has been carried out in three phases, as outlined below:
- Phase 1: Literature/desktop review.
 - Phase 2: Survey of Gypsies and Travellers, Travelling Showpeople and boat dwellers across Shropshire.
 - Phase 3: Needs assessment and production of the GTAA 2025 report.

Phase 1: Literature/desktop review and steering group discussions

- 3.4 We have reviewed relevant literature, including legislative background and best practice information; and analysis of available secondary data relating to Gypsies and Travellers, Travelling Showpeople and boater households in the county. The research has been overseen by a steering group comprising local authority officers.

Phase 2: Fieldwork survey and interviews with Gypsies and Travellers, Travelling Showpeople and Boater households

- 3.5 Separate questionnaires and surveys were conducted in relation to the site based Gypsy and Traveller population in Shropshire, the Travelling Showperson population in Shropshire and Boat dwellers in Shropshire. These questionnaires are included as Appendix A. The following paragraphs consider the survey of the Gypsy and Traveller population. The approach to assessing Boat dweller need is set out separately in Section 8.
- 3.6 Our aim is to obtain interviews from all Gypsy and Traveller and Travelling Showperson households living on sites and yards using a standard questionnaire (Appendix A). Where there are known households willing to be involved in the study, we also seek to interview households in bricks and mortar

accommodation but for this study this participation was not achieved. This questionnaire has been carefully designed in consultation with councils, feedback from community representatives and planning agents. Site visits and interviews took place during September 2024.

- 3.7 A total of 123 Gypsy and Traveller households live on pitches. Interviews were achieved with 76 households living on sites. Additional information for 35 households was obtained through site management information, the local knowledge of Shropshire Council's Gypsy and Traveller Family Liaison Officer and planning application data. Information on 111 or 90.2% of households living on sites was therefore achieved.
- 3.8 A total of 5 Travelling Showperson households live on yards. Information on 100% of these households was obtained.

Phase 3: Needs assessment and production of report

- 3.9 A detailed explanation of the pitch and plot requirements is contained in Chapter 7 but briefly comprises analysis of the following:
- current pitch supply; households living on pitches and in bricks and mortar accommodation; survey evidence of movement into Shropshire; households planning to move in the next five years, and emerging households to give total need for pitches; and
 - supply based on the number of authorised pitches and turnover on sites on public pitches together with potential household dissolution.
- 3.10 The overall need for pitches is then compared with the overall supply.

Pitches/plots and households

- 3.11 One of the key challenges faced when assessing Gypsy and Traveller pitch requirements and Travelling Showperson plot requirements is the actual nature of pitches and plots, and how they relate to the number of households they can support.
- 3.12 Paragraph 10 of the PPTS refers to the need for local planning authorities to **'identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets' and 'relate the number of pitches/plots to the circumstances of the specific size and location of the site and the surrounding population's size and density'**.
- 3.13 Planning decision notices usually refer to the number of pitches or plots on a site or yard, and may specify what can be on a pitch or plot e.g. statics, tourers; or specific individuals and/or households.
- 3.14 It is evident within Shropshire that there are a range of different types and scales of public and private sites/yards. They have varied layouts which may have evolved through subsequent planning permissions, to meet the needs of multi-generational or otherwise extended families.
- 3.15 As part of the GTAA, it is essential that the characteristics of sites/yards, the number of permitted pitches/plots and how many households these can support

is carefully considered. There are a range of issues which need to be considered when reviewing site/yard and pitch/plot characteristics and their potential implications for future pitch/plot and site/yard requirements which are now summarised.

Site/yard and pitch/plot size

- 3.16 There are no definitive parameters for site/yard or pitch/plot sizes.
- 3.17 Although now withdrawn, the DCLG Designing Gypsy and Traveller sites: good practice guide (2008) stated in paragraph 4.4 that **'Gypsy and Traveller sites are designed to provide land per household which is suitable for a mobile home, touring caravan and a utility building, together with space for parking. Sites of various sizes, layouts and pitch numbers operate successfully today and work best when they take into account the size of the site and the needs and demographics of the families resident on them'**.
- 3.18 Paragraph 4.47 stated that **'to ensure fire safety it is essential that every trailer, caravan or park home must be not less than 6 metres from any other trailer, caravan or park home that is occupied separately'**.
- 3.19 Paragraph 7.12 stated that **'as a general guide, it is possible to specify that an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan (or two trailers, drying space for clothes, a lockable shed (for bicycles, wheelchair storage etc.), parking space for two vehicles and a small garden area'**.
- 3.20 Paragraph 4.13 stated that **'smaller pitches must be able to accommodate at least an amenity building, a large trailer, drying space for clothes and parking for at least one vehicle'**.
- 3.21 As a general guide, it is suggested by arc⁴ that the minimum pitch size is 25m by 25m (625 square meters or 0.0625 hectares). This would support a twin-unit chalet/mobile home (15m x 6.5m), a tourer, an amenity shed/building (5m x 4m), two vehicle spaces (minimum 2.4m x 4.8m for each space) and turning circle for vehicles, amenity space and a small garden area/play space. Residential units need to be 3m from the pitch boundary and at least 6m apart. A slightly larger pitch of 25m by 30m (750 square meters or 0.075 hectares) would be appropriate for larger household units requiring several residential units. Additionally, it may be appropriate to have several caravans on a pitch to accommodate newly-forming households who may require independent accommodation but want to stay living as part of an extended family group.
- 3.22 It is generally accepted amongst the Travelling community that private sites of up to 6-10 pitches are appropriate. Public sites tend to be larger and have policies and procedures in place to ensure their effective management.
- 3.23 In 2010, the Showmen's Guild of Great Britain prepared a document 'Travelling Showpeople's sites: a planning focus – model standard package). This document was intended to provide guidelines to Travelling Showpeople and Local Planning Authorities when considering the needs of Travelling Showpeople.
- 3.24 This document confirmed that:

- A plot is a piece of land occupied by a showperson with their family and equipment, used to store fairground rides, vehicles and other items as well as for living accommodation. The family unit can be large or small, for instance an extended family with grandparents, parents and children, or a single-family unit of parents and children.
- A yard is two or more plots owned by the same family who may use this for their own family purposes or may let part out to other Showpeople.
- A site is a group of plots where the land is owned by individual plot holders. Quite often a Showperson's site will have a common shared access onto the main road network.
- Showpeople's sites do not fit neatly into the definition of a one land use category. The sites combine a residential use with a storage use, and maintenance is also likely to be carried out on site. The residential use can take the form of static homes and caravans.
- For a Travelling Showperson yard, the minimum size of a plot is 0.5ha and should include space for residential accommodation and equipment storage.

Occupancy

- 3.25 A pitch/plot may accommodate more than one family unit, for instance it could include a family, older children who have formed their own household and other family members. This could lead to potential overcrowding and this is considered as part of the GTAA household survey.
- 3.26 Private sites/yards may restrict occupancy to close family/friends. This limits opportunity for others to move onto the site/yard but this restrictive occupancy may provide for emerging needs within a household, for example as grown-up children (previously living within a parent(s) or grandparent(s) home) form independent households of their own.
- 3.27 It should also be noted that touring caravans on sites/yards have the potential to help meet emerging need from household members which could be accommodated on existing pitches/plots if appropriate space is available.
- 3.28 Quality, size of pitch/plot and proximity of caravans on pitches/plots vary dramatically.

Response

- 3.29 For each site/yard, a pragmatic and reasonable judgement should be made as part of the GTAA regarding the number of pitches/plots or sub-divisions. This may relate to the number of families living on sites/yards and could include a consideration of the potential intensification of sites/yards (for instance through further sub-division, extension or use of vacant areas within the site/yard). Capacity and layout of sites/yards should be identified through observation (directly or indirectly through Google maps or similar), planning history and local knowledge of planning, enforcement and liaison officers.
- 3.30 Pitches/plots can become intensified or sub-divided once planning applications have been approved. These sub-divisions tend to be tolerated by councils.

Often pitches/plots become sub-divided to provide space for newly-forming households, particularly from family members. The potential for pitch/plot intensification/sub-division was considered on site visits and respondents were asked whether intensification/sub-division was possible on the site/yard they lived on.

4. Review of the Gypsy, Traveller and Travelling Showpeople population and existing provision of pitches and plots

- 4.1 This chapter looks at the current picture in terms of the current population and demography of Gypsies and Travellers and Travelling Showpeople across Shropshire, before going on to explore the extent and nature of provision across the area.

Census data

- 4.2 In October 2023, the ONS published detailed census data relating to Gypsy and Traveller populations specifically and does not include Travelling Showpeople or houseboat dwellers. This provides valuable insights into the population dynamics and comparisons with overall populations.
- 4.3 The 2021 Census reported a population of **334** people who identified as ‘White: Gypsy or Irish Traveller’ or ‘Gypsy/Romany’ and no people identifying as ‘Roma’ living in Shropshire. The total number of households was estimated to be **145** based on the number of Household Reference People.
- 4.4 The previous 2011 Census reported 297 people and 130 households.
- 4.5 Table 4.1 sets out a range of data relating to people identifying as Gypsies and Travellers from the 2021 Census across Shropshire. In summary:
- 70% live in bricks and mortar accommodation and 30% live in a caravan/mobile structure.
 - 65.7% rent (22.4% privately and 43.3% from a social landlord) and 34.3% are owner occupiers.
 - 21.7% were overcrowded compared with 4% of the general population.
 - 35.8% were couples with children, 17.9% single parent, 13.4% singles, 10.4% couples and 22.4% other household types.

Table 4.1 Characteristics of properties and households which are occupied by people identifying as Gypsy and Traveller from 2021 Census.

Theme	Category	Number of people identifying as Gypsy/Traveller	% of people identifying as Gypsy/Traveller
Dwelling Stock	Detached whole house or bungalow	80	23.9%
	Semi-detached whole house or bungalow	95	28.4%
	Terraced (including end-terrace) whole house or bungalow	30	9.0%
	Flat, maisonette or apartment	30	9.0%
	A caravan or other mobile or temporary structure	100	29.9%
	Total	335	100.0%
Tenure	Owned: Owns outright	80	23.9%
	Owned: Owns with a mortgage or loan or shared ownership	35	10.4%
	Private rented or lives rent free	75	22.4%
	Rented Social rented	145	43.3%
	Total	335	100.0%
Occupancy	Occupancy rating of bedrooms 0 or more	260	78.8%
	Occupancy rating of bedrooms -1 or less (overcrowded)	70	21.2%
	Total	330	100.0%
Household composition	One person household: Aged 66 years and over	15	4.5%
	One person household: Other	30	9.0%
	Single family household: Couple family household: No children	35	10.4%
	Single family household: Couple family household: Dependent children	100	29.9%
	Single family household: Couple family household: All children non-dependent	20	6.0%
	Single family household: Lone parent household	60	17.9%
	Other household types	75	22.4%
	Total	335	100.0%
General Health	Very Good	140	39.4%
	Good	85	23.9%
	Fair	65	18.3%
	Bad	55	15.5%
	Very Bad	10	2.8%
	Total	355	100.0%
	Net health score (VG+G-B-VB)		45.1%

Source 2021 Census, [click here for link to Census data](#)

- 4.6 In terms of health, 63.3% of Gypsies and Travellers said their health was very good/good and none said it was bad/very bad. The overall net health satisfaction score (% saying very good/good minus bad/very bad) was 45.1% compared with 76.3% of the overall population.
- 4.7 Please note that the data reported from the census may differ from the findings of the household survey. This is because of the small population base of the Gypsy and Traveller population. Furthermore, data are highly influenced by the level of response to both the 2021 Census and 2024 household survey.
- 4.8 It is also important to note that an estimate of households in bricks and mortar is very difficult to establish. The 2021 Census does appear to undercount households living on pitches and is therefore unlikely to fully reflect the circumstances of households living in Shropshire.

Caravan Count information

- 4.9 Snapshot counts of the number of Gypsy and Traveller caravans were requested by the government in 1979 and have since been undertaken every January and July by local authorities. An annual count of Travelling Showperson caravans takes place every January. The counts provide a source of information on the number of caravans located on authorised and unauthorised sites, but do not record the actual number of pitches/plots on sites/yards.
- 4.10 The figures for the last six Traveller caravan counts for Shropshire are set out in Table 4.2. Data shows an average of 200 caravans across the area during the period July 2021 to January 2024. Of these 39.5% were on council sites, 0.8% on private (temporary authorised) sites and 59.7% on private authorised sites.

