

Executive Decision Report

Gypsy and Traveller Sites - Appendices

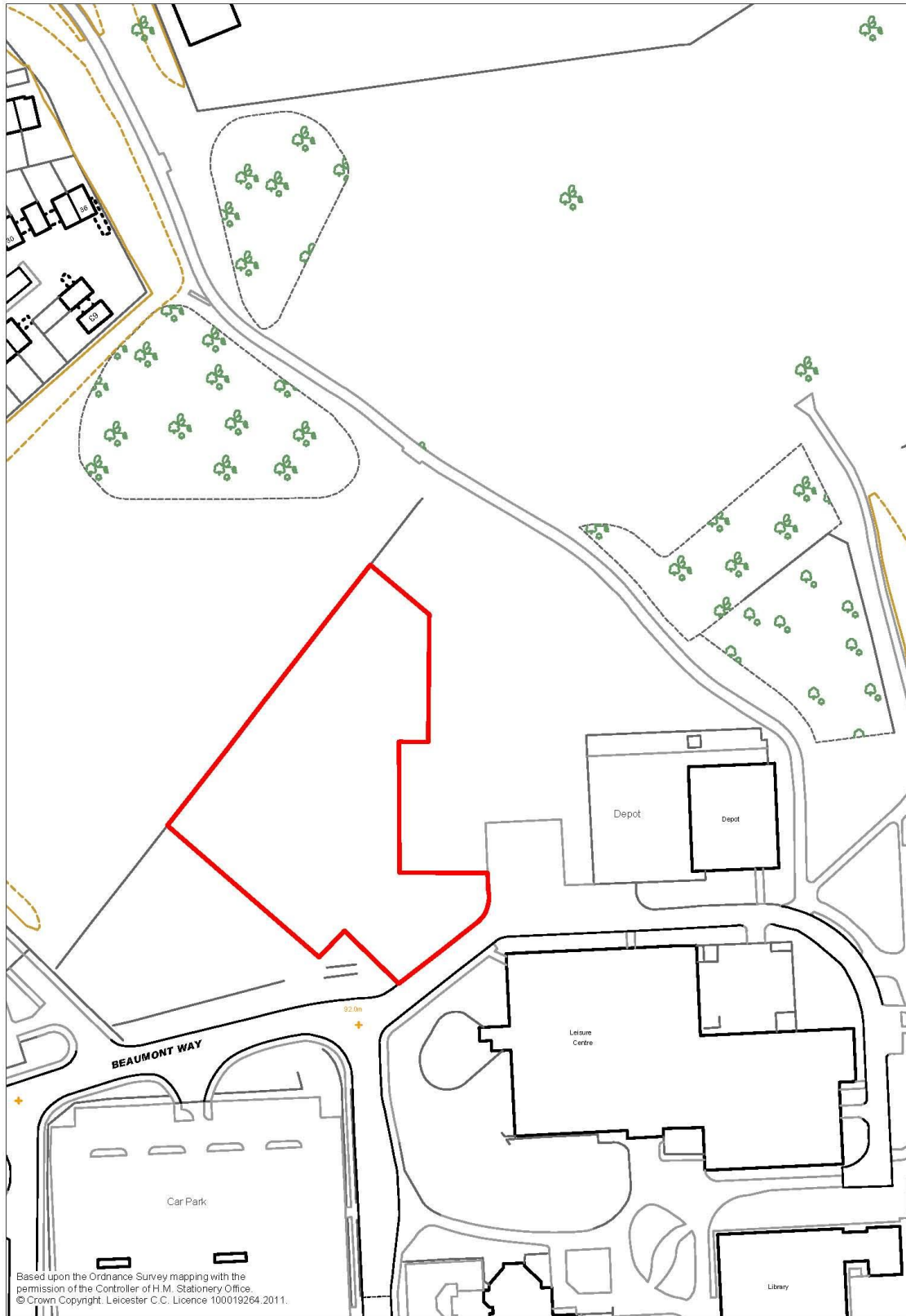
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City Mayor

Appendix 1 – Location Plans of Beaumont Way, Greengate Lane and Red Hill Way

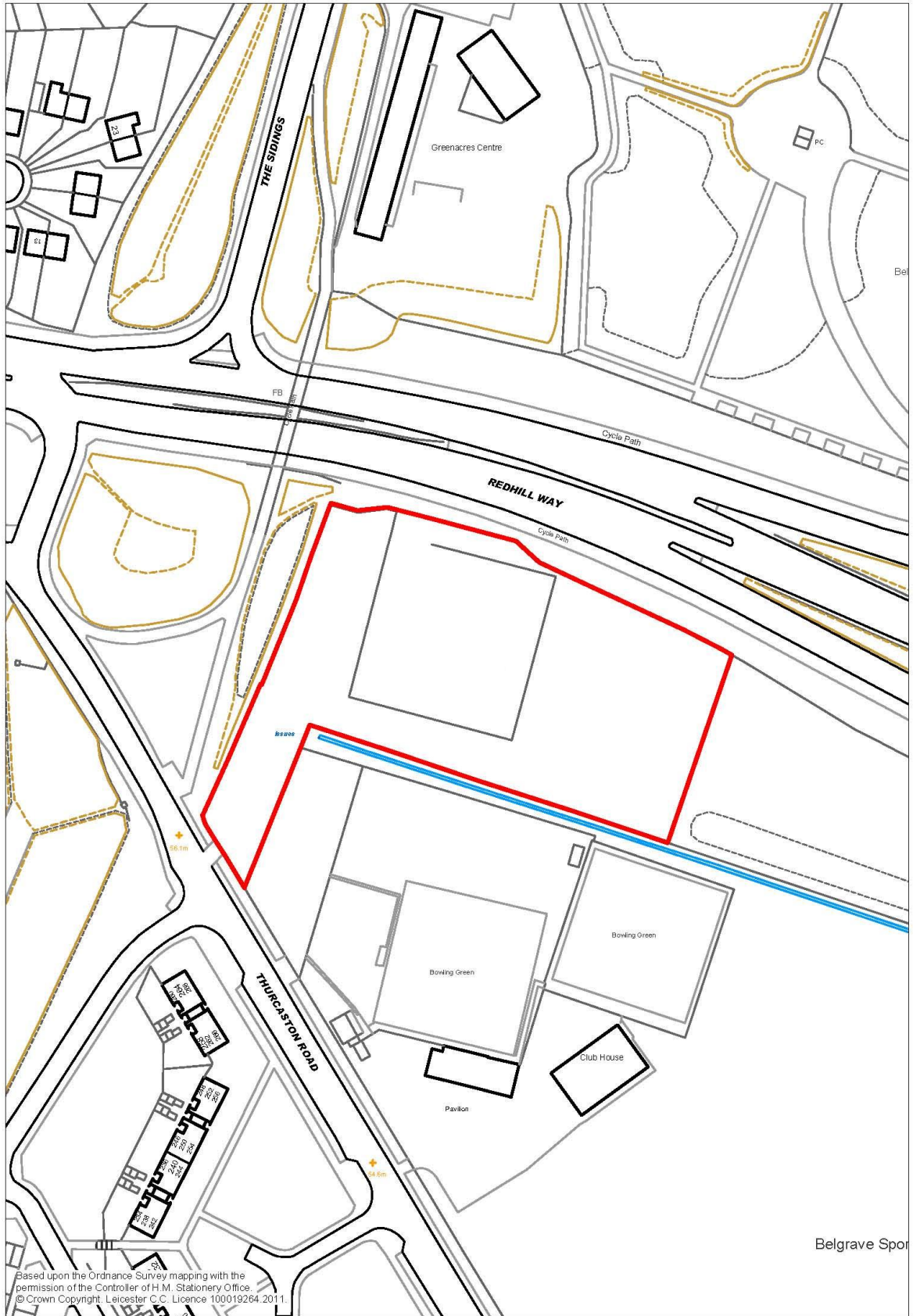
Beaumont Way Location Plan



Greengate Lane Location Plan



Red Hill Way Location Plan



Appendix 2 – Details of Consultation (including meetings held)

The consultation period ran from 17th February 2012 to 13th July 2012. It was originally due to run for 6 weeks, but was extended for a further 15 weeks.

Information on the need for new authorised sites and the details of the consultation was available in the form of a booklet and also from the City Council website at www.leicester.gov.uk/gypsyandtravellersites. A questionnaire was also available online and with the booklet at all the locations set out below. Indicative layouts of the three proposed sites were also available online and from all of the locations below. Approximately 4500 each of the paper versions of the booklets and questionnaires and approx. 1000 indicative layouts were distributed.

Venues where publicity material was available:

New Walk Centre Customer Services
Leicester Central Library
Beaumont Leys Library
Leicester Leys Leisure Centre
Multi Agency Travellers Unit (MATU) offices, Beaumont Lodge
Stocking Farm Community Centre
Tudor Centre
Beaumont Leys Sure Start
Mowmacre Housing Office
Beaumont Leys Housing Office
Mowmacre Hill Tenants Association
Home Farm Community Centre
In addition, the consultation material was available online at all City Council libraries and paper copies were made available to Birstall Parish Council

Consultation events & dates

16 th Feb 2012	Liz Kendall MP Meeting
17 th Feb 2012	Consultation formally launched
28 th Feb 2012	Abbey Ward meeting postponed
12 th Mar 2012	Public Meeting at Leicester Leys Leisure Centre
14 th Mar 2012	County Council public meeting at Birstall Social Club
28 th Mar 2012	Scrutiny Commission Meeting
11 th Apr 2012	Scrutiny Commission Meeting
14 th May 2012	Scrutiny Commission Meeting
7 th Jun 2012	City Mayor met with LE4 Action Group
14 th Jun 2012	Scrutiny Commission Meeting
28 th Jun 2012	Heacham Drive petition presented to Full Council
3 rd Jul 2012	City Mayor met with representatives of Travelling Community
13 th Jul 2012	End of consultation period
13 th Sep 2012	LE4 Group petition presented to Full Council

Details of Meetings Held

(For details of Scrutiny Commission meetings, see Appendix 8).

Liz Kendall MP Meeting

The consultation was first announced at a meeting held by Liz Kendall MP, where the City Mayor gave an outline of the proposals. Invites to this meeting were sent by Liz Kendall's office to local residents who had previously expressed interest or concern regarding Gypsy and Traveller-related issues.

Leicester Leys Leisure Centre Meeting

The consultation was originally due to be discussed at the regular Abbey and Beaumont Leys ward meetings in February and March 2012. However the Abbey ward meeting had to be abandoned due to the number of people wishing to attend, so instead these two meetings were combined in a specially arranged public meeting held at Leicester Leys Leisure Centre on 12th March 2012.