Table 4.2 Bi-annual Traveller caravan count figures July 2021 to January 2024: Shropshire

	Authorised sites with planning permission			Unauthorised sites without planning permission	
Count Date	Social Rented	Total Private (Temporary)	Total Private (Permanent)	Total Unauthorised	Total
Jul 2021	81	0	112	0	193
Jan 2022	73	0	110	0	183
Jul 2022	79	0	120	0	199
Jan 2023	81	0	120	0	201
Jul 2023	71	4	125	0	188
Jan 2024	87	5	126	0	218
6-Count Average* (Jul 2021- Jan 2024)	79	2	119	0	200
6-Count % Average* (Jul 2021- Jan 2024)	39.5%	0.8%	59.7%	0%	100%

Source: MHCLG Traveller Caravan Count, Live Table 1

- 4.11 Over the period 2021 to 2024 there have been some changes to Travelling Showperson provision. Prior to 2023 plots were located on a temporary yard, but since 2023 plots have been located on a permanent yard at Glovers Meadow in Oswestry.

Table 4.3 Annual Travelling Showpeople caravan count figures January 2020 to January 2024

	Authorised sites with planning permission		Unauthorised sites without planning permission	
Count Date	Social Rented	Total Private	Total Unauthorised (tolerated)	Total
2021	0	0	0	0
2022	0	0	0	0
2023	0	3	0	3
2024	0	5	0	5
4-count % Average	0	100%	0	100%

Source: MHCLG Travelling Showpeople Caravan Count, Live Table 3

Local sites and yards

- 4.12 Within the GTAA sites/yards are categorised according to their planning status. Authorised sites/yards are those with planning permission and can be on either public or privately-owned land. Unauthorised sites/yards are made up of either longer-term unauthorised developments (approximately three months or longer) or shorter term unauthorised encampments.
- 4.13 In the case of unauthorised development, Gypsies and Travellers or Travelling Showpersons are usually residing on land that they have consent to stay on and may own or rent/lease, but that does not have planning permission (for change of use of land or associated supporting development). Appendix B provides more detailed definitions.
- 4.14 Unauthorised developments that have been in existence for some time can be considered to be indicative of a permanent need for accommodation. In some instances local authorities class these as tolerated sites/yards and do not take enforcement action to remove them.
- 4.15 Table 4.4 sets out the location of Gypsy and Traveller sites and Table 4.5 Traveller Showperson yards across Shropshire. Map 4.1 illustrates the geographic location of these sites and yards.
- 4.16 Across Shropshire there are a total of 146 Gypsy & Traveller pitches on 39 sites and 5 Travelling Showperson plots on one yard:
- 31 private sites (90 pitches, 72 occupied, by 72 households, 18 vacant).
 - 3 operational council sites (48 pitches, 43 occupied by 44 households, 5 vacant). This excludes the Craven Arms site of 16 pitches which is currently closed for refurbishment.
 - 4 unauthorised sites (8 pitches, occupied by 7 households, with 1 household occupying 2 pitches).

- 1 Travelling Showperson yard (5 plots occupied by 5 households).
 - Note that 4 households occupy more than one pitch and 4 pitches that are occupied by more than one household some multiple pitches are occupied by single households.
- 4.17 Tables 4.4 and 4.5 also set out baseline information gathered regarding pitches/plots and household occupancy on each site/yard. This provides a transparent base position from which the modelling of future pitch/plot need in Section 7 can proceed.

Table 4.4 List of Gypsy & Traveller sites (as at September 2024)

Site Code	Site Name	Site Address	Postcode	Type of site	Number of pitches	Total pitches occupied	Total pitches vacant	Number of households on pitches	Interviews achieved	Site management/ local knowledge/ planning application	Total household information	Non response
LA1	Craven Arms Caravan Site	Long Lane, Craven Arms	SY7 8DU	Council Authorised	0	0	0	0	0	0	0	0
LA2	Cross Houses Caravan Site	To south of Cross Houses on A448	SY5 6JR	Council Authorised	5	4	1	4	0	4	4	0
LA3/ LA3A	Park Hall Caravan Site (including expansion)	Whittington Road, Oswestry	SY11 4AY	Council Authorised	25	21	4	21	12	9	21	0
LA4	Manor House Lane Caravan Site	Higher Heath, Whitchurch	SY13 2HT	Council Authorised	18	18	0	19	19	0	19	0
Priv1	The Caravan Park	Sheinton Road, Cressage	SY5 6DH	Private Authorised	6	6	0	7	7	0	7	0
Priv2	The Caravan	Froxley, Moreton Mill, Shawbury	SY4 4ES	Private Authorised	1	1	0	1	0	0	0	1
Priv3	Marton Grange Caravan Park	Myddle Wood, Baschurch	SY4 3RY	Private Authorised	8	8	0	8	3	0	3	5
Priv6	Annscroft Site	The Farriers, Annscroft	SY5 8AN	Private Authorised	1	1	0	1	1	0	1	0
Priv7	1 & 2 Woodcroft Caravan Park, Lacon Street	Prees (field number 9752)	SY13 2EL	Private Authorised	2	2	0	2	2	0	2	0

Site Code	Site Name	Site Address	Postcode	Type of site	Number of pitches	Total pitches occupied	Total pitches vacant	Number of households on pitches	Interviews achieved	Site management/ local knowledge/ planning application	Total household information	Non response
Priv8	Field View	Hill View, Green Lane, Onibury,	SY7 9BL	Private Authorised	1	1	0	1	0	0	0	1
Priv9	Adastra Services	Tern Hill, Market Drayton	TF9 3QD	Private Authorised	1	1	0	1	0	1	1	0
Priv10	Former Goods Yard	Webster's Lane, Hodnet	TF9 3JH	Private Authorised	1	0	1	0	0	0	0	0
Priv11	Land Adjacent to Brook Cottage	Wem Lane, Soulton	SY4 5RT	Private Authorised	1	1	0	1	1	0	1	0
Priv12	Orchard Cottage	The Orchard, Rock Green, Ludlow	SY8 2DS	Private Authorised	2	2	0	3	3	0	3	0
Priv 13	The Caravan Site	Sheinton Road, Cressage	SY5 6DH	Private Authorised	1	1	0	1	0	1	1	0
Priv14	Pigeon Door	Frodesley	SY5 7NQ	Private Authorised	2	2	0	2	2	0	2	0
Priv15	Adbo Hill	Tern Hill, Market Drayton	TF9 2JF	Private Authorised	4	0	4	0	0	0	0	0
Priv16	Dorrington	Old R.O.C. Post, Church Road , Dorrington SY5 7JL	SY5 7JL	Private Authorised	2	2	0	1	1	0	1	0

Site Code	Site Name	Site Address	Postcode	Type of site	Number of pitches	Total pitches occupied	Total pitches vacant	Number of households on pitches	Interviews achieved	Site management/ local knowledge/ planning application	Total household information	Non response
Priv17	Land off Pixley Lane	Hinstock, TF9 2TN	TF9 2TN	Private Authorised	3	3	0	3	0	0	0	3
Priv18	Manor House Lane Caravan Site	Manor House Lane, Higher Heath	SY13 2HT	Private Authorised	10	10	0	10	10	0	10	0
Priv19	The Old Orchard , Barkers Green	(Land adj. the Builders Yard, known as No. 8 Barkers Green) ,Weir Lane, Barkers Green, Wem	SY4 5JN	Private Authorised	2	2	0	2	0	0	0	2
Priv20	Sparrow Cottage	Sparrow Cottage, Shawbury Heath	SY4 4EA	Private Authorised	2	2	0	2	2	0	2	0
Priv21	The Hawthorns	Land South of Albrighton Bypass A41	WV7 3FR	Private Authorised	3	3	0	3	0	3	3	0
Priv22	The Paddocks	Warrant Road, Stoke Heath	TF9 2DZ	Private Authorised	12	11	1	11	11	0	11	0
Priv23	The Pine Trees (the Former Nursery)	Barkers Green, Wem	SY4 5JL	Private Authorised	3	0	3	0	0	0	0	0

Site Code	Site Name	Site Address	Postcode	Type of site	Number of pitches	Total pitches occupied	Total pitches vacant	Number of households on pitches	Interviews achieved	Site management/ local knowledge/ planning application	Total household information	Non response
Priv24	Adjacent The Round House,	Land Adjacent The Round House, Fenn Green, Alveley	WV15 6JA	Private Authorised	2	2	0	1	0	1	1	0
Priv25	Five Crosses	Five Crosses, Gobowen	SY10 7JX	Private Authorised	1	0	1	0	0	0	0	0
Priv26	South East of the Hawthorns	South East of The Hawthorns, Newport Road Albrighton	WV7 3FA	Private Authorised	1	1	0	1	0	1	1	0
Priv27	South of Idle Patch	South Of Idle Patch, Main Road, Dorrington	SY5 7JT	Private Authorised	1	1	0	2	2	0	2	0
Priv28	Hawthorn Paddock	Hawthorn Paddock, Welshampton	SY12 0NR	Private Authorised	1	1	0	1	0	1	1	0
Priv29	Silverwoods, Highley	Netherton Road, Highley	WV16 6NJ	Private Authorised	6	6	0	5	0	5	5	0
Priv 30	Land Off A53, Market Drayton	Land Off A53 Market Drayton	TF9 3GR	Private Authorised	5	0	5	0	0	0	0	0
Priv31	Five Oak Stables, Coton	Land At Coton, Whitchurch	SY13 3LH	Private Authorised	2	2	0	2	0	2	2	0

Site Code	Site Name	Site Address	Postcode	Type of site	Number of pitches	Total pitches occupied	Total pitches vacant	Number of households on pitches	Interviews achieved	Site management/ local knowledge/ planning application	Total household information	Non response
Priv32	Land North Platt Lane, Whixhall	Hollinwood, Whixhall	SY13 2NW	Private Authorised	1	0	1	0	0	0	0	0
Priv33	Land East of A529, Woodseaves, Market Drayton	Land East of A529 Woodseaves, Market Drayton	TF9 2LU	Private Authorised	2	0	2	0	0	0	0	0
Unauth1	35 The Caravan Park / Land South of Tong Forge	Tong Forge, Shifnal	TF11 8QD	Unauthorised	4	4	0	3	0	3	3	0
Unauth2	Unavailable	Location not disclosable	-	Unauthorised under investigation	2	2	0	2	0	2	2	0
Unauth3	Unavailable	Location not disclosable	-	Unauthorised under investigation	1	1	0	1	0	1	1	0
Unauth4	Unavailable	Location not disclosable	-	Unauthorised under investigation	1	1	0	1	0	1	1	0
TOTAL				Council sites (4)	48	43	5	44	31	13	44	0
Grand Total	Gypsy and Traveller			Private (31 sites)	90	72	18	72	45	15	60	12
				Unauthorised (4 sites)	8	8	0	7	0	7	7	0
				Total G&T	146	123	23	123	76	35	111	12

Table 4.5 Transit pitches on private sites (as at September 2024)

Site Code	Site Name	Site Address	Postcode	Type of site	Number of transit pitches
Priv18	Manor House Lane Caravan Site	Manor House Lane, Higher Heath	SY13 2HT	Private Authorised	3

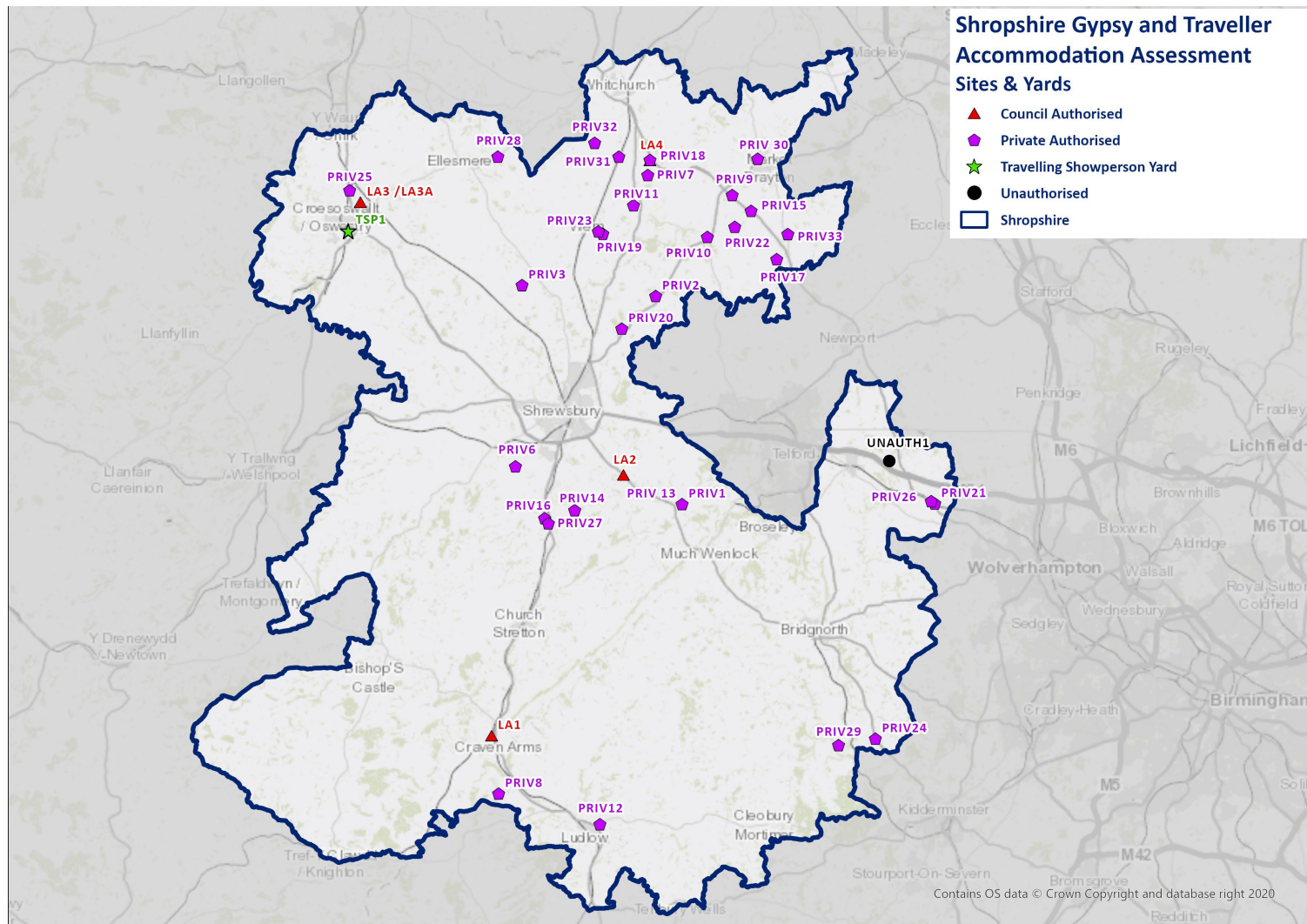
Table 4.6 List of Travelling Showperson yards (as at September 2024)

Yard Code	Yard Name	Yard Address	Postcode	Type of yard	Number of plots	Total plots occupied	Total plots vacant	Number of households on plots	Interviews achieved	Site management/ local knowledge/ planning application	Total household information	Non response
TSP1	Glovers Meadow	Fair Rest, 1 Glovers Meadow, Oswestry	SY10 8NH	Authorised	5	5	0	5	5	0	5	0

Source: Council data 2024, site survey and fieldwork 2024

Note: Site Codes are based on those from the 2019 GTAA. There have been some losses of sites since then and new sites have been developed

Map 4.1 **Location of sites and yards in Shropshire**



5. Household survey findings

- 5.1 This chapter presents the findings of the household survey, which was carried out to provide primary data to inform this GTAA. The survey aimed to reach as many Gypsy and Traveller households living in the study area as possible. It was conducted using the questionnaire presented in Appendix A. Given the small number of Travelling Showperson households in Shropshire, for confidentiality reasons data relating to these households is not presented in this report.

Gypsy and Traveller households living in Shropshire

- 5.2 A review of the characteristics of Gypsy and Traveller households living in Shropshire has been based on data from a total of 111 households on pitches obtained either through 2024 household survey data (76) or from planning application data/local knowledge/site management information (35).
- 5.3 The number of responses achieved to particular questions is summarised for each question. It would not be appropriate to provide a detailed analysis of the survey information, for instance by type or location of site, as this has the potential to identify individual responses. Broad summaries of the household data are presented in a manner which maintains respondent confidentiality. Where analysis refers to 'small numbers' this means 4 or fewer households responding.
- 5.4 **Ethnicity** (base=111): Of household on pitches 98.2% identified as Romany Gypsy/English Traveller and 1.8% as Irish Traveller.
- 5.5 Data obtained provided an insight into household size, type and the age of residents living on pitches.
- 5.6 **Household size** (base=110): 17.3% of households were single person; 28.2% two person; 19.1% three person; 13.6% four person, 13.6% five person and 8.2% six or more person households.
- 5.7 **Household type** (base=107): 36.4% couples with child(ren) including adult children, 20.9% were couples, 17.3% were singles, 12.7% were single parents, 12.7% were other households (for instance multi-adult households and extended families).
- 5.8 **Age profile:** The household survey identified a total of 337 Gypsies and Travellers living on sites across Shropshire. Household survey data reports the following age profile (base=325) of the Travelling population in Shropshire: 33.8% were aged 13 or under, 3.7% aged 14-17, 28.6% aged 18-34, 12.9% aged 35-49, 12.0% aged 50-64 and 8.9% aged 65 and over.
- 5.9 **Length of residence** (base=78): 30.8% had lived at their current place of residence for less than 5 years, 25.6% between 5 and less than 10 years, 23.1% between 10 and less than 20 years and 20.5% for 20 years or more.
- 5.10 **Overcrowding:** When asked if their home was overcrowding (base=32), no household said that their home or pitch was overcrowded

Help and support needs

- 5.11 Respondents were asked if they had any broader help and support needs. Several mentioned health concerns such as arthritis, mobility problems and old age, however no specific needs were mentioned.

6. Stakeholder feedback

Introduction

- 6.1 As part of our research, arc⁴ contacted a range of stakeholders to obtain feedback on Gypsy and Traveller, Travelling Showperson and Boat Dweller matters. Responses relating to Gypsies, Travellers and Travelling Showpeople is presented in this chapter, with information regarding boat dwellers presented in Chapter 9. **Please note these are the views and opinions of stakeholders and not necessarily the views of the Council or arc⁴.**
- 6.2 A total of 92 stakeholders were contacted including Shropshire Council officers, adjacent Local Planning Authorities, Traveller organisations, and organisations associated with boat dwellers. A total of 17 responses were received. All responses were considered in undertaking this assessment and drawing conclusions within this GTAA.
- 6.3 Key issues raised within external stakeholder responses are summarised below:

Gypsy and Traveller stakeholder feedback

Key Issue	Summary	Response
Needs arising in adjoining Local Authorities	Representatives of an adjacent Local Planning Authority explained the need for permanent residential pitches will be established through future GTAA assessment including field survey work.	This approach is consistent with the NPPF and PPTS. Importantly, it is most sustainable and effective to meet needs within the area that they arise. Determination of whether this is possible and any cross boundary implications are matters for the Duty to Cooperate process undertaken during plan making.
Needs arising across the Country	Representatives of an adjacent Local Planning Authority indicated that they consider an undersupply of sites exists across England and Wales, as such a local shortage is likely.	Government policy within the NPPF and PPTS provide clear expectations that a robust evidence base should establish accommodation needs and that this evidence should support the planning approach. The methodology within this GTAA, which provides an assessment of pitch need and supply, is fully consistent with these expectations. Crucially, it is most sustainable and effective to meet needs within the area that they arise.

Key Issue	Summary	Response
Needs arising in South Staffordshire	<p>South Staffordshire District Council (SSDC) identified a need in their GTAA (2024) for 162 pitches between 2023 and 2041, including 92 pitches within the first 5-year period). They consider all suitable public sites in the district (including green belt options) have been considered but only 37 pitches are deliverable over this period. This is insufficient to meet needs over the next 5 years or longer term to 2041.</p> <p>This shortfall is a strategic cross-boundary issue.</p> <p>Shropshire Council should consider potential for extra supply on public sites and allocate all suitable Gypsy and Traveller sites, including within the green belt, to maximise the number of pitches to help meet cross boundary needs including those from South Staffordshire.</p> <p>It is however recognised that this may need to be through a review of the Shropshire Local Plan.</p>	<p>The PPTS includes a particular emphasis on the potential for private provision to meet need. Opportunities for such provision (including in the Green Belt), alongside public provision, should be considered in full to meet identified pitch needs.</p> <p>Determination of whether pitch needs can be met and any cross boundary implications are matters for the Duty to Cooperate process undertaken during plan making.</p> <p>Importantly, it is most sustainable and effective to meet needs within the area that they arise.</p>
Needs arising in Herefordshire	<p>Herefordshire Council has made provisions to meet its identified need in the DPD and is currently updating need requirements in relation to the Local Plan update.</p> <p>No records of unauthorised encampments to date in 2024. In 2022, 6 unauthorised encampments occurred & and in 2023 there were 4 around Leominster but it is not known if these were linked to travel to or from Shropshire.</p>	<p>Noted.</p> <p>Consideration of the cross boundary implications of any further work is a matter for the Duty to Cooperate process undertaken during plan making.</p>
Cross-boundary infrastructure	<p>A local authority representative highlighted the need to address cross-boundary issues of provision of supporting services and infrastructure provision.</p>	<p>Noted.</p> <p>Consideration of the cross-boundary implications of infrastructure required to support proposed development is a matter for the Duty to Cooperate process undertaken during plan making.</p>

Key Issue	Summary	Response
Cross-boundary movements – between Shropshire and Wrexham	Representatives of Wrexham County Borough Council reported no evidence of a displacement of need from Shropshire to Wrexham (or vice versa). However, identifying and addressing movement needs, including along the A5 corridor, must be considered.	Government policy within the NPPF and PPTS provide clear expectations that a robust evidence base should establish accommodation needs and that this evidence should support the planning approach. The methodology within this GTAA, which provides an assessment of pitch need and supply, is fully consistent with these expectations. The need for all forms of gypsy and traveller pitches, including transit/stopping provision, will be considered through this GTAA.
Cross-boundary movements – between Shropshire and Cheshire	Representatives of Cheshire West Council noted the previous GTAA referenced ‘families’ from Cheshire returning to Shropshire due to the lack of provision. Understand this related to a single family rather than a ‘trend’. This family have since returned to Cheshire.	Noted.
Cross-boundary movements – between Shropshire and Wyre Forest	Representatives of Wyre Forest District Council indicated they were not aware of any cross boundary issues with Shropshire. Pitches in Wyre Forest are concentrated in south, furthest away from Shropshire.	Noted.
Cross-boundary movements – horse fairs	Representatives of an adjacent Local Planning Authority highlighted travelling to and from horse fairs as a regular pattern of movement.	Noted. The need for all forms of gypsy and traveller pitches, including transit/stopping provision, will be considered through this GTAA. Furthermore, Shropshire Council recently granted consent for a new public transit site just outside Shrewsbury on a key transport corridor.
Cross-boundary movements – bowtop dwelling families	Representatives of an adjacent Local Planning Authority highlighted some regular bowtop dwelling families frequently cross the border between Worcestershire and Shropshire, using wide verges to stop and graze their horses. Such groups are unlikely to want to live on a Traveller site.	Noted. The need for all forms of gypsy and traveller pitches, including transit/stopping provision, will be considered through this GTAA.