The meeting was advertised widely, including in the local media and via the delivery of 3000 additional leaflets to local residents, and was attended by approximately 600 people. A range of issues were raised, and full notes of the meeting can be found on the website at www.leicester.gov.uk/gypsyandtravellers. Some of the main issues raised were as follows:

- The consultation period should be extended to at least six months
- Why can Gypsies and Travellers not live in houses?
- Extra provision within the city would not reduce number of illegal camps
- The sites would have an impact on house prices
- Use the funding to install bollards on roads to stop unauthorised camps
- Sites were associated with increased local crime rates
- The sites, once established could each be doubled in size
- Concern about traffic and pedestrian safety
- Birstall residents needed to be further consulted
- Why not look for one large site?
- There should be a zero tolerance policy to illegal camp sites

Birstall Social Club meeting

An additional meeting was organised by Leicestershire County Council and held in Birstall Social club on 14th March 2012. This was attended by officers from the City Council and approximately 200 local residents. Again, a range of issues were raised, including:

- Why are all the sites on the west side of the City?
- The Greengate Lane site is nearer to Birstall than the City.

- Greengate Lane not suitable for the extra traffic that would be generated
- If a Traveller wants a static site then they are not a traveller
- Where will the children be educated?
- There may be a tradition of Travellers in the area but why do they still need to come here now?

Meeting with LE4 Action Group

The City Mayor met with members of the group to receive their petition and discuss with them issues that they wanted to raise. Some of the key issues raised were as follows:

- The 'no horse' rule would stop some families from using the sites and may force them back onto the road
- Two of the sites are in the Green Wedge and are therefore not appropriate
- Other sequentially preferable sites should be considered
- Why have privately owned sites not been considered?
- There are inconsistencies in the way in which the 350 sites have been assessed.
- Can the funding be used for other needy groups within LE4 – e.g. elderly, homeless, special needs

Meeting with Travellers

The City Mayor and the Multi-Agency Travellers Unit met with representatives of the Travelling community to discuss their views on the proposed sites. Some of the key issues raised were as follows:

- Smaller sites are preferred by the community, rather than large sites that are occupied by a number of different families. It was thought that this would be better for cohesion and the use/management of the sites.
- It was generally considered preferable to have sites that were managed or maintained by the community themselves, rather than being done so by the Council.
- Mixing up different families and cultures generally tends to cause management problems, and often some of the behaviour of the different groups occupying shared sites cannot be managed as effectively as it could if they were sole family sites or similar.
- Provision for extended family units could be considered – as they are needed for either visiting relatives or required as younger family members come of age.
- The provision for horses/livestock is essential on the sites.
- Other areas throughout Leicester and Leicestershire could be considered by some families.

Appendix 3 –Analysis of Questionnaire Results

How Analysis Was Undertaken

1500 responses were received to the questionnaires (757 paper copies and 743 online). These have all been included in the analysis below. Not all respondents answered every question - therefore the analysis refers only to those respondents who have answered a particular question. For questions 1 and 2 the exact number of people who responded to each question can be seen next to the results of that question.

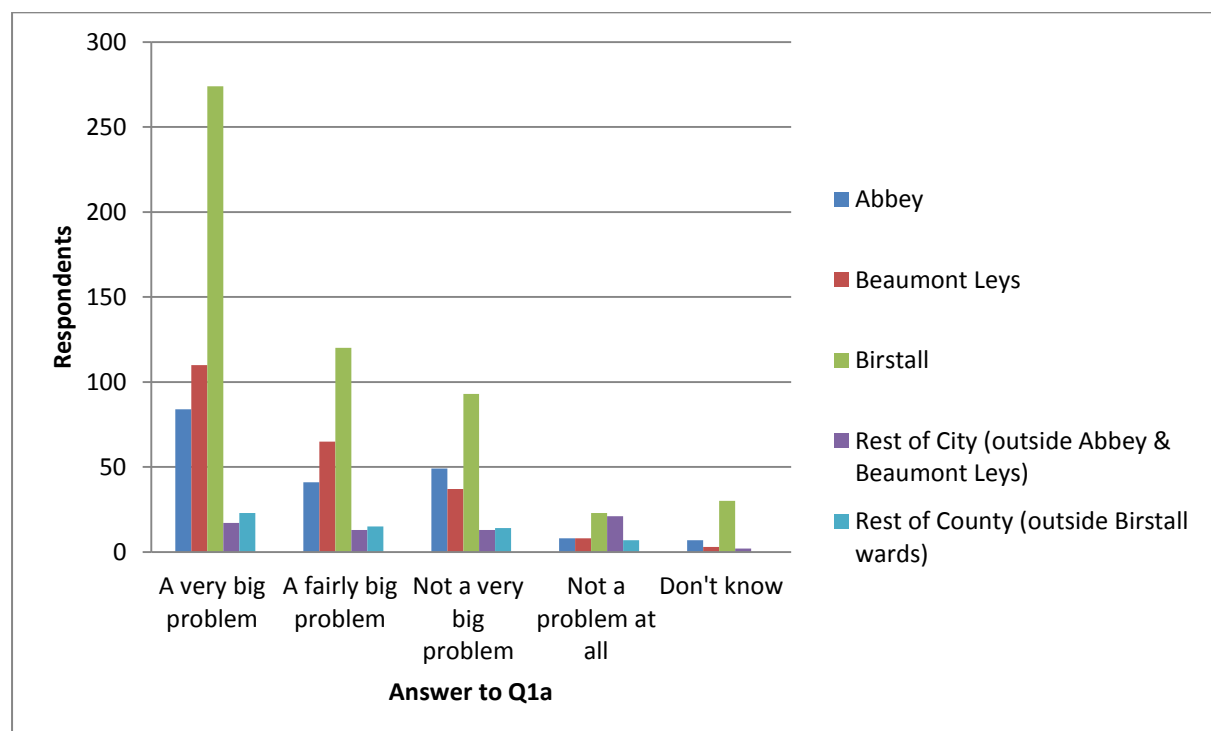
For some of the questions, the responses have been broken down by geographical area. These have been split into:

- 1) Abbey ward
- 2) Beaumont Leys ward
- 3) Birstall Wanlip and Birstall Watermead wards (combined)
- 4) Rest of the City (outside Abbey and Beaumont Leys)
- 5) Rest of County (outside the two Birstall wards)

One response was received from an agent representing the owners of a business who are located within the north-west of the city. For the purposes of this analysis, we considered this representation came from the local branch of the business rather than the agent's office. There were no other responses to the questionnaire from outside the City/County.

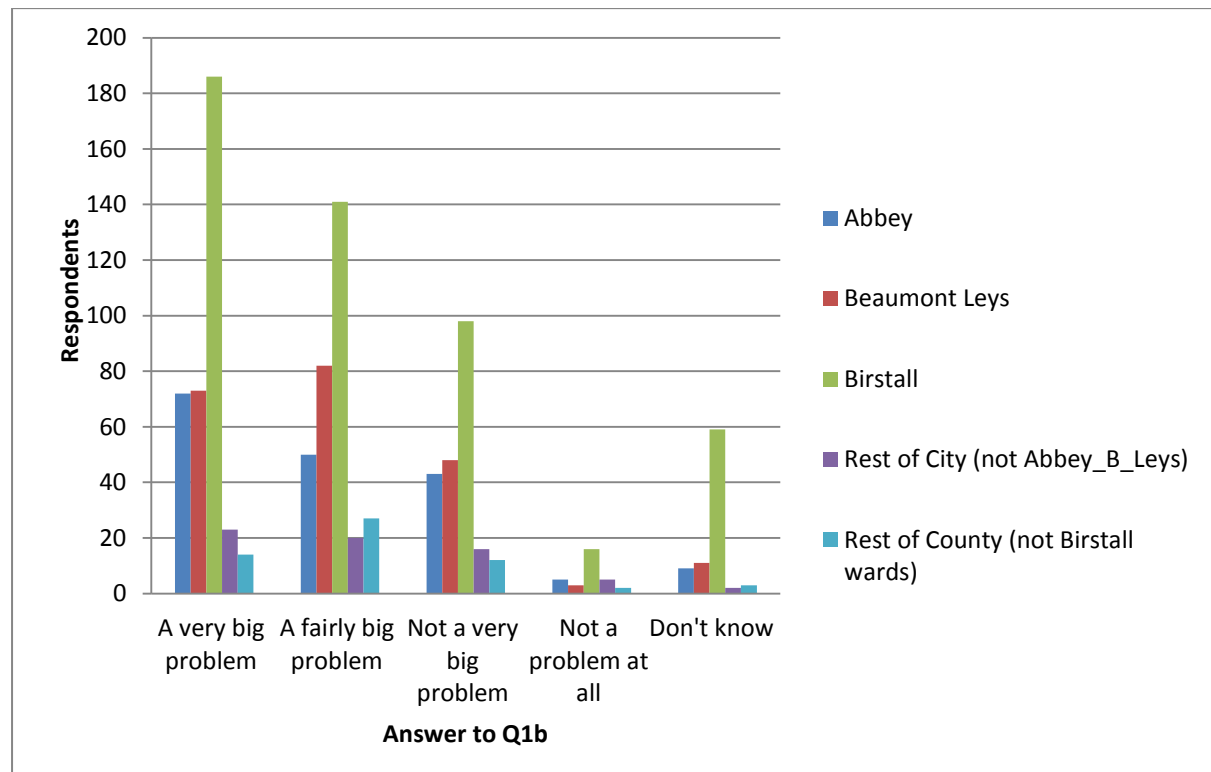
Q1.a) To what extent do you think unauthorised camping by Gypsies and Travellers is a problem in your local neighbourhood?