Key Issue	Summary	Response
Sources of pitch need	Representatives of an adjacent Local Planning Authority indicated that future household formation and potential in-migration are sources of pitch need. They also recognised that the latest Shropshire GTAA identified a need for at least 124 pitches.	Noted.
Sources of pitch supply	Representatives of an adjacent Local Planning Authority noted the previous GTAA used pitch turnover as a component of supply.	This is correct. The suitability of turnover as a component of supply is specifically assessed within this GTAA.
Locations of pitch supply	Representatives of an adjacent Local Planning Authority highlighted the most appropriate locations for sites may be near existing settlements.	Noted. This is a matter for any call for sites and site assessment process as part of plan-making.
Barriers to pitch supply	Representatives of an adjacent Local Planning Authority identified a range of potential barriers to pitch supply. These included: lack of promoted sites and the availability of suitable land which is not subject to infrastructure, flooding or other constraints; together with factors such as lack of funding and opposition to the provision of sites.	Noted. This is a matter for any call for sites and site assessment process as part of plan-making.
Unauthorised encampments and temporary provision	Representatives of an adjacent Local Planning Authority indicated they were aware of issues of unauthorised encampments on an ad hoc basis, but not any particular sites that are in use.	Noted. Presence of unauthorised encampments and temporary provision informs this GTAA.
Transit sites and roadside encampments	Representatives of an adjacent Local Planning Authority indicated that need for transit sites should be demonstrated through community survey work. They also indicated that: -Transit sites provide better on-site and access to facilities than roadside encampments. -Locations should be close to main Traveller routes. -Size requirements of any provision should be informed by data from historical encampments.	Noted. The need for all forms of gypsy and traveller pitches, including transit/stopping provision, will be considered through this GTAA. Furthermore, this GTAA is informed unauthorised encampment data and by extensive engagement with the traveller community. Notably, Shropshire Council recently granted consent for a new public transit site just outside Shrewsbury on a key transport corridor.

Key Issue	Summary	Response
Temporary / negotiated stop over pitches	<p>Representatives of an adjacent Local Planning Authority highlighted temporary stopping places/negotiated stopping are the preferred by some family groups.</p> <p>It was emphasised that any need for such provision should be demonstrated through community survey work.</p>	<p>Noted. The need for all forms of gypsy and traveller pitches, including transit/stopping provision, will be considered through this GTAA.</p> <p>Furthermore, this GTAA is informed by extensive engagement with the traveller community.</p> <p>Notably, Shropshire Council recently granted consent for a new public transit site near Shrewsbury on a key transport corridor.</p>
Barriers to transit provision	<p>Representatives of an adjacent Local Planning Authority highlighted a series of barriers to transit provision. These included: access to services and facilities; infrastructure, flooding, ecological assets or other constraints, together with factors such as lack of funding and opposition to the provision of sites.</p>	<p>Noted. This is a matter for any call for sites and site assessment process and other parts of the plan-making process.</p>
Challenges faced by Travelling households who live in Shropshire	<p>Representatives of an adjacent Local Planning Authority observed it can be difficult to engage with traveller households.</p> <p>They also noted a common challenge the community faces is access to services, facilities and infrastructure.</p>	<p>Noted. This GTAA is informed by a survey undertaken with the traveller community of Shropshire. The interviewers undertaking this survey work have significant experience engaging with this community.</p> <p>Furthermore, Shropshire Council benefits from a Gypsy & Traveller Liaison Officer that is knowledgeable of the local community. This knowledge also informs this GTAA.</p>

Travelling Showperson stakeholder feedback

Key Issue	Summary	Response
Sources of plot need	Representatives of an adjacent Local Planning Authority highlighted the need for permanent residential plots must be demonstrated by evidence.	Noted. The need for all forms of travelling showperson plots, including transit/stopping provision, will be considered through this GTAA. Furthermore, this GTAA is informed by extensive engagement with the travelling showperson community.
Sources of plot supply	Representatives of an adjacent Local Planning Authority suggested identification of sites with willing landowners or in public ownership would enable deliverable allocations.	Noted. This is a matter for any call for sites and site assessment process as part of plan-making.
Locations of pitch supply	Representatives of an adjacent Local Planning Authority specified that permanent yards need to be in sustainable locations with transport connectivity routes.	Noted. This is a matter for any call for sites and site assessment process as part of plan-making.

Contributing to the Duty to Cooperate with neighbouring authorities

- 6.4 The questionnaire sought confirmation that the GTAA study contributes to the Duty to Cooperate (DtC). The following responses were received from neighbouring local authorities:
- Cheshire East Council: Agree.
 - Cheshire West and Chester Council: Agree.
 - Dudley MBC: Agree - in addition to ongoing DtC between Shropshire and relevant Local Authorities.
 - Herefordshire Council: Agree that this GTAA survey contributes to the DtC process. Herefordshire and Shropshire Council's meet on a regular basis to discuss strategic matters under DtC including Gypsy and Traveller Site provision and will continue to do so as both authorities' Local Plans progress to adoption. It should be noted that both Local Plans are at differing stages in the plan making process.
 - Stafford Borough Council: Agree.
 - Telford and Wrekin Council: Agree .
 - Wolverhampton City Council: Agree.
 - Wyre Forest District Council: Agree.

Conclusion

6.5 It is apparent from the engagement with representatives of adjacent Local Planning Authorities that priorities for this GTAA include:

- Provision of an overview of current accommodation provision.
- Identification of clear future pitch and plot requirements, based on government guidance/definitions.
- Identification of known supply and recommendations on how the Development Plan should aim to address any residual future needs.
- A positive approach to meeting any identified residual needs of the area, through permanent pitch provision, with less reliance on pitch turnover.
- Key messages should be based on evidence and field work/questionnaires.
- Focus on provision of more well maintained pitches, with affordable rents.

7. Gypsy and Traveller pitch, Travelling Showperson plot and transit site requirements

Introduction

- 7.1 This section reviews the overall pitch and plot requirements of Gypsies and Travellers and Travelling Showpeople across Shropshire. It takes into account current supply and need, as well as future need, based on modelling of data. This chapter also considers transit pitch requirements for Gypsies and Travellers. Finally, the chapter presents planning policy recommendations.
- 7.2 The calculation of pitch requirements is based on modelling as advocated in *Gypsy and Traveller Accommodation Assessment Guidance* (DCLG, 2007). Although now formally withdrawn, the former DCLG Guidance still provides the best-practice approach towards the assessment of pitch and plot needs (see Chapter 2 for further discussion).
- 7.3 This approach requires an assessment of the current needs of Gypsies and Travellers and Travelling Showpersons and a projection of future needs. It advocates the use of a survey to supplement secondary source information and derive key supply and demand information. Modelling presents an overall need based on the PPTS definition which is also called the ‘cultural’ need.

Gypsy and Traveller pitch requirement model overview

- 7.4 Pitch need is assessed for two time periods. A short-term 5-year model looks at need over the next five years (2025/26 to 2029/30). A longer-term model looks at need over the period to 2045/46 arising from children likely to need a pitch i.e. when they become adults.
- 7.5 In terms of **need**, the 5-year model considers:
- the baseline number of households on all types of site (authorised, unauthorised and temporary authorised sites) as at September 2024;
 - existing households planning to move in the next five years (currently on sites and also from bricks and mortar) and where they are planning to move to;
 - Level of in-migration derived from number of households who moved into Shropshire in the preceding five years
 - and
 - emerging households currently on sites and planning to emerge in the next five years and stay within the study area on a pitch; to derive a figure for total pitch need.
- 7.6 In terms of **supply**, the model considers:
- total supply of current pitches on authorised sites; and
 - vacant pitches on authorised sites.

- 7.7 The model then reconciles total need and existing authorised supply over the next five years by summarising:
- total need for pitches; and
 - total supply of authorised pitches.
- 7.8 The longer-term model then considers the cultural need over the period to 2045/46. This is based on the age profile of children under 13 living in Gypsy and Traveller households on pitches.

Gypsy and Traveller pitch need analysis: Description of factors in the 5-year need model: Shropshire

- 7.9 Table 7.1 provides a summary of the 5-year pitch need calculation for Shropshire. Each component in the model is now discussed to ensure that the process is transparent and any assumptions clearly stated.

Need

Current households living on pitches (1a to 1e)

- 7.10 These figures are derived from council data and site observation data. In summary, there are 123 households living on pitches of which 116 households live on authorised sites and 7 live on unauthorised sites.

Current households in bricks and mortar accommodation (2)

- 7.11 The 2021 Census suggested there were 102 households living in bricks and mortar accommodation.

Weighting

- 7.12 Survey data has been weighted to take account of non-response households. For Gypsy and Traveller households the weighting is $123 \text{ (total households)} \div 111 \text{ (total household information)} = 1.108$.

Existing households planning to move in the next five years (3)

- 7.13 This was derived from information from the 2024 household survey of respondents currently on pitches.
- 7.14 Of existing households currently on sites, the household survey indicates that none plan to move in the next 5 years.
- 7.15 For households currently in bricks and mortar, based on national arc⁴ studies it is estimated that 5.3% of these households would prefer to live on a site, which would equate to around five households. However, there was no evidence of households moving from bricks and mortar accommodation to a site and the council is unaware of any evidence that households living in bricks and mortar accommodation need a pitch. Therefore, the model assumes no need from bricks and mortar accommodation. However, it is recommended that any future

need arising from bricks and mortar households is addressed through a criteria-based policy.

- 7.16 Regarding in-migration, analysis of household survey data indicates that 12 households (weighted) have moved into Shropshire and onto a pitch in the past 5 years. Allowing for similar levels of migration patterns (with weighting applied), in-migration would equate to the need for 12 pitches over the next 5 years. It should be noted that this is a cautious approach, as there is no equivalent robust data on total levels of out-migration to inform the model.
- 7.17 The factors presented in section 3 of the model result in an overall net requirement of 12 pitches (weighted) from existing households planning to move in the next 5 years.

Emerging households (4)

- 7.18 This is the number of households expected to emerge in the next 5 years, based on 2024 household survey information. The total number is +23 (weighted).
- 7.19 If young people aged 18 and over were living with family and have not specified that they want to form a new household, this is assumed to be through choice and the model does not assume they want to form a new household.

Total need for pitches (5)

- 7.20 This is a total of current households on authorised pitches, households on pitches planning to move in the next five years and demand from emerging households currently living on pitches. This indicates a total need for 158 pitches.

Supply

Current supply of authorised pitches (6)

- 7.21 Modelling assumes a total supply of authorised pitches to meet the needs of 138 households. This is broken down to a total of 115 occupied Gypsy and Traveller pitches (note one pitch is occupied by two households) and 23 vacant Gypsy and Traveller pitches.

Table 7.1 Summary of demand and supply factors: Gypsies and Travellers – Shropshire 2025/26 to 2029/30

CULTURAL NEED			Shropshire Total
1	Households living on pitches (includes households doubled up on pitches)	1a. On council site	44
		1b. On private site - Authorised	72
		1c. On private site – Temporary Authorised	0
		1d. On unauthorised site	7
		1e. Total (1a to 1d)	123
2	Estimate of households living in bricks and mortar accommodation	2021 Census estimate	102
		WEIGHTING	1.1081
3	Existing households planning to move in next 5 years or on unauthorised site	Currently on sites	
		3a. To another pitch/same site (no net impact)	0
		3b. To another site in LA (no net impact)	0
		3c. From site to bricks and mortar (-)	0
		3d. To site/bricks and mortar outside district	0
		Currently in Bricks and Mortar	
		3e. Planning to move to a site in LA (+)	0
		3f. Planning to move to another B&M property (no net impact)	0
		In-migrant households	
		3g. Allowance for in-migration (+)	12
		3i. TOTAL Net impact (-3c-3d+3e+3g+3h)	12
4	Emerging households (5 years)	4a. Currently on site and planning to live on current site	16
		4b. Current on site and planning to live on another site in the LA	7
		4c. Currently on site and planning to live outside the LA	0
		4d. Currently in B&M planning to move to a site in LA (+)	0
		4e. Currently in B&M and moving to B&M (no net impact)	0
		4f. Currently on Site and moving to B&M (no net impact)	0
		4g. TOTAL (4a+4b+4d)	23
5	Total Need	1e+3i+4g	158
SUPPLY			
6	Current supply of authorised pitches	6a Current supply of occupied permanently authorised pitches	115
		6b. Current authorised pitches which are vacant	23
		6c. Total current authorised supply (6a+6b)	138
RECONCILING NEED AND SUPPLY			
7	Total need for pitches	5 years (from 5)	158
8	Total supply of authorised pitches	5 years (from 6c)	138
5 YEAR AUTHORISED PITCH SHORTFALL 2025/26 TO 2029/30			20

Reconciling supply and demand

- 7.22 There is a total need over the next five years (2025/26 to 2029/30) for 158 pitches in Shropshire (Table 7.2) compared with a supply of 138 authorised pitches. The result is an overall need for 20 additional pitches.

Longer-term pitch requirement modelling to 2045/46

- 7.23 Longer-term pitch need modelling has been carried out using known household structure information from the survey of households living on pitches in Shropshire. On the basis of the age of children in households, it is possible to determine the extent of 'likely emergence', which assumes that a child is likely to form a new household at the age of 18.
- 7.24 When calculating longer-term need, a reasonable assumption is that half of these children will form new households, bearing in mind culturally women tend to move away on marriage and men tend to stay in close proximity to their families on marriage. The model therefore assumes that 50% of children will form households when they reach 18 and that these households remain in the local authority area.
- 7.25 This approach has been tested at inquiry and found robust. It has also been corroborated by several Travelling interviewees.
- 7.26 Demographic data is currently available to 2042/43. Over the period 2030/31 to 2042/43, there is a need for an additional 57 pitches or an annual need of 4.4. Applying this annual need to the 3-year period from 2043/44 to 2045/46 results in a need for an additional 13 pitches.
- 7.27 Analysis would therefore suggest a total longer-term need from 2030/31 to 2045/46 for 70 (rounded) additional pitches (Table 7.2).

Table 7.2 Future pitch requirements based on the assumption that 50% of children will require a pitch in Shropshire

Time period	No. children	No. pitches
2030/31 to 2034/35 (5 years)	32	16
2035/36 to 2039/40 (5 years)	57	28
2040/41 to 2042/43 (3 years)	25	13
2043/44 to 2045/46 (3 years) (Extrapolated)	26	13
Total (2030/31 to 2045/46) (16 years)	140	70

Overall pitch need

- 7.28 Table 7.3 summarises the overall need for pitches across Shropshire over the period 2025/26 to 2045/46. Need has been assessed over a short-term 2025/26 to 2029/30 and longer-term 2030/31 to 2045/46 period. The overall need is 90 additional pitches. The main driver of need in the first five years is need from (the allowance made for) net in-migration, emerging households currently living on existing sites and unauthorised sites.

Table 7.3 Plan period Gypsy and Traveller pitch need 2025/26 to 2045/46 Shropshire

Residential pitch need	Additional pitch need
5yr Authorised Pitch Shortfall (2025/26 to 2029/30) (A)	20
Longer-term need	
Over period 2030/31 to 2034/35 (B)	16
Over period 2035/36 to 2039/40(C)	28
Over period 2040/41 to 2042/43(D)	13
Over period 2043/44 to 2045/46(E) (this is an extrapolation based on annual need for 4.4 pitches 2029/30 to 2041/42)	13
Longer-term need TOTAL to 2045/46 (17 years) E=(B+C+D)	70
NET SHORTFALL 2025/26 to 2045/46 (A+E) (21 years)	90
Annual net shortfall	4.3

Potential capacity for Gypsy and Traveller pitches on existing sites

7.29 There are several potential sources of pitch supply that are summarised in Table 7.4.

Table 7.4 Gypsy and Traveller pitch need : potential sources of pitch supply

Option	Detail	No. pitches
1. Regularisation	3 out of 4 unauthorised sites are subject to ongoing enforcement investigation and a temporary planning permission for the use of the other site has expired.	0
2. Additional pitches on existing sites	Priv 1 (3) Priv 7 (2) Priv 21 (4) Priv 22 (10) Priv 27 (5)	24
3. Existing sites requiring works to allow use for Gypsy and Travellers	The Oakery (formerly Priv 5 2019 GTAA) (10)	10
4. Craven Arms refurbishment	LA1 (16)	16
5. Potential household dissolution on public and private sites		18
6. Turnover/relets on council pitches	4 pitches have come available in the past year excluding due to household dissolution	4 each year

NOTE: vacant pitches on authorised sites are already factored into pitch supply in the short-term five year modelling of pitch need.

7.30 Each of these options is now discussed in further detail.

Regularisation

- 7.31 Regularisation of sites that are not permanently authorised would help meet the needs identified. However, it is currently not known if existing unauthorised sites are likely to be regularised, noting that three of the unauthorised sites are subject to ongoing enforcement investigation and no planning application has been submitted.
- 7.32 Where unauthorised sites occur in the future, the Local Planning authority could invite a planning application to regularise the development where this is appropriate.

Potential for additional pitches on existing sites

- 7.33 Discussions with private site owners indicated there was potential to intensify or expand existing sites with the addition of statics/caravans to help meet need.
- 7.34 Specifically, respondents to the household survey were asked if their sites could be expanded either through a physical expansion or intensification of use to provide more pitches. Having considered opportunities identified for development by the owners, arc4 have identified the potential for at least **24 pitches**. The council has been provided with details of these potential intensification and expansion opportunities.
- 7.35 These opportunities will be assessed by the Council as part of the process of Local Plan preparation. This will establish the potential scale of provision through each option and their suitability for allocation to meet future needs.
- 7.36 It is considered that prior to this process and any identification of proposed allocations, these sites could provide a 'supply of specific, developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15', as required by PPTS. However, once any proposed allocations are identified, these sites could form part of the initial 5 year supply (2025/26 to 2030/31).

Private sites requiring upgrade.

- 7.37 The Oakery site is authorised for Gypsy and Traveller use, but currently cannot be legitimately occupied. There are a potential **10 pitches** available on this site. Since the site is in private ownership the local authority cannot be certain when the works required to improve the site will be carried out. This site should not therefore be identified to meet needs in the initial 5 year supply period (2025/26 to 2030/31), but can be considered as having longer term supply potential.

Refurbishment of existing local authority sites

- 7.38 There will be **16 new pitches** on the local authority site at Craven Arms which is unoccupied and closed for refurbishment. It is understood that this site will be available as supply within the initial 5 year period 2025/26 to 2030/31.

Household dissolution

- 7.39 Analysis also considers, in a sensitive manner, the potential for pitches to become available through the dissolution of households over the period to 2045/46. Based on the age profile and household composition on pitches, a potential **18 pitches** could become available, in addition to the turnover/relets, over the period 2025/26 to 2045/46. This equates to around 1 pitch each year, so over the five year period 2025/26 to 2029/30 around 5 pitches are likely to come available through dissolution and the remainder over the period to 2045/46.

Turnover on sites

- 7.40 Turnover relates to the number of pitches that are expected to become available for occupancy. Analysis only includes expected turnover on public sites as this is referenced in (former) CLG guidance and more accurate data on changes in pitch occupancy is likely to be available.
- 7.41 Although there is likely to be turnover on private sites, the ability of households to move onto them may be more restricted (for instance the site may be restricted to a particular family) and re-occupation of these pitches is not formally recorded by the local authority. However, changes in pitch occupancy on Council sites are managed by the local authority and this provides an official record of the occupancy of these sites. Across the 3 operational local authority sites in Shropshire, in the last year 4 pitches have become available (exclusive of dissolution). It is considered that 4 pitches each year is a reasonable expression of turnover/reletting of pitches. It can be noted that this figure excludes internal movement, that is movement within the same site or from elsewhere within the County onto a local authority pitch.

Summary of need and capacity

- 7.42 Overall, there is a need across Shropshire for 90 additional authorised pitches over the period 2025/26 to 2045/46. This consists of a need for 20 additional pitches in the first five years (2025/26 to 2029/30) and a further 70 pitches over the longer term period from 2030/31 to 2045/46, due to anticipated levels of household formation.
- 7.43 There is a potential supply of an additional 50 authorised pitches through:
- Potential expansion/intensification (24 pitches).
 - Existing authorised sites requiring works to allow use by Gypsies and Travellers (10 pitches).
 - Refurbishment of Craven Arms council site (16 pitches).
- 7.44 In addition, there is potential supply through household dissolution (18 pitches) and reletting of pitches on council sites (4 each year).
- 7.45 There is potential therefore to meet the plan period need through a combination of the effective use of existing pitches on sites, and/or the expansion/intensification of existing sites, and/or a recognition of potential

supply through household dissolution, and/or reletting of pitches on council sites.

- 7.46 Given the certainty that exists regarding the timescales for the refurbishment of the Craven Arms council site and the number of pitches this will provide, it is apparent that the Council is able to demonstrate 16 pitches to meet a five year supply. Further certainty on this is provided by the expected levels of household dissolution and turnover during this period.
- 7.47 Furthermore, the various means identified above by which pitches are likely to become available provide a range of supply delivery mechanisms for the longer term.
- 7.48 However, allocation of appropriate identified expansion/intensification sites and/or other suitable locations could: provide further certainty for the Gypsy and Traveller community in addressing their longer term accommodation needs and contribute towards the objective of increasing the supply of private pitches which is identified in the NPPF and PPTS.

Tenure preferences

- 7.49 Based on the tenure preferences of existing and emerging households , virtually all respondents stated a preference for a pitch on a private site. This is perhaps unsurprising, but there is recognition that whilst this may be the aspiration, not all households are able to make their own provision or otherwise access private sites. Therefore, there remains an important role for public sites which can constitute affordable provision.

Transit requirements

- 7.50 There are a number of ways to deliver temporary places where Travellers can stop whilst passing through a local authority area. These include transit sites, stop over areas and negotiated stopping. A good indicator of transit need is unauthorised encampment activity.
- 7.51 For Shropshire, during 2024, there were 27 incidences of unauthorised encampment activity (Table 7.5). Specifically, during 2024:
- The number of caravans on unauthorised encampments ranged between 1 and 11.
 - The median number of caravans on an encampment was 2 and the mode (most frequently reported) was also 2 caravans.
- 7.52 Recording of unauthorised encampments from 2014 to 2019, which is set out in the previous GTAA (2019), identified levels of encampment ranging from a low of 10 encampments in 2014 to 41 encampments in 2017. Taking an average across recorded encampments over this period yields a figure of around 27 encampments each year. Thus, encampments for 2024 align with this longer-term average.

Table 7.5 Unauthorised encampment activity in Shropshire

Number of encampments recorded 2024	27 encampments	
Number of caravans	Median	2
	Mode	2
	Range	1 to 11

Source: Council data

- 7.53 When considering transit need, the council should be mindful of the 2022 Police, Crime, Courts and Sentencing Act (Part 4). This makes using land for stopping without permission a criminal offence rather than a civil offence. The Bill gives police increased powers to act and introduces significant penalties (fines up to £2,500, impounding vehicles and prison sentences). There has been a legal challenge resulting in the High Court issuing a declaration of incompatibility under section 4 of the Human Rights Act 1998, which means that Parliament will have to review these provisions and ensure their comparability with the European Convention on Human Rights
- 7.54 Currently there are 3 approved transit pitches on the private site (PRIV18) at Manor House Lane, Higher Heath but no public provision.
- 7.55 The Council have identified that the town of Shrewsbury is a focus for unauthorised encampments. Reflecting this, the council has obtained planning permission for and intends to develop a temporary transit site on the outskirts of Shrewsbury (near the Ellesmere Road roundabout) to meet transit needs. This emerging transit site is well placed for Shropshire's transit needs, being located centrally within the County on the outskirts of Shrewsbury with good access to main travelling routes.
- 7.56 The site has planning permission for up to 8 transit pitches with planning conditions limiting stays to a maximum of 14 consecutive days. In order to assess if this provision is sufficient to address transit needs across the County the Council should monitor use of the new transit provision and the impact this has on unauthorised encampment activity.

Showperson plot requirements

- 7.57 No additional Travelling Showperson needs have been identified.

8. Boat dweller need

Introduction

- 8.1 The Housing and Planning Act 2016 (section 124) creates a duty under section 8 of the Housing Act 1985 to consider the needs of people residing in or resorting to a local authority area with respect to the mooring of houseboats as part of the periodical review of housing needs.
- 8.2 In general, living on a houseboat is a lifestyle choice (either because they have a preference for the lifestyle offered by living on a boat or they view it as a more affordable alternative to more traditional housing).
- 8.3 However, there are also small numbers of people who identify as Boat Travellers/Bargee Travellers, who generally do not have permanent moorings.
- 8.4 The following analysis of boat dweller need and related issues is informed by Arc4's work across the country and feedback from local boat dwellers, marina and boatyard owners together with that from canal and waterways bodies.