Q1.a	A very big problem	A fairly big problem	Not a very big problem	Not a problem at all	Don't know	Total
Abbey	84	41	49	8	7	189
Beaumont Leys	110	65	37	8	3	223
Birstall	274	120	93	23	30	540
Rest of City (outside Abbey & Beaumont Leys)	17	13	13	21	2	66
Rest of County (outside Birstall wards)	23	15	14	7	0	59
Total	508	254	206	67	42	1077



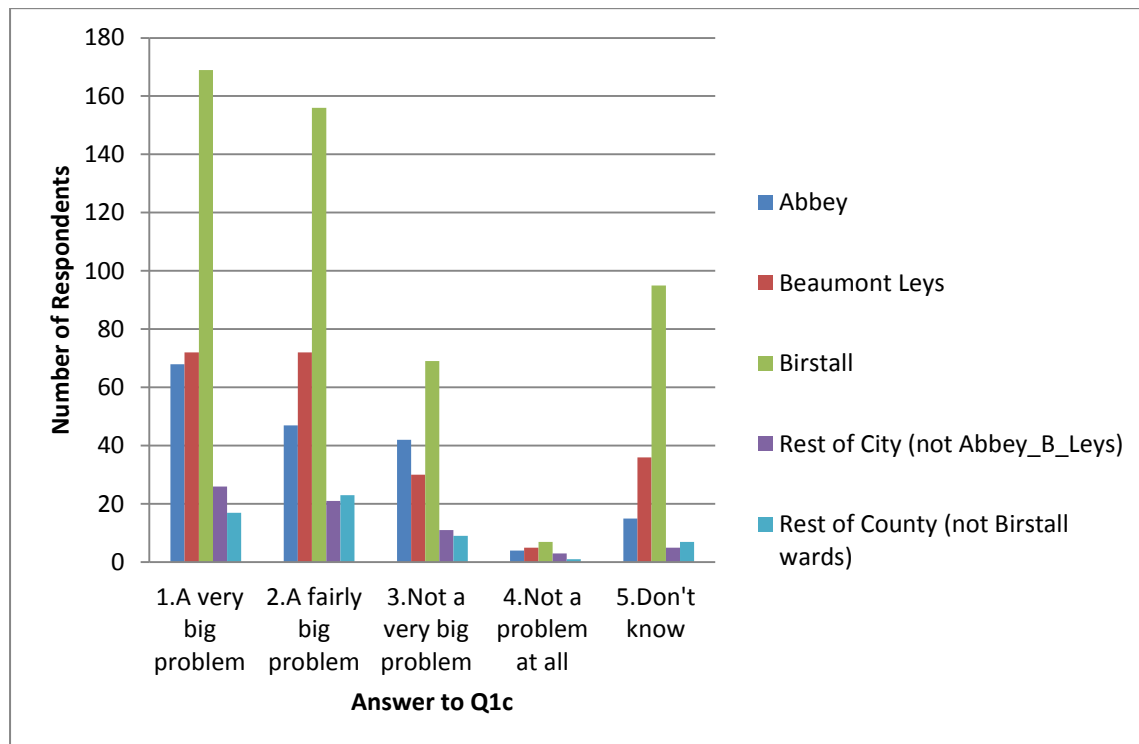
Q1.b) To what extent do you think unauthorised camping by Gypsies and Travellers is a problem in Leicester?

Q1.b	A very big problem	A fairly big problem	Not a very big problem	Not a problem at all	Don't know	Total
Abbey	72	50	43	5	9	179
Beaumont Leys	73	82	48	3	11	217
Birstall	186	141	98	16	59	500
Rest of City (outside Abbey & Beaumont Leys)	23	20	16	5	2	66
Rest of County (outside Birstall wards)	14	27	12	2	3	58
Total	368	320	217	31	84	1020



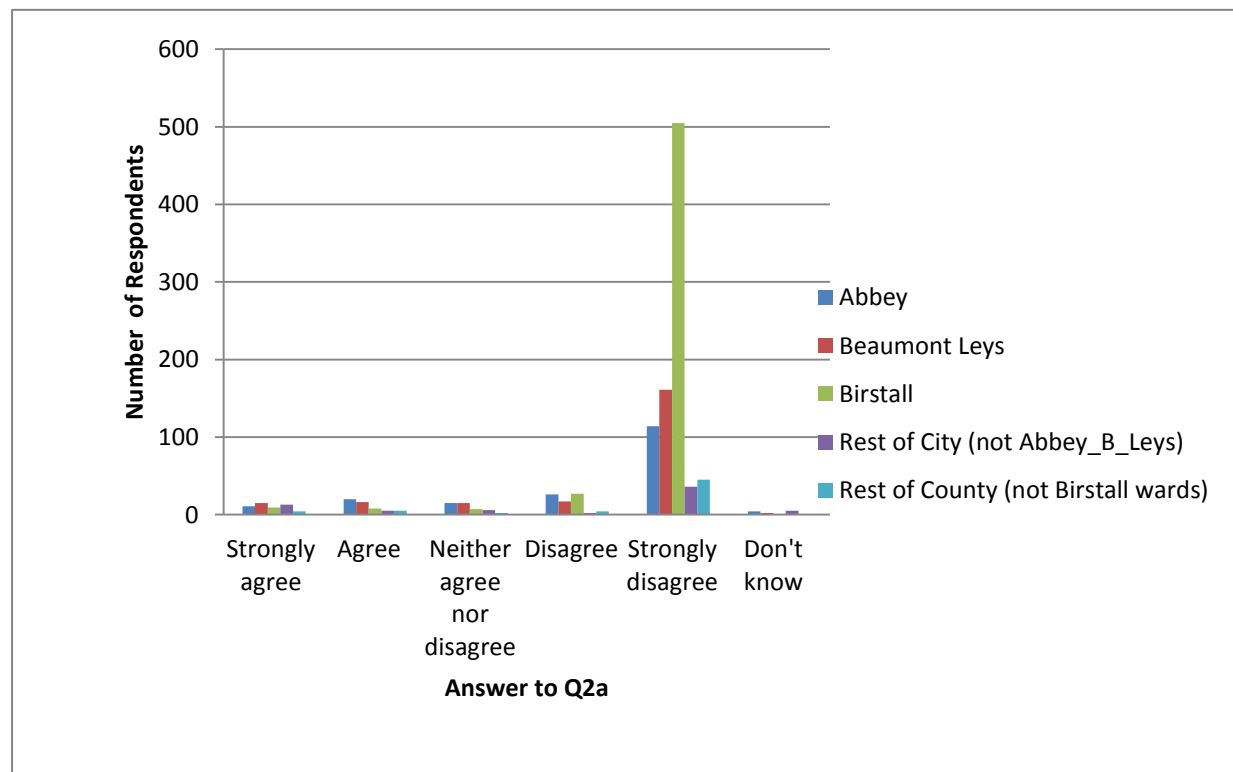
Q1.c) To what extent do you think unauthorised camping by Gypsies and Travellers is a problem nationally?

Q1.c	A very big problem	A fairly big problem	Not a very big problem	Not a problem at all	Don't know	Total
Abbey	68	47	42	4	15	176
Beaumont Leys	72	72	30	5	36	215
Birstall	169	156	69	7	95	496
Rest of City (outside Abbey & Beaumont Leys)	26	21	11	3	5	66
Rest of County (outside Birstall wards)	17	23	9	1	7	57
Total	352	319	161	20	158	1010



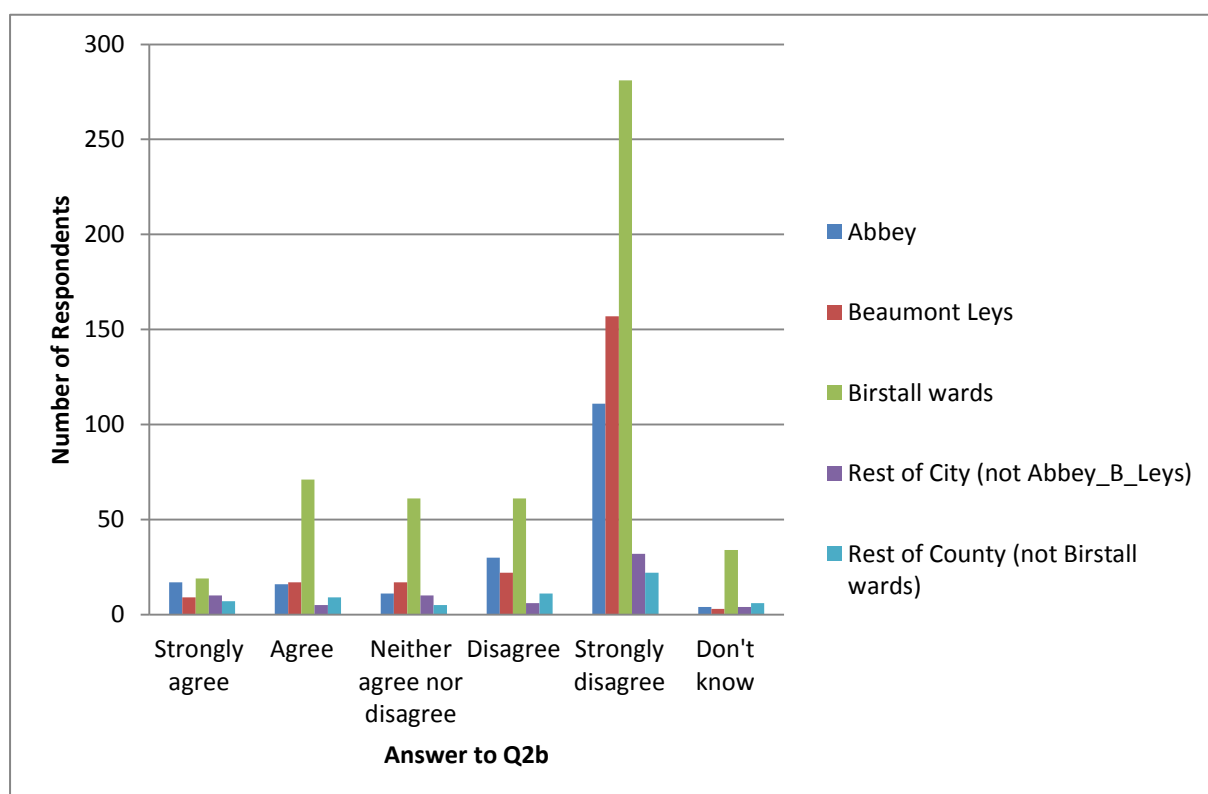
Q2.a) . To what extent do you agree or disagree that Greengate Lane would make a suitable location for an authorised Traveller site?

Q2.a	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
Abbey	11	20	15	26	114	4	190
Beaumont Leys	15	16	15	17	161	2	226
Birstall	9	8	7	27	505	1	557
Rest of City (outside Abbey & Beaumont Leys)	13	5	6	2	36	5	67
Rest of County (outside Birstall wards)	4	5	2	4	45	1	61
Total	52	54	45	76	861	13	1101



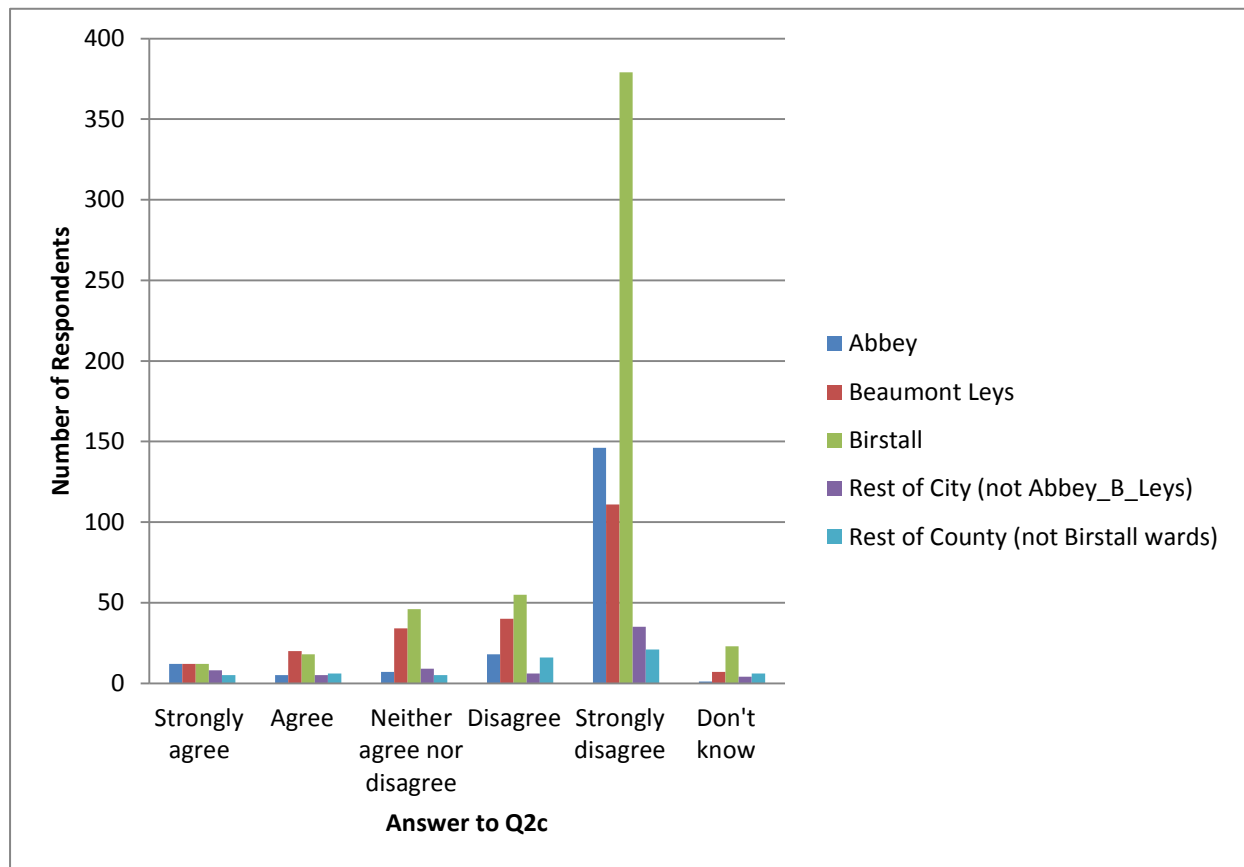
Q2.b) To what extent do you agree or disagree that Beaumont Way would make a suitable location for an authorised Traveller site?

Q2.b	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
Abbey	17	16	11	30	111	4	189
Beaumont Leys	9	17	17	22	157	3	225
Birstall wards	19	71	61	61	281	34	527
Rest of City (outside Abbey & Beaumont Leys)	10	5	10	6	32	4	67
Rest of County (outside Birstall wards)	7	9	5	11	22	6	60
Total	62	118	104	130	603	51	1068



Q2.c) To what extent do you agree or disagree that Red Hill Way would make a suitable location for an authorised Traveller site?

Q2.c	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
Abbey	12	5	7	18	146	1	189
Beaumont Leys	12	20	34	40	111	7	224
Birstall	12	18	46	55	379	23	533
Rest of City (outside Abbey & Beaumont Leys)	8	5	9	6	35	4	67
Rest of County (outside Birstall wards)	5	6	5	16	21	6	59
Total	49	54	101	135	692	41	1072



Q2. Reasons for answers to questions 2a, 2b & 2c. These have been grouped into the categories below. Each respondent may have raised more than one issue.

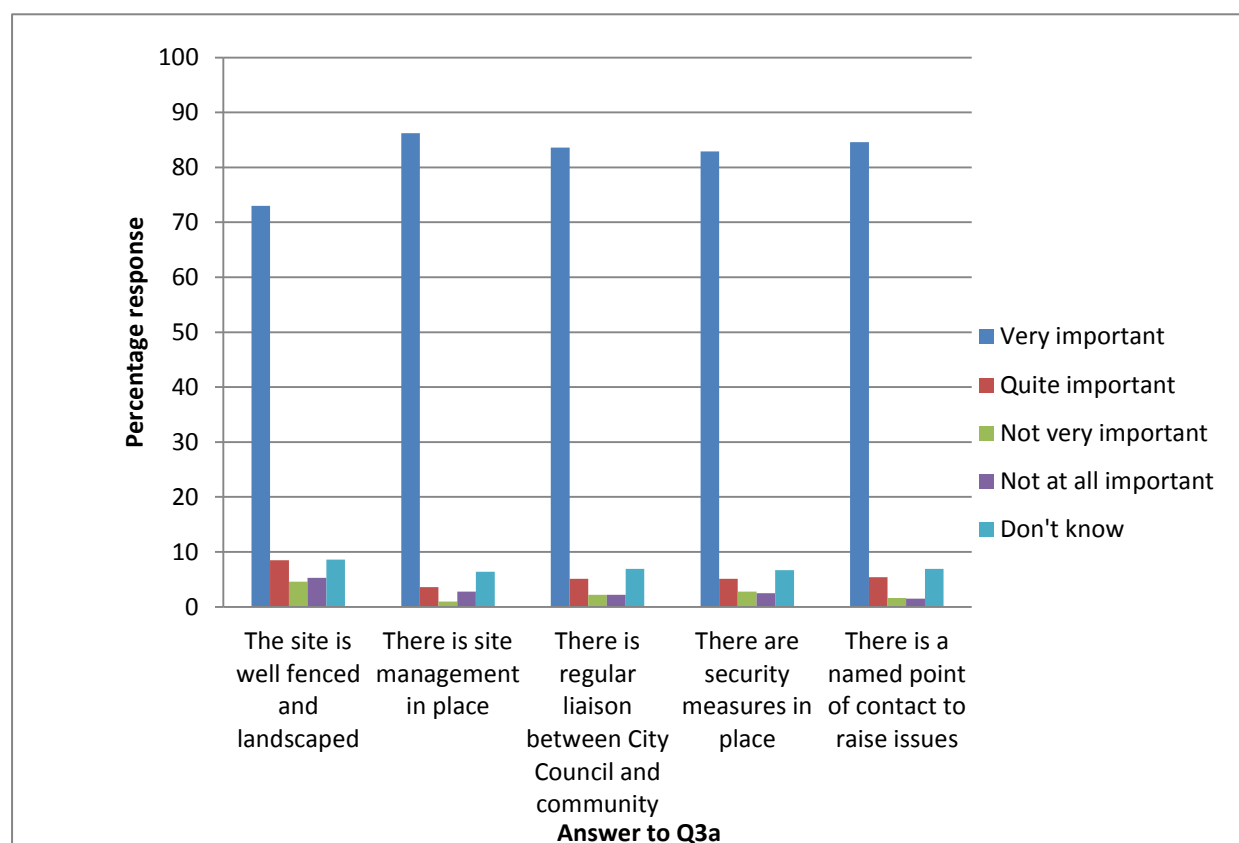
		Existing 'tolerated' Greengate Lane site	Traffic / Access	Waste, Noise, Pollution	Green Wedge	Environment / Countryside	Impact on residential area / "my house"	Schools / Health Facilities	Distance to facilities	House prices / insurance	All in one area	Crime / Intimidation	Travellers should travel / reward non- conformity	Ashton Green / Hallam Fields	Livestock	Other	Need for sites	Encourages more / Poor management	TOTAL
Greengate Lane	1.Strongly agree	14	15	3	0	1	17	8	1	2	0	3	2	3	0	8	6	4	87
	2.Agree	18	4	2	0	3	18	0	2	0	0	0	1	2	2	4	1	0	57
	3.Neither agree nor disagree	7	0	4	0	0	3	3	5	0	2	2	2	0	0	4	0	2	34
	4.Disagree	12	16	3	7	4	14	4	1	3	4	5	3	5	2	2	2	5	92
	5.Strongly disagree	211	248	79	63	48	368	159	31	97	33	140	38	106	94	27	0	69	1811
	6.Don't know	2	1	1	0	1	1	0	0	2	0	0	0	0	0	1	0	0	9
	uncategorised	3	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	1	11
	TOTAL	267	285	92	70	57	425	176	40	104	39	150	46	116	98	46	9	81	2101
Beaumont Way	1.Strongly agree	2	7	1	0	1	6	6	41	3	1	6	3	1	0	2	5	2	87
	2.Agree	1	12	0	0	1	23	3	65	2	2	6	0	0	1	1	0	3	120
	3.Neither agree nor disagree	1	8	2	3	2	7	7	38	3	2	6	3	1	6	0	3	1	93
	4.Disagree	1	18	5	3	3	29	5	42	5	14	18	9	2	22	1	0	8	185
	5.Strongly disagree	16	60	49	16	14	183	41	142	75	65	127	47	12	0	15	1	36	899
	6.Don't know	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	6
	uncategorised	0	3	0	1	1	2	1	2	0	1	1	1	0	0	0	9	1	23
	TOTAL	21	108	57	23	22	253	63	333	88	85	164	63	16	29	19	18	51	1413
Red Hill Way	1.Strongly agree	1	11	0	1	1	14	2	3	5	3	3	4	1	1	3	18	1	72
	2.Agree	2	22	2	1	3	18	4	7	1	0	1	0	1	0	1	21	2	86
	3.Neither agree nor disagree	2	12	6	1	0	11	5	6	4	4	2	0	1	0	0	6	2	62
	4.Disagree	4	29	10	4	5	32	4	11	6	14	10	5	3	5	0	0	3	145
	5.Strongly disagree	23	146	76	19	37	237	48	63	69	68	143	54	9	25	8	1	36	1062
	6.Don't know	0	0	0	0	0	1	0	0	1	2	0	0	0	0	1	0	0	5
	uncategorised	0	3	2	0	1	3	0	1	1	1	1	1	0	2	0	0	1	17
	TOTAL	32	223	96	26	47	316	63	91	87	92	160	64	15	33	13	46	45	1449

Q2.d) If you do not agree that one or more of these sites are suitable for authorised Gypsies and Travellers accommodation could you please suggest how they might be developed to make them suitable?