Range of households living on houseboats

- 8.5 Residential or live-aboard boaters tend to fall into three camps:
 1. Boaters who tend to favour marinas for permanent residential moorings. Typical marina customers tend to be more affluent with newer, higher specification boats. However, they typically move around the waterways less and less.
 2. Boaters who do not want to live in the marinas (which can be viewed as the waterways equivalent of a mobile home park). Rather, they are looking for non-marina moorings, on farms or smaller wharf boatyards, for permanent residential moorings.
 3. Boaters who are considered continuous cruisers and do not need a permanent residential mooring. They live on their boat all year round while moving around the canal system.
- 8.6 There are various reasons why boaters often prefer a permanent mooring. This can include:
 - Personal/lifestyle preference.
 - Locational requirements - needing to be near work, family, healthcare provision, or other local connections.
 - Have continuously cruised but now their health means they need to find a permanent mooring.
 - Cannot afford a house in the area, so use a boat as a more affordable alternative.
 - Have social and/or health problems.
 - Cannot cope with living ashore.

Boat Travellers/Barge Travellers

- 8.7 The PPTS defines Travellers as: **“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.”** This can equally apply to boaters.
- 8.8 Importantly this definition does not include people who live on a boat but have a settled existence and do not have a cultural tradition of nomadism or of living on a boat. This includes those who have a ‘continuous cruiser’ licence issued by the Canal & River Trust (CRT) but who are merely swapping between a few relatively local sites.
- 8.9 Genuinely nomadic boaters generally do not have the same problems as land-based Travellers, certainly on canals in rural areas such as Shropshire. They can moor almost anywhere except where there are specific limits on how long they stay or where there are safety issues. River Travellers face much greater restrictions, but there are no navigable rivers in Shropshire.
- 8.10 Very occasionally a nomadic boater would have a genuine reason for wanting to stay somewhere where there is a limit on the period of mooring, such as for a regular hospital appointment, but this is rare.

Existing moorings in Shropshire

- 8.11 Across Shropshire a range of marinas and moorings were identified that provide capacity for boats. Marina and mooring provision tends to be used for leisure purposes (Table 8.1) and it can be challenging to establish how many are used for residential purposes.

Table 8.1 Marinas and mooring provision in Shropshire

Marinas and boat yards	Postcode	Status
Whixall Marina, Alders Lane, Whixall	SY13 2QS	
Whitchurch Marina, ABC Leisure Group, Wrexham Road, Whitchurch	SY13 3AA	
Talbot Wharf, Newcastle Road, Market Drayton	TF9 1HN	Leisure only
Blackwater Meadow Marina, Birch Road, Ellesmere	SY12 9DD	
Nodens Victoria Wharf, Maer Lane, Market Drayton	TF9 4BH	Residential mooring site
Maesbury Hall Farm	SY10 8AT	
Brownhills Farm	TF9 4BE	
Victoria Farm Moorings	TF9 4BH	

- 8.12 The Council therefore utilised address data to identify the location of residential houseboats located within these marinas, boatyards, and single moorings on waterways. In total 35 households were identified.

Methodology

- 8.13 To inform this GTAA, engagement was sought with marina and boatyard owners; and households within residential moorings, in order to establish their views on future residential need. General stakeholder feedback was also sought.

Marina survey

- 8.14 As part of this study, marinas were contacted to obtain their views on future need for moorings for boat dwellers. Four responses were received.
- 8.15 Marina owner respondents provided a useful background to canals in Shropshire and their comments are now presented.
- 8.16 In general:
- Boat ownership across the canal network has continued to increase.
 - Boat movements have decreased, leading to reduced water flow and increased silting up of the canal.
 - Residential licenses have increased (Waterways World article attached).
 - Market Drayton is located on the Shropshire Union Canal, which forms part of the 4 Counties Ring, one of the most popular leisure boating routes on the whole network.
 - The other canal that goes through Shropshire is the Llangollen Canal, which is one of the most popular holiday destinations on the network.
 - Pre-covid, up to 12,000 boats per year moved through Market Drayton, made up of holiday boats (hire and shared ownership), continuous cruisers (live-aboard) that move around all year, and private owners who take their boats out at popular times.

Household interviews

- 8.17 Letters were sent to all known residential mooring addresses inviting them to take part in a survey. A total of 3 interviews were achieved with boater households. For confidentiality reasons it would not be appropriate to report specific details of these interviews but key points raised included:
- A need for more residential mooring opportunities on waterways.
 - More facilities to stop legally.
 - Ability for boats to 'spread out' and not be immediately next to each other would be helpful.
 - Facilitating farm moorings would be helpful. This would enable more land owners to have moorings and increase general mooring supply.

General stakeholder feedback

Adjacent Local Planning Authorities

- 8.18 Representatives of adjacent Local Planning Authorities indicated that any permanent mooring provision needs to be sustainably located, informed by consideration of accessibility to sufficient services, facilities and infrastructure (particularly transport routes).

The Inland Waterways Association

- 8.19 The Inland Waterways Association (IWA), campaigns for the conservation, use, maintenance, restoration and sensitive development of Britain's canals and river navigations. All of the canals in Shropshire are within the Shrewsbury and North Wales Branch area. These comprise of sections of what are now called the Shropshire Union Main Line and the Llangollen Canal, and also sections of two canals being restored, the Montgomery Canal and the Shrewsbury and Newport Canal.
- 8.20 IWA representatives reported there are no locations in Shropshire where an urgent need for permanent residential moorings exists. However, they considered that there is a more general need for such provision.
- 8.21 Many planning permissions for marinas include a few (usually just one or two) permanent residential moorings. These are often intended for boatyard staff but also give the benefit of an 'out of hours' security presence. Some planning permissions for marinas presumably also allow further residential moorings for people using a boat as an alternative to buying or renting a property on land.
- 8.22 They suggested new marinas should be subject to planning conditions to ensure a proportion of the berths are residential moorings and to secure appropriate provision for marina employees. They also suggested that if existing marinas apply to increase their number of residential moorings, this should be considered sympathetically.
- 8.23 With regard to marinas, IWA identified that:
- There are no marinas along the 33 miles of the Shropshire Union Main Line between Audlem and Wolverhampton (which includes the section in Shropshire). Such provision may be beneficial and discussions have been held about one being constructed at Market Drayton.
 - There are several marinas on the Llangollen Canal, but that is the most popular holiday canal in the country.
 - In view of the restrictions on usage of the Montgomery Canal, it would not be desirable for a marina to be built there, as it could prevent other boaters from having access to that canal.
 - Marina development should be left to the private sector.
- 8.24 In-line moorings (also known as linear moorings) are on the opposite side of the canal to the towpath, usually adjacent to fields, and with no or minimal facilities. Boats need to go past slowly which is acceptable where there are just a few moored boats, but frustrating where there is a long line (Shropshire has two

medium length sections). More marinas would be welcomed by many boaters, providing that the in-line moorings were reduced accordingly.

- 8.25 However, in-line moorings are much cheaper than in a marina, so are popular with non-residential boat-owners who do not require marina facilities. There may be a few all-year and winter-only residential moorings, particularly if the in-line moorings are within a mile or two of CRT service stations providing water supply and toilet effluent disposal facilities.

The Shropshire Union Canal Society

- 8.26 The Shropshire Union Canal Society work to promote, protect, restore and enhance this canal network.
- 8.27 They indicated they had no specific views on this matter as it is not within their remit. Their focus is with the canal, its environs and upkeep. Moorings, and control of them, fall within the control of the owners such as the CRT.

The Montgomery Waterway Restoration Trust

- 8.28 The Montgomery Waterway Restoration Trust promotes the restoration of the canal for the widest use by residents and visitors.
- 8.29 Their Conservation Management Strategy covers all aspects of restoration, including the natural and built heritage, recreation, community and visitor access and economic benefit, as well as navigation by boats. The strategy references residential facilities in the context of possible development in Welshpool, with other potential mooring/marine sites identified but not part of restoration proposals.
- 8.30 The Trust indicated that it is for others to develop moorings and any sites where there may be permanent provision for residential boats. Generally that would be arranged through the canal owners and the CRT. The expectation is that boats, whether used year-round or for shorter trips, will generally come to the canal for a limited period.

Provision for households living on houseboats

- 8.31 There is good provision for boaters that prefer permanent marina moorings both in Shropshire and just across the borders into Cheshire, Staffordshire and North Wales. This includes Overwater, Whixall, Ellesmere, Chirk, and Swanley Bridge (at Nantwich) all have residential berths. Furthermore, some marinas in other areas are converting their berths to residential, such as Wigram's Turn in Warwickshire.
- 8.32 Furthermore, the adopted Development Plan includes an allocation at Ellesmere (ELL003b) which provides the potential for a new marina. The Council have also been made aware of a potential marina development in another location within the County, with the potential provision of 70 residential moorings. Both these facilities could make notable further contributions to the provision of houseboat moorings in Shropshire.
- 8.33 Crucially, through engagement with the Canal & River Trust (CRT) it is apparent that they would not support the specific allocation further marina sites

within future Development Plans for Shropshire, as this could conflict with their responsibility to manage water capacity across the network.

- 8.34 Specifically, it is understood that the CRT consider an allocation for a marina can be perceived as committing water capacity, which may be required in other locations and/or not be available when the site seeks to come forward. Furthermore, it could potentially restrict other marina development from occurring due to the need to 'reserve' water capacity for an allocation.
- 8.35 Those boaters that are considered continuous cruisers are also well provided for. There are extensive temporary moorings within marinas, on farms or smaller wharf boatyards, and on the canal network itself.
- 8.36 Those boaters that prefer permanent non-marina moorings on farms or smaller wharf boatyards, may face more of a challenge. It is difficult to determine the extent of such provision, but generally there is a perception that there is not enough such provision nationally.

Need for more residential moorings

- 8.37 The general consensus amongst stakeholders is that additional mooring, particularly permanent non-marina moorings on farms or smaller wharf boatyards, would be beneficial.
- 8.38 Although given the significant uplift in local housing need in Shropshire as a result of Governments updated methodology, which will in the future lead to increased levels of housing development, it may be that in the future less households choose to live on houseboats. This is particularly relevant to those households that pursue this option as a more affordable alternative to traditional housing.
- 8.39 As already referenced, the adopted Development Plan includes an allocation at Ellesmere (ELL003b) which provides the potential for a new marina; and the Council have been made aware of a further potential marina development in another location within the County.
- 8.40 Given the CRT's reasonable concerns regarding the allocation of marina's in Development Plans, to support the delivery of such schemes, site promoters supported by the Council should liaise with the CRT, outside of the Development Plan process.
- 8.41 As such, the main challenge in Shropshire is supporting appropriate mooring provision for non-marina boaters. Generally, such provision is best progressed by relevant landowners, informed by proactive engagement with the CRT, which ultimately controls mooring provision of all kinds.
- 8.42 Given the CRT's reasonable concerns regarding allocations that could conflict with their responsibility to manage water capacity across the network, Shropshire Council can best support this process by supporting landowners and scheme promoters as they liaise with the CRT.
- 8.43 Currently, the CRT manage only 6 residential moorings on the Shropshire canal network, all of which are in Market Drayton. These moorings come available very rarely. It is suggested by stakeholders that there is a lot of potential for more CRT residential moorings in Shropshire. There are several CRT leisure

mooring sites which could be converted, e.g. at Tyrley, and on the Llangollen canal. The Council therefore may wish to liaise with CRT regarding the potential to convert such moorings to further complement supply.

Residential moorings and local housing

- 8.44 There is inevitably potential for conflict between people who live in houses along the canal and people who live on boats moored nearby. The romantic version of the colourful canal boat doesn't include engines running, smoking chimneys or vehicles parked in surrounding roads.
- 8.45 As such, any additional residential mooring provision needs to be located with this in mind, to protect both communities. Such provision also needs to consider the need for parking, water and power, rubbish disposal, and sanitation.

Concluding comments

- 8.46 Having received a range of excellent feedback and insight into the extent of boat dwelling in Shropshire and options available to households, there is a clear appetite for the development of more residential moorings. Although it is not possible to quantify a precise number.
- 8.47 Given the CRT's reasonable concerns regarding allocations that could conflict with their responsibility to manage water capacity across the network, it would not be appropriate for the Development Plan to include specific site allocations. Rather, the Council should support landowners and scheme promoters as they liaise with the CRT on such proposals.

9. Conclusion and response

- 9.1 This concluding chapter provides a brief summary of key findings and recommendations.