Comment	Number of times comment made
None suitable or cannot be made suitable	428
Spread out across City/located in other areas	225
In areas further away from residential areas	164
Less sites	89
Improved security/Enforcement of management	65
Improve roads/cyclepaths/pavements/facilities	60
Environment or Environmental Health considerations	43
Improve relationships between communities	28
Other	24
Use land for affordable housing / publically funded Gypsy and Traveller sites should not be provided	21
Landscaping	10

Q3. To make authorised Travellers sites acceptable, how important do you think it is that...

% Response	The site is well fenced and landscaped	There is site management in place	There is regular liaison between City Council and community	There are security measures in place	There is a named point of contact to raise issues
Very important	73	86.2	83.6	82.9	84.6
Quite important	8.5	3.6	5.1	5.1	5.4
Not very important	4.6	1	2.2	2.8	1.6
Not at all important	5.3	2.8	2.2	2.5	1.5
Don't know	8.6	6.4	6.9	6.7	6.9
Total	100	100	100	100	100



Q4) Are there any other sites or locations in the City that you think might be suitable as authorised Traveller sites?

Suggested Location (general locations)	Number of times suggested
In countryside or away from residential areas/settled community/"my house"	162
In County or other named locations outside the City	115
Industrial or previously developed sites	111
Sites should be spread out across the city	90
Humberstone/Hamilton	78
City parks	25
Aylestone	17
Braunstone	16
South of the City	15
City Centre/Highcross	12
Evington	12
New Parks	12
Stoneygate	10
Frog Island	10
Knighton	9
Beaumont Leys	8
Highfields	7
Saffron Lane	6
Car parks	5
Rushey Mead	5
East of city	4
Eyres Monsell	4
West of city	3
Western park	3
Belgrave	3

Suggested Location (specific sites)	Number of times suggested
New Walk Centre, Town Hall Square, Jubilee Square or near City Mayor or Councillors houses	100
Former bus depot on Abbey Park Road	82
Troon Way and/or Belgrave Road (Sainsburys sites)	27
Expand the existing site at Meynells Gorse	12
Leicester Science Park	10
Aylestone Meadows / Braunstone Lane East	7
Hoods Close	5
John Ellis playing fields	4
Ashton Green	4
Bath Street	4
Adjacent to Highcross Car Park	4
Aylestone Road	3

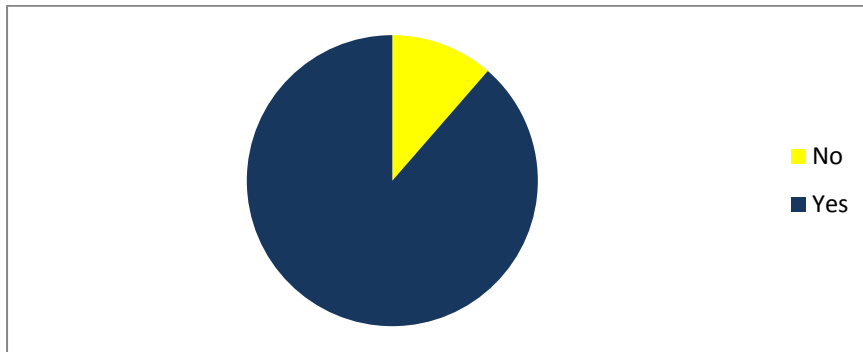
Suggested Location (specific sites) - continued	Number of times suggested - continued
Scudamore Road	2
Parker Drive	2
Gorse Hill City Farm	3
Towers Hospital	2
King Richard Road car park	2
Bradgate St	1
Leicester Road	1
Close to speedway	1
Next to Gateway College	1
North of Sandhills Avenue	1
Gipsy Lane/Thurmaston Lane	1
Boston Road	1
Beaumont Leys Lane	1
Western Road	1
A6 London Road	1
Slater St car park	1
Tudor Road, Groby Road, Somerset Ave	1
Heathcott Rd, Glenfield Rd, Gypsum Close	1
Bennion Road	1
Goodwood Road/Evington Lane	1
Thurcaston Road, Glenfrith Way, Welford Road	1
St Augustines, Blackfriars	1
High Street	1
New Parks Boulevard	1
Shady Lane, Evington	1
Scraptoft Lane	1
Former Leicester College site	1
Great Central Street Station	1
Next to Gilroes Cemetery	1
Haymarket Theatre	1
Belgrave Road	1
Uppingham Road	1
By Walkers Factory	1
Loughborough Road	1
A6 at Red Hill Way	1
Bath Lane	1
The old road near Humberstone Heights golf club	1
City Centre Site between Space Centre/Pumping Station and A6	1
Derelict sites between Woodgate and St Margaret's Way	1
Open space to SE of Narborough Rd between Evesham Rd/Heyworth Rd, Haddenham Rd	1
Freemans Common	1

Q5) Please let us know if you have any further comments about our authorised Gypsy and Traveller site suggestions?

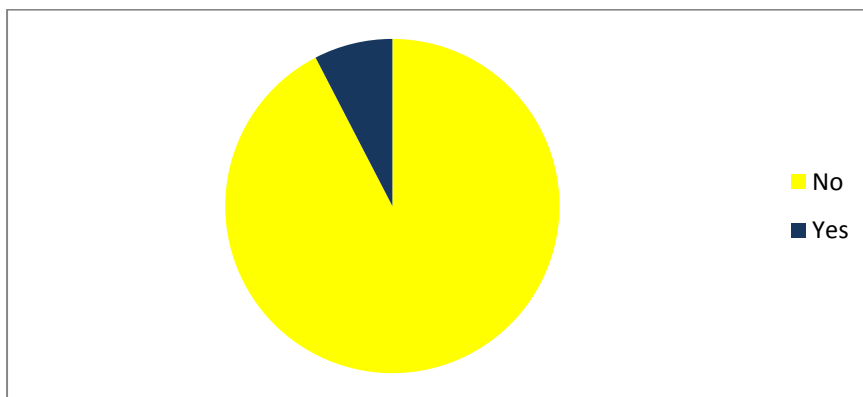
Issue	Number of times issue raised
Impact on residential area / "my house"	297
Encourages more / Poor management	173
All in one area	168
Travellers should travel/ reward non-conformity	155
Crime / Intimidation	151
Waste, Noise, Pollution etc	95
Less / Larger or Smaller site(s)	94
Problem with consultation / Political Comment	91
Existing 'tolerated' Greengate Lane site	77
House prices / insurance	75
None / Not Acceptable at all	68
Schools / NHS	52
Need for sites	51
Livestock	50
Traffic / Access	36
Distance to facilities (e.g. Police Station, shops, etc)	29
Other	26
Green Wedge	25
Ashton Green / Hallam Fields	23
Environment / Countryside	17

Q6) To help ensure that your responses are analysed please complete the following:

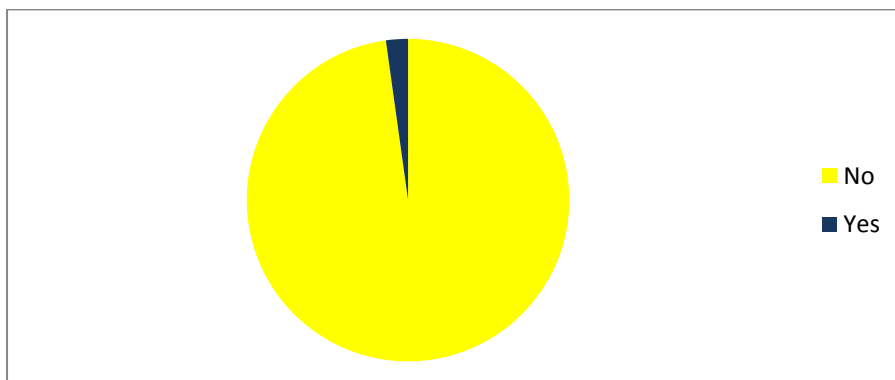
I live near the proposed sites



I am responding on behalf of a Community group

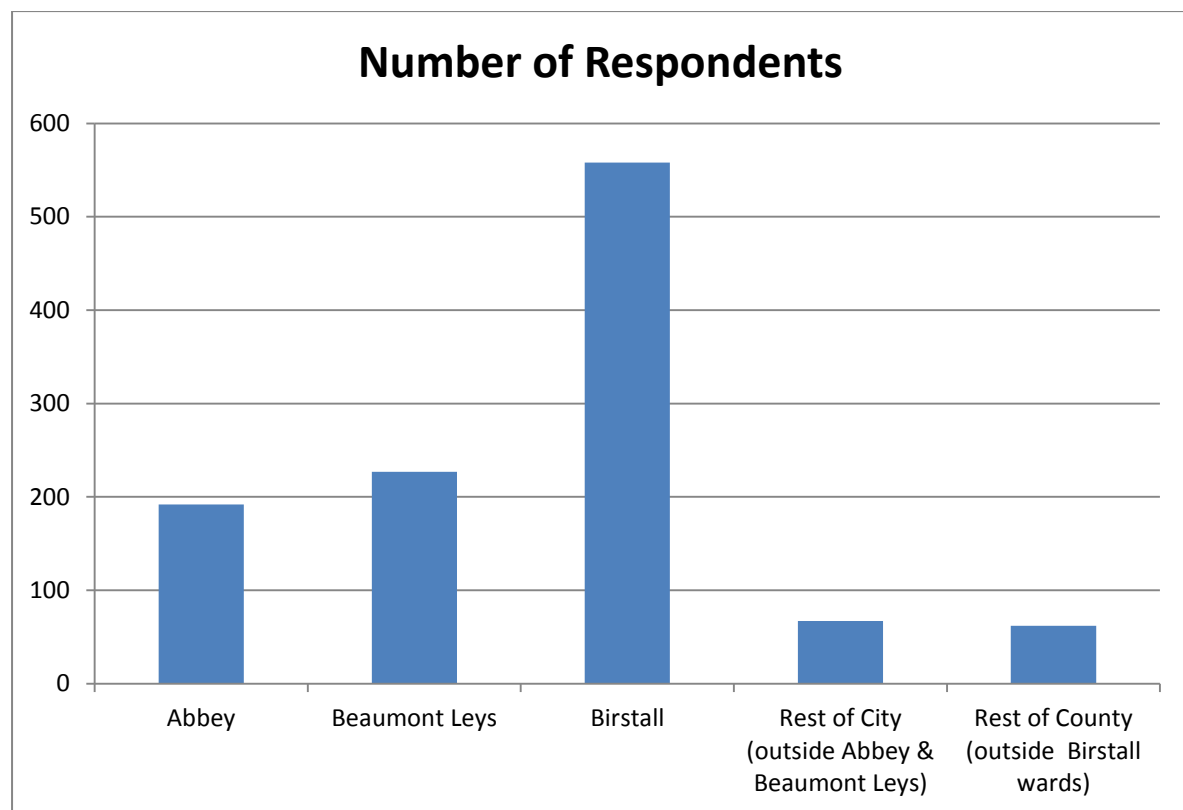


I am responding on behalf of another organisation



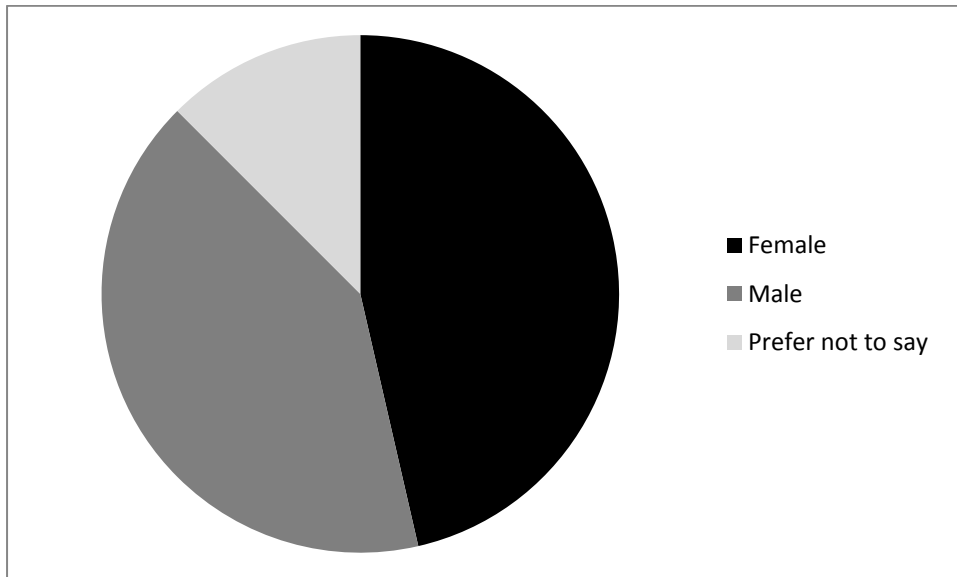
Q7) What is your postcode?

	Number of Respondents	Percentage
Abbey ward	192	17.4
Beaumont Leys ward	227	20.5
Birstall (Birstall Wanlip and Birstall Watermead wards)	558	50.5
Rest of City (outside Abbey & Beaumont Leys)	67	6.1
Rest of County (outside Birstall wards)	62	5.6
Total	1106	100

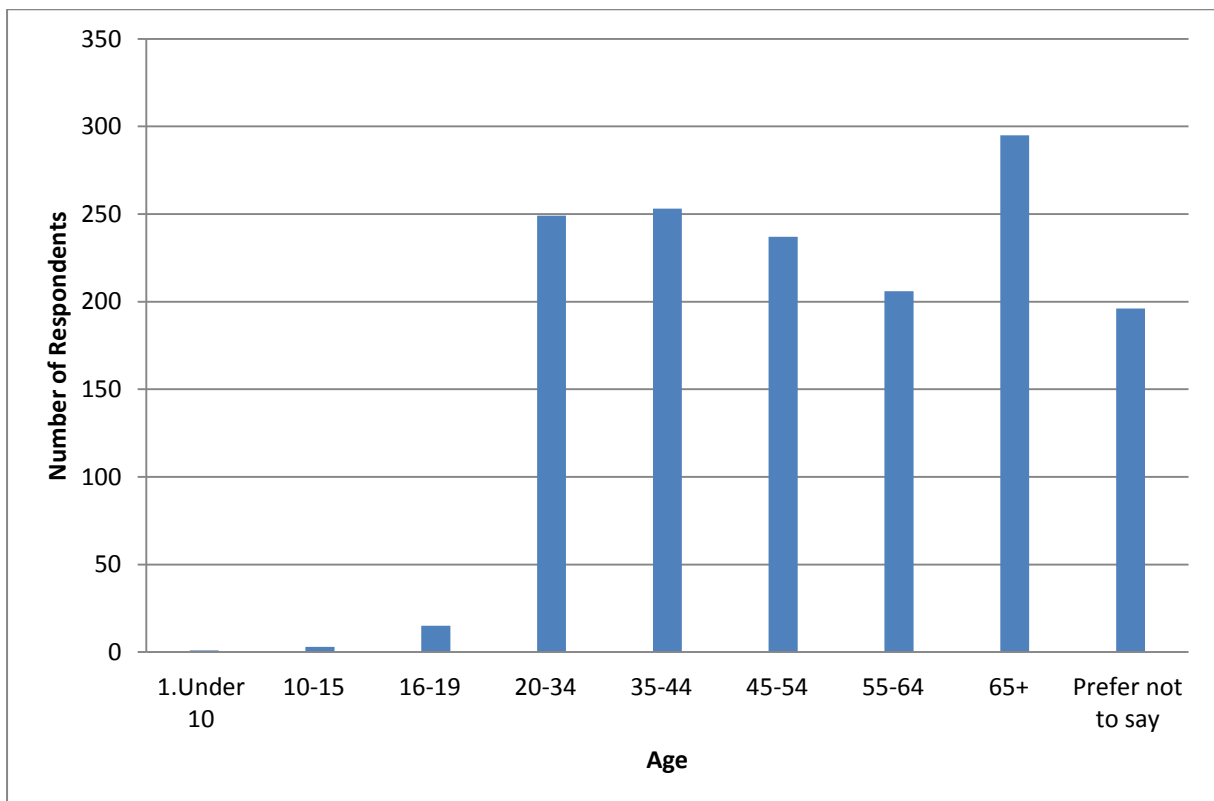


About Yourself

1) Sex

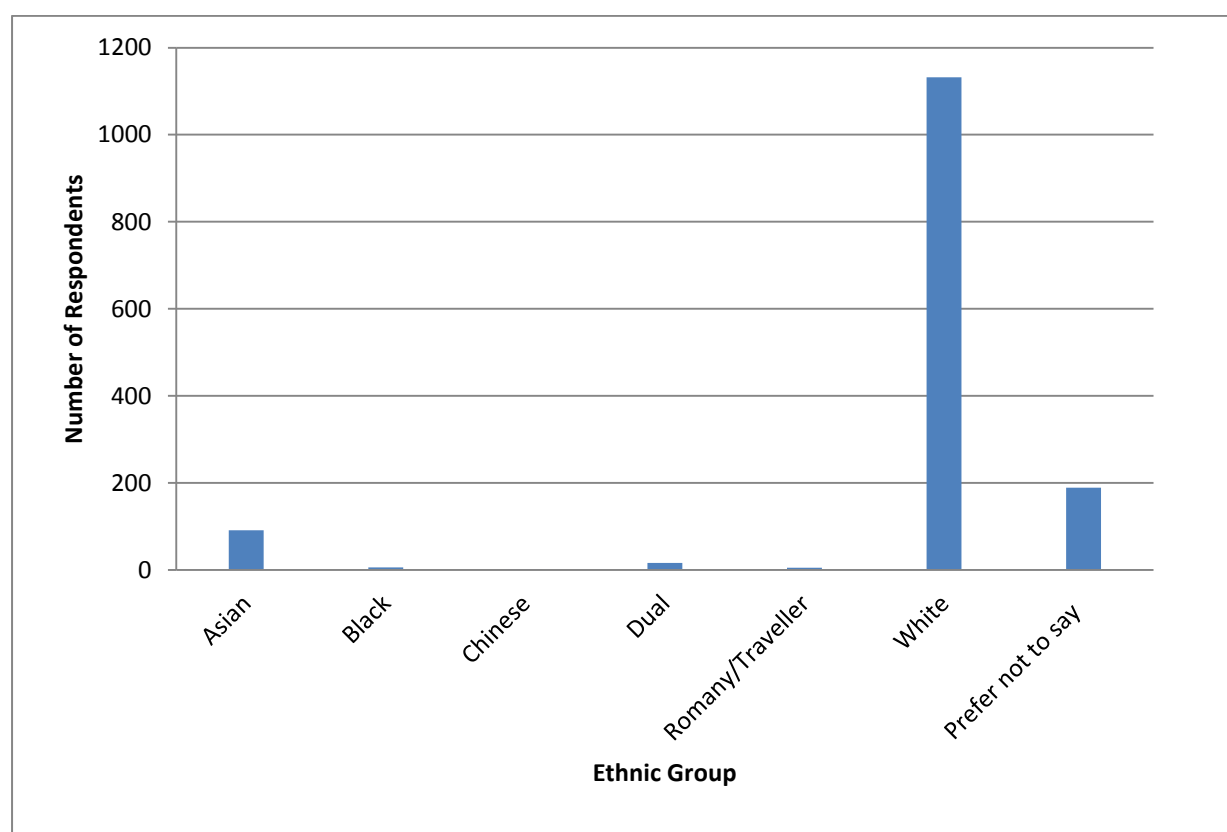


2) Age



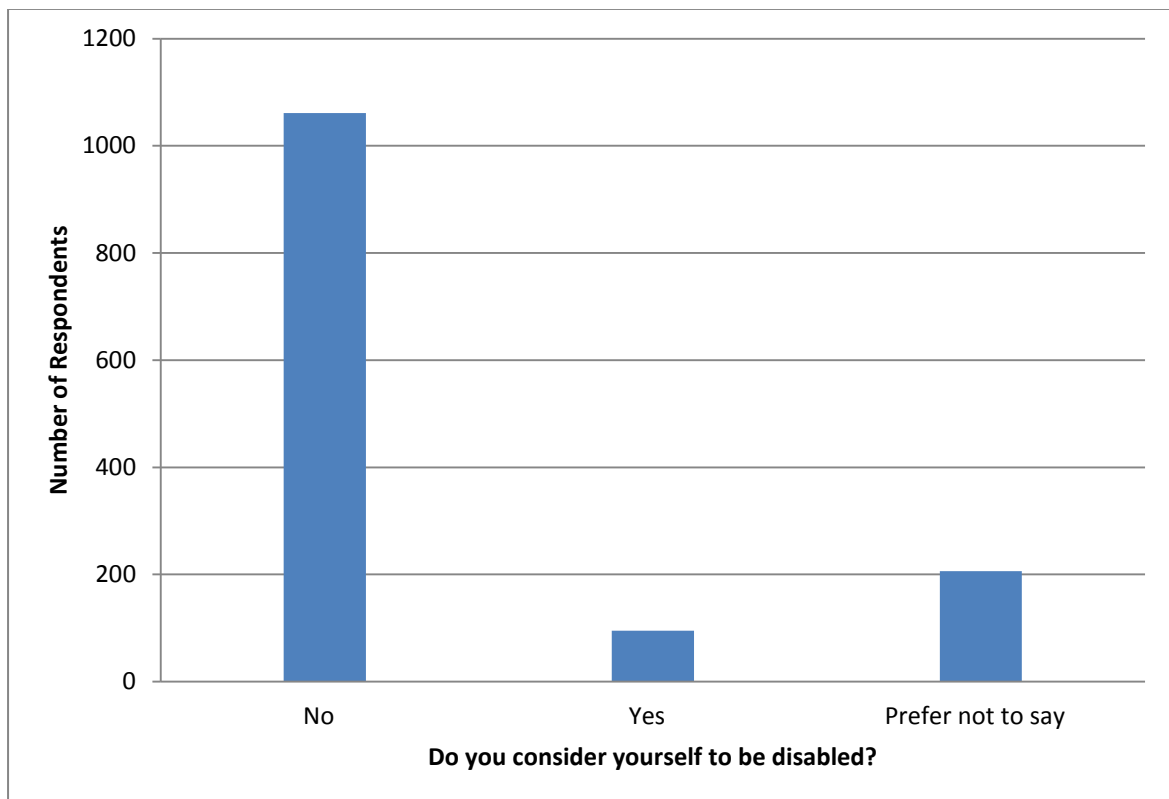
3) Ethnicity

	Frequency	Percentage
Asian	91	6.32
Black	6	0.42
Chinese	2	0.14
Dual	16	1.11
Romany/Traveller	5	0.35
White	1132	78.56
Prefer not to say	189	13.12
Total	1441	100