Current accommodation

- 9.2 There are well-established Gypsy and Traveller and Travelling Showperson communities living across Shropshire. The GTAA assumes a total of 34 operative Gypsy and Traveller authorised sites with 138 pitches (115 occupied and 23 vacant, with a total of 116 Gypsy and Traveller households living on pitches. In addition, there are 4 unauthorised sites with 8 pitches (8 occupied by 7 households).
- 9.3 There is one Travelling Showperson yard with 5 plots with 5 currently occupied.

Future Gypsy and Traveller residential need

- 9.4 There is an overall minimum need for 90 additional Gypsy and Traveller pitches across Shropshire over the period 2025/26 to 2045/46. Of this need, 20 arise in the first five years and a further 70 over the period from 2030/31 to 2045/46. This conclusion is informed by analysis of the needs arising from existing households, households on unauthorised sites, newly forming households, in-migrant households, and current vacancies on existing public and private sites. The annual net shortfall need is 4.3 pitches.
- 9.5 Given the certainty that exists regarding the timescales for the refurbishment of the Craven Arms council site (with a capacity for 16 pitches), it is apparent that the Council is able to demonstrate 16 pitches to largely meet a five year supply. Further certainty on this is provided by the expected levels of household dissolution and turnover during this period.
- 9.6 In order to meet its longer term need for pitches, the council is recommended to consider all or a combination of the following mechanisms: regularising unauthorised sites where appropriate; intensification or expansion of existing sites where appropriate; supporting sites not currently occupied due to the requirement for additional work to come forwards; taking into account further likely household dissolution which would result in pitches coming available in the longer term; and taking into account additional turnover/reletting of pitches on council sites in the longer term.
- 9.7 The potential supply resulting from intensification/extensions to existing sites, refurbishment and occupation of the Craven Arms council site, and completion of works and occupation of sites not currently occupied have capacity for around 50 pitches. This would therefore meet the entirety of the short-term need and help meet longer-term need.
- 9.8 In addition, pitches are expected to come available through household dissolution (18 pitches over the 2025/26 to 2045/46) and turnover/reletting on council pitches (4 each year).
- 9.9 There are a range of identified mechanisms by which pitches are likely to become available to provide delivery of supply across public and private sites.

There is evident potential for additional pitches at a number of established sites and these present potential windfall development opportunities with an appropriate enabling local plan policy. A positive development management policy would allow suitable additional provision to come forward.

- 9.10 However, allocation of appropriate identified expansion/intensification sites and/or other suitable locations could: provide further certainty for the Gypsy and Traveller community in addressing their longer term accommodation needs and contribute towards the objective of increasing the supply of private pitches which is identified in the NPPF and PPTS.
- 9.11 Further assessment work by Shropshire Council is therefore recommended to review the suitability for additional pitch development on the existing sites identified in the GTAA.
- 9.12 Notwithstanding evidence in this GTAA on need, additional need may arise over the plan period. Needs may arise for a number of reasons including, for example: the ability of any available site to accommodate a larger family group; issues of ethnic mix and compatibility or requirements for accessibility to school and health facilities. It is therefore recommended that the Local Plan references the need in the GTAA as a minimum need which is likely to be met but sets out policies to inform future planning applications for private sites.

Transit provision

- 9.13 The council are developing a transit site in the Shrewsbury area to help meet transit need. The Council should monitor use of the new transit provision and the impact this has on unauthorised encampment activity.

Travelling Showperson need

- 9.14 There is currently one Travelling Showperson's yard in Shropshire but no additional needs have been identified.

Houseboat need

- 9.15 Feedback from houseboat residents and marina/yard owners identifies that there is a clear appetite for the development of more residential moorings although it is not possible to quantify a precise number.
- 9.16 However, in the light of the Canal and River Trust's reasonable concerns that site allocations could conflict with their responsibility to manage water capacity across the network as, it would not be appropriate for the Development Plan to include specific site allocations. Rather, the Council should support landowners and scheme promoters as they liaise with the CRT on such proposals.

Future updating

- 9.17 The GTAA should be updated on a 5-yearly basis to ensure that the level of pitch, plot and mooring provision remains appropriate for the Gypsy, Traveller Travelling Showperson and residential boater population across Shropshire.

Appendix A: Survey questionnaires

Gypsy and Traveller questionnaire

Date and Time	
Site Reference	
Address	
General Data Protection Regulation (2018) and Data Protection	<p>GDPR came into effect from 25th May 2018. This provides rights of people to control personal data held about them by organisations.</p> <p>This study is being done for Shropshire Council to identify if there is a need for more residential pitches and transit provision in the area. A report will be prepared based on the findings of these surveys. The information you provide will not be used for any other purpose.</p> <p>The information you provide will not be used to identify you personally, will be kept strictly confidential. Anonymous survey data may be shared with Shropshire Council.</p>
Can you please say if you are happy to carry on with the questionnaire on this basis?	<div>Yes</div> <div>No</div>

1	Pitch/Property Type (and tenure if B&M)	
2	No. Statics/mobiles/chalets or bricks and mortar	
3A	No. tourers/caravans	
3B	No. of amenity blocks	
4	Description of pitch occupancy	
5	No. households	
6	No. concealed households	
7	No. doubled up households	
8	Does anyone else use this pitch as their home? If so, who	

9	HOUSEHOLD CHARACTERISTICS			
		Gender	Age	Relationship to respondent
	Respondent			
	Person2			
	Person 3			
	Person 4			
	Person 5			

	Person 6			
	Person 7			
	Person 8			

10	ETHNICITY	
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11	How many bedspaces are there on your pitch?	
12	Overcrowding of home	Y / N
13	Overcrowding of pitch	Y / N
14	Thinking back to when you were 15, were you living on a site, on the roadside or living in bricks and mortar housing?	S, R, B&M
15	Where were you living? Record district/settlement name	

	TRAVELLING QUESTIONS	
16	In the last year have you or someone in your household travelled?	Y / N
17	If yes, reason(s) for travelling	
18	If yes, please describe when and where do you travel? (if relevant)	
19	If no, what reasons do you or your household have for not travelling now or in the future?	

	WHERE YOU PLAN TO LIVE IN THE FUTURE	
20	Are you planning to move to another place to live in the next 5 years?	Y / N
21	Why are you planning to move?	
22	Where are you planning to move to? (Same Site, Private Site in District, Council Site in District, Outside District (if so where), Bricks and Mortar housing)	
23	What type of dwelling ? (caravan, trailer, chalet, house, flat, bungalow)	
23A	Would you need any grazing land for any livestock?	
24	If pitch, single (one static) or double pitch (for two statics/family pitch)	

	IF IN B&M HOUSING	
25	If you live in bricks and mortar housing, are you happy to live here or would you prefer to live on a pitch?	Happy Here / Prefer pitch
26	If you would prefer to live on a pitch is this because you have a 'cultural aversion' to living in bricks and mortar (this means if affects your mental health and makes you unhappy/depressed)?	Y / N

	EMERGING HOUSEHOLDS	
27	Emerging households: Are there any people in your household who want to move to their own pitch in the next 5 yrs?	Y / N

		HH1	HH2	HH3	HH4
28	Where are you planning to move to? (Same Site, Private Site in District, Council Site in District, Outside District (if so where), Bricks and Mortar housing)				
29	What type of dwelling ? (caravan, trailer, chalet, house, flat, bungalow)				
30	If pitch, single (one static) or double pitch (for two statics)				
31	If living in bricks and mortar do you have a 'cultural aversion' to living in bricks and mortar? (this means if affects your mental health and makes you unhappy/ depressed)	Y / N	Y / N	Y / N	Y / N

	ADDITIONAL RESIDENTIAL PITCHES	
32	Scope to expand site (extend the boundary of the site)	Y / N
33	No. additional pitches	
34	Scope to intensify pitches (put more pitches on the existing site)	Y / N
35	No. additional pitches	
36	Are there any vacant pitches on the site which could be used by another family? If so how many pitches	
37	In general, is there a need for more authorised pitches (for people to live on all the time?) in this part of B81 Shropshire?	Y / N
38	If so, now many are needed?	
39	Who should own them (Council, people from the Traveller Community, non-Travellers)	
40	Do you own any land or know of anywhere within the district which could be considered for development as a site?	

	TRANSIT AND TEMPORARY STOPOVER NEED	
41	Is there a need to provide places where people can stop whilst travelling through the district? This can include transit pitches or stopover places	Y / N
42	Is there a need for transit pitches (for people stopping over temporarily) in the district? A transit pitch is intended for short-term use and usually includes space for two caravans, parking space and access to electricity, a toilet, washing facilities	Y / N
43	If so, how many are needed?	
44	Who should manage them ? (Council, Traveller Community)	
45	Where should they be located?	
46	Is there a need for stopover places? A stopover place is land which can be used on a temporary basis and usually include access to portaloos, waste disposal and water	Y / N
47	If so, how many are needed?	
48	Who should manage them ? (Council, Traveller Community)	
49	Where should they be located?	

	RESIDENTIAL HISTORY	
50	How many years have you lived here? <u>Please state number of years</u>	
Routing	If more than five years	Go to Q56
	If five years or less	Go to Q51
51	Where did you move from? (District)	
52	Were you living on a Private Site, Council Site, Roadside or Bricks and Mortar housing?	
53	When you moved here, was the pitch vacant, a brand new pitch or had the pitch been created by dividing up an existing pitch?	
54	What were the reasons for moving here?	
55	Did you already have a connection with the area ? (e.g. family or friends living here; or you used to live here?)	

	SUPPORT NEEDS
56	Do you or a member of your household have any health-related needs? Could you please explain what they are?

	FINAL QUESTIONS
57	Is there anything else you'd like to tell us about your housing or support needs?
58	Do you know anyone in bricks and mortar housing looking to live on a pitch? If so, can you provide contact details

OTHER COMMENTS

Travelling Showperson questionnaire

Date and Time	
Yard Reference	
Address	
General Data Protection Regulation (2018) and Data Protection	<p>GDPR came into effect from 25th May 2018. This provides rights of people to control personal data held about them by organisations.</p> <p>This study is being done for Shropshire Council to identify if there is a need for more residential plots. A report will be prepared based on the findings of these surveys. The information you provide will not be used for any other purpose.</p> <p>The information you provide will not be used to identify you personally, will be kept strictly confidential.</p>
Can you please say if you are happy to carry on with the questionnaire on this basis?	<div>Yes</div> <div>No</div>

1	Plot/Property Type (and tenure if B&M)	
2	No. Statics/mobiles/chalets or bricks and mortar	
3	No. tourers/caravans	
4	Description of plot occupancy	
5	No. households	
6	No. concealed households	
7	No. doubled up households	
8	Does anyone else use this plot as their home? If so, who	

9	HOUSEHOLD CHARACTERISTICS			
		Gender	Age	Relationship to respondent
	Respondent			
	Person2			
	Person 3			
	Person 4			
	Person 5			
	Person 6			
	Person 7			
	Person 8			

10	ETHNICITY	
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11	How many bedspaces are there on your plot?	
12	Overcrowding of home	Y / N
13	Overcrowding of plot	Y / N

	TRAVELLING QUESTIONS	
14	In the last year have you or someone in your household travelled?	Y / N
15	If yes, reason(s) for travelling	
16	If yes, please describe when and where do you travel? (if relevant)	
16A	When you travel, where do you stop? (Transit yards, roadside car parks, with friends/family)	
17	If no, what reasons do you or your household have for not travelling now or in the future?	

	WHERE YOU PLAN TO LIVE IN THE FUTURE	
18	Are you planning to move to another place to live in the next 5 years?	Y / N
19	Why are you planning to move?	
20	Where are you planning to move to? (Same Yard, Private Yard in District, Council Yard in District, Outside District (if so where), Bricks and Mortar housing)	
21	What type of dwelling ? (caravan, trailer, chalet, house, flat, bungalow)	

	EMERGING HOUSEHOLDS	
22	Emerging households: Are there any people in your household who want to move to their own plot in the next 5 yrs?	Y / N

		HH1	HH2	HH3	HH4
23	Where are you planning to move to? (Same Yard, Private Yard in District, Council Yard in District, Outside District (if so where), Bricks and Mortar housing)				
24	What type of dwelling ? (caravan, trailer, chalet, house, flat, bungalow)				
25	Have they travelled/plan to travel?	Y / N	Y / N	Y / N	Y / N

	ADDITIONAL RESIDENTIAL PLOTS	
26	Scope to expand yard (extend the boundary of the yard)	Y / N
27	No. additional plots	
28	Scope to intensify plots (put more plots on the existing yard)	Y / N
29	No. additional plots	
30	Are there any vacant plots on the yard which could be used by another family? If so how many plots.	
31	In general, is there a need for more authorised plots (for people to live on all the time?) in this district?	Y / N

32	If so, now many are needed?	
33	Who should own them (Council, Showpeople, non-Showpeople)	
34	Do you own any land or know of anywhere within the district which could be considered for development as a yard?	