4) Disability

Do you consider yourself to be disabled?	Frequency	Percentage
No	1061	77.9
Yes	95	7
Prefer not to say	206	15.1
Total	1362	100



Appendix 4 - Alternative sites suggested

Question 4 of the questionnaire asked for suggestions for any other sites or locations in the City that might be suitable as authorised Travellers sites. 25 different general areas (both inside and outside of the City) were suggested. In addition, over 50 specific sites were put forward. These specific sites have all been assessed for their suitability. A summary of the issues at each site can be found below:

Site Suggested	Officer Assessment
New Walk Centre, Town Hall Square, Jubilee Square or near City Mayor or Councillors houses (100 suggestions)	<p>None of these locations are considered suitable for Gypsy and Traveller sites. In practical terms the sites proposed would not be financially viable and could not be delivered within the timeframe required.</p> <p>Any Council-owned land near to any Councillors houses in the City would already have been considered as part of the original assessment of 350 sites.</p>
Former bus depot on Abbey Park Road (82 suggestions)	<p>This site is owned by a Housing Association and has planning permission for 727 apartments, open space and parking. Development would be possible on this site, although it would require mitigation due to its location in a Flood Zone 2, which would increase development costs.</p> <p>It has been estimated that a 0.6ha parcel of this land would be valued at approximately £840,000. There is also no indication that the owner is willing to sell.</p>
Troon Way and/or Belgrave Road (Sainsburys sites) (27 suggestions)	<p>These two sites were in the public eye at the time of the consultation due to planning applications being prepared for a new superstore on Troon Way and associated redevelopment of the existing Sainsburys store on Belgrave Road. Both sites are privately owned, and it is highly unlikely, given the current plans, that the owner would be willing to sell.</p>
Expand the existing site at Meynells Gorse (12 suggestions)	<p>The current Meynells Gorse authorised site is surrounded on three sides by a road (Golf Course Lane), a railway line and the Meynells Gorse park and ride site. The only possible direction of expansion is south, where there is an area of woodland. However this area has already been assessed as part of the original 350 assessments (site number 1048). It was not considered suitable due to its high conservation value (it forms an ancient woodland).</p> <p>In addition, Government guidance recommends that Gypsy and Traveller sites should contain no more than 15 pitches. Meynells Gorse already contains 21 pitches.</p>

Leicester Science Park (10 suggestions)	This area has also been in the public eye recently due to the granting of planning permission for a supermarket (to be operated by Asda) on part of the site. The rest of the land is needed to develop high-value technology related jobs for which no alternative site exists in the city.
Braunstone Lane East / Aylestone Meadows (7 suggestions)	<p>No specific site boundaries were suggested, so an analysis was undertaken of the whole area along Braunstone Lane East from Narborough Road to Middleton Street. The areas to the west of Amy Street and east of Riverside Drive are residential in nature, and there is no available or suitable land. However between Amy Street and Riverside Drive there is some available, Council-owned land.</p> <p>Some of the land in this area is designated as a Local Wildlife Site (formerly a SINC) so is therefore not considered suitable. Other parts are in use as playing fields or for other recreational uses. However there is a small area of land within the boundary of the City Council sportsground which is not used for formal sports pitches. This area lies between Braunstone Lane East and the sports pavilion. This piece of land was not included in the original assessment of 350 Council-owned sites in 2011 as it was considered to be in operational use as part of the sportsground. It is part of a Biodiversity Enhancement Site (BES) but this would not necessarily preclude appropriate development.</p> <p>Access to this site could either be shared with the existing sportsground entrance or an additional entrance could be taken directly off Braunstone Lane East. There is only limited screening in place at present (hedgerow to the east and a few mature trees to the south), but landscaping and planting could potentially be introduced (as can be seen from the area to the east of the site which is already screened to some extent). The site is 700m from the nearest local centre and 1.2km from the nearest primary school.</p> <p>The main constraint on this site (subject to considering in detail ecological factors) is that it lies within a high level flood zone. This would prevent the development of permanent Gypsy and Traveller pitches, and very likely year-round transit pitches as well.</p>
Hoods Close (5 suggestions)	This site was included on the original shortlist of 8 sites, following an assessment of nearly 350 pieces of Council owned land in 2011. It was considered by officers to be suitable for development as a Gypsy and Traveller site – although it is considered more appropriate as a transit site (rather than a permanent site) due to residential amenity issues relating to its location adjacent to a recycling centre.

John Ellis playing fields (4)	Within Science Park. The land is needed to develop high-value technology related jobs for which no alternative site exists within the city.
Ashton Green (4)	Site has outline planning permission and process of securing development partners has already begun.
Bath Street (4)	Site has planning permission for development of 160 houses, recently renewed. Cost of acquiring site is estimated to be £11m.
Adjacent to Highcross Car Park (4)	Private land overlooked by multi-storey car park.
Aylestone Road (3)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Scudamore Road (2)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Parker Drive (2)	Private site with permission for housing/industrial use.
Gorse Hill City Farm (3)	Unavailable - in use as City Farm.
Towers Hospital (2)	Development has already commenced on residential-led redevelopment of former hospital site.
King Richard Road car park (2)	Unavailable – Privately owned site in use as car park.
Bradgate St (1)	Unavailable - long lease on site.
Leicester Road (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Close to speedway (1)	Area around speedway forms part of Beaumont Park.
Next to Gateway College (1)	This land forms site number 2841 which has been assessed already.
North of Sandhills Ave (1)	This area forms part of Hamilton park or Hope Hamilton primary school. It is therefore not available.
Gipsy Lane/Thurmaston Lane (1)	The area between Gipsy Lane and Thurmaston Lane is in use as a golf course and is therefore not available.
Boston Road (1)	Only available site on Boston Road is being held back as an access route to large area of land behind.
Beaumont Leys Lane (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Western Road (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
A6 London Road (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Slater St car park (1)	Unavailable - In use as a car park. Also falls within SINC.
Tudor Road, Groby Road, Somerset Ave(1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.

Heathcott Rd, Glenfield Rd, Gypsum Close (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Bennion Road (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Goodwood Road/Evington Lane (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Thurcaston Road, Glenfirth Way, Welford Road (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
St Augustines, Blackfriars (1)	Site in private ownership with planning permission for residential development - so unavailable.
High Street (1)	No full-time vehicular access onto High Street.
New Parks Boulevard (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Shady Lane, Evington (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Scraptoft Lane (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Former Leicester College site (1)	Unclear which piece of land this refers to. All Council-owned land in the city has been assessed.
Gt Central St Station (1)	In private ownership. In use for industrial/commercial purposes.
Next to Gilroes Cemetery (1)	Either refers to land in use as a car park (so unavailable) or Site 0070 which is of high biodiversity value (SINC).
Haymarket Theatre (1)	Would require total demolition of theatre and shops beneath theatre, in addition to highways alterations. Not viable.
Belgrave Road (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Uppingham Road (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
By Walkers Factory (1)	Unclear which piece of land this refers to. All Council-owned land in this area has been assessed.
Loughborough Road (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
A6 at Red Hill Way (1)	Unclear which part of road this refers to. All Council-owned land in this area has been assessed.
Bath Lane (1)	Site in private ownership with planning permission for residential development - so unavailable.
Old road nr Humberstone Heights golf club (1)	Presume this refers to Thurmaston Lane. This is the access road for new housing development for Manor Farm, Keyham Lane so not suitable or available.
Site between Space Centre/Pump Stn/A6 (1)	Privately owned site in commercial use.

Derelict sites between Woodgate and St Margaret's Way (1)	All available Council-owned land in this area, including on Bradgate Street and Ravensbridge Drive, has been assessed.
Open space to SE of Narborough Rd between Evesham Rd/Heyworth Rd, Haddenham Rd (1)	This site contains playing pitches in operational use.
Freemans Common (1)	All Council-owned land in this area has been assessed.

Appendix 5 - Main Issues Raised During Consultation

Throughout the consultation period, through the various methods of communication used, a relatively small number of issues were raised by many different people. The main issues have been summarised below, along with an officer response to each issue.