	RESIDENTIAL HISTORY	
35	How many years have you lived here? <u>Please state number of years</u>	
Routing	If more than five years	Go to Q41
	If five years or less	Go to Q36
36	Where did you move from? (District)	
37	Were you living on a Private Yard, Council Yard, Roadside or Bricks and Mortar housing?	
38	When you moved here, was the plot vacant, a brand new plot or had the plot been created by dividing up an existing plot?	
39	What were the reasons for moving here?	
40	Did you already have a connection with the area ? (e.g. family or friends living here; or you used to live here?)	

	SUPPORT NEEDS	
41	Do you or a member of your household have any health-related needs? Could you please explain what they are?	

	FINAL QUESTIONS	
42	Is there anything else you'd like to tell us about your housing or support needs?	

Houseboat questionnaire

Date and Time	
Location	
General Data Protection Regulation (2018) and Data Protection	<p>GDPR came into effect from 25th May 2018. This provides rights of people to control personal data held about them by organisations.</p> <p>This study is being done for your council to better understand the needs of boat dwellers and future need for moorings and facilities. A report will be prepared based on the findings of these surveys. The information you provide will not be used for any other purpose.</p> <p>The information you provide will not be used to identify you personally, will be kept strictly confidential.</p>
Can you please say if you are happy to carry on with the questionnaire on this basis?	<div>Yes</div> <div>No</div>

1	Number of boats nearby (field team consider area about 200m from boat)	
2	Type of accommodation (houseboat, narrowboat, cruiser, other)	
3	Location (Mooring on canal, mooring on river, boatyard, marina, other (say what)	
4	Do you identify with one of the following descriptions:	
	1 Bargee Traveller without a permanent mooring – someone who lives and travels on boats without a permanent mooring and has a nomadic way of life?	Y / N
	2 Bargee Traveller who has a permanent mooring but still travels during the year?	Y / N
	3 Boat dweller who rents/owns a leisure mooring?	Y / N
	4 None of these? – please say what	
5	Description of household	

6	HOUSEHOLD CHARACTERISTICS			
	People who usually live here	Gender	Age	Relationship to respondent
	Respondent			
	Person2			
	Person 3			
	Person 4			
	Person 5			
	Person 6			
	Person 7			
	Person 8			
7	ETHNICITY			

8	How many bedspaces are there in your accommodation?	
9	Do you think your home is overcrowded?	Y / N
10	In what way is it overcrowded? (please say why)	
11	Do you have any other home bases where you live regularly	Y / N
12	Type of property (house, bungalow, flat, caravan/mobile, other)	
13	Location (settlement and district)	
14	Travelling patterns: please briefly describe the waterway(s) where you travel and when	
15	Why do you live on a houseboat?	
15T	Text responses	
16	How long have you lived on waterways?	
17	In your view, is the place where you live a popular place/location for houseboat dwellers to live?	Y / N
17T	Why do you say this? (Text response)	
18	Does this place where you live currently have any anti-social behaviour issues?	Y / N
18T	If Yes, what do you think can be done to prevent anti-social behaviour?	
19	Do you rent or own this (boat/narrowboat/cruiser)?	
20	Do you rent or own this mooring?	
21	If rented, who from?	

			Please tick
22	What are your main sources of electric power?	Mains electric/electric hook-up	
		Solar generator	
		Diesel engine	
		Wind turbine	
		Portable petrol generator	
			Please tick
23	What are your main sources of heating?	Diesel (bubble) stove	
		Diesel cabin heating	
		Solid fuel (wood/coal)	
		Propane gas	

24	The following question is about domestic facilities and essential boat services. For each, can you say if access is OK or not OK. If not OK, what would you like to see?	OK	NOT OK	COMMENT
	Water for drinking/cooking			
	Showers/bath			
	Toilet/w/c			
	Waste disposal			
	Postal services (receiving letters)			
	Maintenance of your home (general DIY)			
	Maintenance of your home (major repairs)			

	FUTURE HOUSING CHOICES	
25	Are you happy with your current accommodation or would you prefer a different type of home?	Happy/Prefer something else
26	If prefer something else, prefer other boat/ house/flat/ bungalow/ caravan/ mobile/ other (say what)	
27	Why are you planning to move (Text)	

	EMERGING HOUSEHOLDS	
28	Emerging households: Are there any people in your household who want to move in the next 5 yrs?	Y / N

		HH1	HH2	HH3	HH4
29	Where are you planning to move to? (Same District, somewhere else – please say where)				
30	What type of dwelling ? (boat/ house/ flat/ bungalow/ caravan/ mobile/ other)				

	ADDITIONAL PERMANENT MOORINGS	
31	Is there a need for additional permanent residential moorings in this local authority area?	Y / N
32	If so, how many do you think are needed?	
33	Where should they be located? Tick all that apply	Please tick
	Moorings on a canal	
	Moorings on a river	
	Boatyard	
	Marina	
	Other	
34	Should the moorings be:	Please tick
	Owned outright	
	Rented from a council/housing association	
	Rented from a private owner	
35	Have you any comments on how additional moorings could be provided?	

	ADDITIONAL TEMPORARY/TRANSIT MOORINGS	
36	Is there a need for additional temporary/transit moorings in this local authority area?	Y / N
37	If so, how many do you think are needed?	
38	Where should they be located? Tick all that apply	Please tick
	Moorings on a canal	
	Moorings on a river	
	Boatyard	
	Marina	
	Other	
39	Should the moorings be:	Please tick
	Owned outright	
	Rented from a council/housing association	
	Rented from a private owner	
40	Have you any comments on how additional moorings could be provided?	

	SUPPORT NEEDS
41	Do you or a member of your household have any health-related needs? Could you please explain what they are?

	FINAL QUESTIONS
42	Is there anything else you'd like to tell us about your housing or support needs?
43	Do you know anyone who is looking to live on a boat? If so can you provide contact details.

Appendix B: Glossary of terms

Bargee Travellers: Itinerant boat dwellers on Britain's inland and coastal waterways. This includes anyone whose home is a boat and who does not have a permanent mooring for their boat with planning permission for residential use

Caravans: Mobile living vehicles used by Gypsies and Travellers; also referred to as trailers.

CJ&POA: Criminal Justice and Public Order Act 1994; includes powers for local authorities and police to act against unauthorised encampments.

CRE: Commission for Racial Equality.

Duty to cooperate: introduced in the Localism Act 2011 and is set out in section 33A of the Planning and Compulsory Purchase Act 2004. It placed a legal duty on local planning authorities in England to engage constructive, actively and on an ongoing basis with prescribed bodies on the preparation of a Local Plan. The Duty, as a legal test, has now been rescinded by the Levelling Up and Regeneration Act, which received Royal Assent on 26 October 2023. This has replaced the legal test with a soundness test (in national policy). The Levelling-up and Regeneration Act 2023 will revoke the Duty to Cooperate in relation to the reformed plan making system. However, the Duty remains a legal requirement under the current local plans system and will continue to apply to Local Plans progressed within the current system.

Gypsies and Travellers: Defined in DCLG *Planning policy for traveller sites 2024* annex 1 as “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.”

Irish Traveller: Member of one of the main groups of Gypsies and Travellers in England. Irish Travellers have a distinct indigenous origin in Ireland and have been in England since the mid nineteenth century. They have been recognised as an ethnic group since August 2000 in England and Wales (O'Leary v Allied Domecq).

MHCLG: Ministry of Communities, Housing and Local Government. Previously renamed DLUHC Department for Levelling Up, Housing and Communities in 2021 from the MHCLG in 2018. The ministry has oversight of policies to meet the needs Gypsies and Travellers in England.

Mobile home: Legally a 'caravan' but not usually capable of being moved by towing.

Negotiated Stopping: 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 a bit of land more suitable for all parties. 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 has so far included Travellers agreeing to leave sites clean and not make too much noise and the Local Authority providing waste disposal and toilets, sometimes showers and water too. See www.negotiatedstopping.co.uk for more information.

Pitch: Area of land on a Gypsy/Traveller site occupied by one resident family; sometimes referred to as a plot, especially when referring to Travelling Showpeople.

MHCLG *Planning policy for traveller sites* (December 2024) states that “For the purposes of this planning policy, “pitch” means a pitch on a “gypsy and traveller” site and “plot” means a pitch on a “travelling showpeople” site (often called a “yard”). This terminology differentiates between residential pitches for “gypsies and travellers” and mixed-use plots for “travelling showpeople”, which may / will need to incorporate space or to be split to allow for the storage of equipment”.

Plot: see pitch

PPTS: Planning Policy for Traveller Sites Government policy originally published by the DCLG, 2012, and amended in 2015 and 2023, with latest version published by MHCLG December 2024).

Roadside: Term used here to indicate families on unauthorised encampments, whether literally on the roadside or on other locations such as fields, car parks or other open spaces.

Roma: Migrant populations from Central and Eastern Europe that have arrived in the UK in the last half-century. It is an umbrella term used to describe sub-groups including Sinti, Lovari, Erldes and others.

Romany: Member of one of the main groups of Gypsies and Travellers in England. Romany Gypsies trace their ethnic origin back to migrations, probably from India, taking place at intervals since before 1500. Gypsies have been a recognised ethnic group for the purposes of British race relations legislation since 1988 (CRE V Dutton).

Sheds: On most residential Gypsy/Traveller sites 'shed' refers to a small basic building with plumbing amenities (bath/shower, WC, sink), which are generally provided at the rate of one per pitch/plot or are sometimes shared between pitches. Some contain a cooker and basic kitchen facilities. Also known as amenity or utility buildings

Showpeople: Defined in MHCLG *Planning policy for traveller sites* (December 2024) as “Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above”.

Site (Gypsy and Traveller): An area of land laid out and used for Gypsy/Traveller caravans; often though not always comprising slabs and amenity blocks or ‘sheds’. An authorised site will have planning permission. An unauthorised development lacks planning permission.

Slab: An area of concrete or tarmac on sites allocated to a household for the parking of trailers (caravans)

Stopping places/stopover sites: A term used to denote an unauthorised temporary camping area tolerated by local authorities, used by Gypsies and Travellers for short-term encampments, and sometimes with the provision of temporary toilet facilities, water supplies and refuse collection services.

Tolerated site: An unauthorised encampment/site where a local authority has decided not to take enforcement action to seek its removal.

Trailers: Term used for mobile living vehicles used by Gypsies and Travellers; also referred to as caravans.

Transit site: A site intended for short-term use while in transit. The site is usually permanent and authorised, but there is a limit on the length of time residents can stay.

Unauthorised development: Establishment of Gypsy and Traveller sites without planning permission, usually on land owned by those establishing the site. Unauthorised development may involve ground works for roadways and hard standings. People parking caravans on their own land without planning permission are not Unauthorised Encampments in that they cannot trespass on their own land – they are therefore Unauthorised Developments and enforcement is always dealt with by local planning authorities enforcing planning legislation.

Unauthorised encampment: Land where Gypsies or Travellers reside in vehicles or tents without permission. Unauthorised encampments can occur in a variety of locations (roadside, car parks, parks, fields, etc.) and constitute trespass. The 1994 Criminal Justice and Public Order Act made it a criminal offence to camp on land without the owner's consent. Unauthorised encampments fall into two main categories: those on land owned by local authorities and those on privately owned land. It is up to the landowner to take enforcement action in conjunction with the police.

Wagons: This is the preferred term for the vehicles used for accommodation by Showpeople.

Yards: Showpeople travel in connection with their work and therefore live, almost universally, in wagons. During the winter months these are parked up in what was traditionally known as 'winter quarters'. These 'yards' are now often occupied all year around by some family members.