	Summary of Main Issue Raised	Officer Response
1.	Impact upon residential areas/ “my house”	
	<p><i>This was the most commonly raised issue in the whole consultation. Many respondents to the questionnaire stated that one or more of the sites were too close to residential areas (in general) or where the respondent lived (specifically), or that they would make the area less attractive, impact upon ‘sought-after areas,’ disrupt local peoples’ lives and affect local residents quality of life.</i></p> <p><i>A smaller number of respondents used this issue as a reason for supporting one or more of the sites, i.e. that the site(s) were located away from dense residential areas so were suitable as potential sites.</i></p>	<p>The Government good practice guide on designing Gypsy and Traveller Sites (DCLG, 2008) states that poorly located sites, with no easy access to major roads or public transport services, will have a detrimental effect on the ability of residents to seek or retain employment, attend education services and obtain access to health services and shopping facilities. It also states that consideration must be given to the relationship of sites to the surrounding community.</p> <p>As part of the original site assessment process, nearly 350 Council-owned sites were assessed against a range of criteria. This included distance to facilities (including a primary school and a local centre), residential amenity and potential for screening. The three sites that have been consulted on were considered to satisfy these criteria.</p>
2.	Tolerated Site at Greengate Lane	
	<p><i>A very common concern was the lack of management at the tolerated site on Greengate Lane over the past few years, and a fear that if permanent authorised sites were built then they would all look and operate like this current site.</i></p>	<p>The current tolerated Gypsy site on Greengate Lane consists of one family, who have been allowed to remain within the boundary of the proposed authorised site for a number of years due to their personal circumstances.</p> <p>It should be noted that this tolerated site is not authorised, and is very different in appearance from what an authorised site would look like. An apparent misconception is that the current</p>

		<p>Greengate Lane site is typical in appearance and operation of what an authorised Gypsy and Traveller site would be like. However, currently, there are only very basic facilities on the site (only running water). The only landscaping that exists is what was there from the sites previous residential use, and this is the same for access arrangements. There is little hardstanding on the site which means that in poor weather the site becomes very muddy. This would be very different from an authorised site, which would have purpose-built washing facilities, defined boundaries and hardstanding. An authorised site would also be subject to management controls that the current tolerated site is not. This would include a tenancy agreement setting out specific rules in relation to, for example, the keeping of livestock, etc.</p> <p>What the concerns raised about Greengate Lane do show is that formal management, layout and access are all essential elements of any potential authorised site provision.</p> <p>While the majority of people had negative views regarding the tolerated site, some did consider the current lack of management and formal layout as reasons why the Greengate Lane site should be developed as a formal site.</p>
3.	Traffic	
	<p><i>Traffic and access were issues raised in relation to all three of the proposed sites. In many cases this was on the assumption that there would be significant numbers of vehicles passing into and out of the sites each day.</i></p>	<p>In reality, there will not be significant numbers of vehicles passing into and out of the sites each day. The small size of all the proposed sites means that the number of journeys will be relatively low – similar to a housing development of an equivalent size.</p> <p>Council Highways Officers have assessed the proposed sites and no issues have been identified in relation to traffic that would</p>

		prevent development occurring. Any mitigation measures required would be incorporated into the detailed design of any final scheme.																																			
4.	Unauthorised Encampments																																				
	<p>i) <u>Concerns about how the City Council deals with unauthorised encampments</u></p> <p><i>There were requests that the City Council should introduce stricter measures to deal with unauthorised encampments and that the present policy was too relaxed.</i></p>	<p>The City Council's ability to act on unauthorised encampments is restricted due to the lack of authorised provision available. If authorised transit pitches were available, current police powers could be utilised to require Travellers to move from the roadside to a transit pitch quickly. Without these pitches being available, the speed at which the Council, working with the Multi Agency Travellers Unit (MATU) and the Police, can act is reduced. However this does not mean that the Council takes no action where unauthorised encampments occur.</p> <p>Data from MATU shows that contrary to many views expressed, enforcement action in the City is high compared to elsewhere in the sub-region (information from Jan 2009/Mar 12):</p> <table><tr><th>LAA area</th><th>Total no. of camps</th><th>No. of direction notices served</th><th>No. of summonses served</th><th>No. of orders served</th><th>No. of S61 evictions</th><th>Percentage of unauthorised sites that required formal action</th></tr><tr><td>Leicester</td><td>74</td><td>39</td><td>28</td><td>23</td><td>3</td><td>56.8</td></tr><tr><td>Blaby</td><td>15</td><td>0</td><td>0</td><td>0</td><td>4</td><td>26.7</td></tr><tr><td>Charnwood</td><td>23</td><td>2</td><td>1</td><td>1</td><td>1</td><td>13.0</td></tr><tr><td>Hinckley & Bosworth</td><td>23</td><td>4</td><td>1</td><td>1</td><td>3</td><td>30.4</td></tr></table>	LAA area	Total no. of camps	No. of direction notices served	No. of summonses served	No. of orders served	No. of S61 evictions	Percentage of unauthorised sites that required formal action	Leicester	74	39	28	23	3	56.8	Blaby	15	0	0	0	4	26.7	Charnwood	23	2	1	1	1	13.0	Hinckley & Bosworth	23	4	1	1	3	30.4
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	<p>ii) <u>Prioritise prevention of opportunities for unauthorised camping</u> A number of respondents suggested that rather than providing authorised sites, money should instead be spent on preventative measures such as bunding, bollards or barriers to stop unauthorised encampments.</p> <p>iii) <u>Providing authorised sites would not prevent unauthorised stopping.</u> It was suggested that the provision of authorised sites would not lead to a reduction in the amount of unauthorised stopping. Some questioned the wisdom of proposing permanent pitches as this would not impact upon those stopping at the roadside, while others stated that people who stopped on the roadside would continue to do so rather than pay to stop in transit sites.</p>	<p>Measures such as bunding and barriers/bollards can work at specific locations to prevent unauthorised encampments – but they would not work across a wide area such as the whole of the North West of the City. There is a clear need in the City for more authorised Travellers sites, both permanent and transit, and measures to prevent unauthorised encampments is not a viable alternative.</p> <p>As stated above, having authorised sites available to where unauthorised encampments can be moved is critical to assist the Council and the Police to deal quickly and effectively with unauthorised encampments. While there are some Travellers who pass through the City for short periods of time, there are also some who are local who remain in unauthorised camps due to the lack of authorised permanent sites available. So while some transit sites are needed, providing more permanent sites will also help to reduce the number of unauthorised encampments.</p>																																										
5.	All of the sites are in one area of the City																																											
	Many concerns were raised that all of the proposed sites were in one area of the City, and that the historical link between Gypsies and Travellers and the north-west of the City doesn't justify all three proposed sites being in that area.	The site assessment process undertaken in 2011 considered nearly 350 sites across the whole of the City. After applying a range of criteria, 8 sites were considered by officers to be suitable as potential Gypsy and Traveller sites. Of these 8, 7 were in the north-west of the city. There were no other Council-owned sites																																										

		elsewhere in the city that were considered suitable and available in the short-term.
6.	Green Wedge	
	<p><i>Many objectors (including 705 standard letters produced by the LE4 Action Group) raised the issue of two of the sites (Greengate Lane and Red Hill Way) being located within the Green Wedge and claimed development of these sites would be contrary to adopted planning policies.</i></p> <p><i>There was also a mistaken belief among some other respondents who believed that the two sites were designated as Green Belt land.</i></p>	<p>Two of the proposed sites do indeed fall within the Green Wedge between Leicester and Birstall. There is no Green Belt land in the City.</p> <p>Green Wedge policy has been developed in Leicestershire over the last 20+ years. They generally operate on a smaller scale to the national designation of Green Belt and penetrate towards the City Centre from the edge of the City. In most cases Green Wedges also extend beyond the City boundary through Green Wedge allocations in adjoining districts. The use of Green Wedges is not as restrictive as for Green Belt.</p> <p>Green Wedges have 4 key planning functions.</p> <ul style="list-style-type: none"> • To prevent the merging of settlements. • To guide development form. • To provide a “green lung” into urban areas • To act as a recreational resource. <p>The impacts of the proposals on the Green Wedge policy have been assessed, and officers do not consider that they would have an adverse impact upon the 4 key planning functions set out above.</p>
7.	Noise, Waste, Pollution	
	<p><i>Many people raised ‘environmental health’ issues, such as noise, waste and pollution. Opinions on this in many cases seemed to be derived from experience of unauthorised encampments. For example, a common</i></p>	<p>Noise, waste and pollution are all issues that are commonly raised with regard to unauthorised encampments. The nature of unauthorised encampments means that there are no management policies in place, and while the City Council through the Multi</p>

	<p><i>answer on this issue was “if the unauthorised sites are anything to go by...” and also “when the Gypsies have stopped in the area in the past they have left a lot of mess.” Some comments also related to the tolerated site on Greengate Lane.</i></p> <p><i>Comments on noise related to both noise from unauthorised sites (from working or shouting) and impact of noise on sites (particularly at Red Hill Way from the nearby dual carriageway). Pollution concerns related to disposal of waste and fires (smoke).</i></p>	<p>Agency Travellers Unit works hard to try to ensure that, for example, waste from unauthorised encampments is stored and collected in an efficient manner, there are not regular refuse collections.</p> <p>On authorised sites, tenants must sign up to a license agreement before they can lease a pitch. This includes a requirement to abide by site rules, including noise, fires and working from the site. Any authorised site would also have refuse collections the same as any other residential property in the city.</p>
8.	<i>Environmental Impact/Impact on countryside</i>	
	<p><i>A number of concerns were raised about the environmental impact of any site development and the loss of currently open countryside. This was often combined with comments about the recent development of a large area of open land to the north of Birstall (at Hallam Fields) and the proposals for a new settlement at Ashton Green.</i></p>	<p>The concern about the loss of open space/countryside to an extent conflicts with the reply many respondents gave when suggesting alternative sites – with 162 people wishing the sites to be either ‘in the countryside or away from residential areas/settled community/”my house.”’</p> <p>Ecology issues will be considered in detail at the time of submission of any planning application(s).</p>
9.	<i>Loss of Property Value & Unable to sell house/Impact upon house insurance</i>	
	<p><i>A common concern related to the potential loss of property value of homes in areas surrounding the proposed sites, and suggestions that house insurance in these areas would also rise. In some cases this was linked with concerns about increased levels of crime (see issue 15 below).</i></p>	<p>There is no national evidence available regarding the effect of permanent or transit sites on property prices. An independent study in Scotland by the Planning Exchange and the Joseph Rowntree foundation found that although there were some claims that house prices would be affected these proved hard to establish. This study said, 'a new home being built within 50 metres of the boundary of one site suggested the impact on local housing market had been minimal'; Similarly experiences in other areas do not evidence a reduction in property values near to sites</p>

	<p>once operating well, although clearly on this issue every Gypsy and Traveller site is different in respect of its locality and surroundings.</p> <p>There is similarly no national evidence available on the effect of permanent or transit sites on house insurance levels.</p> <p>In terms of the local situation, Meynells Gorse has been in situ for 40 years so it is impossible to use this to judge the impact (or lack of) of a new site on an area. However we cannot identify any impact upon the adjacent residential area in terms of having property prices lower or house insurance higher than an equivalent area elsewhere.</p> <p>Land Registry data (http://www.landregistry.gov.uk) shows that there were 111 recorded house sales between March and June 2012 in just the areas covered by LE4 1, LE4 2, LE4 3 and LE4 4 postcodes (i.e. Birstall, Mowmacre Hill, the area of Beaumont Leys north of Krefeld Way and parts of Stocking Farm). Evidence also shows that the average asking price across the whole LE4 area has stayed constant since the announcement of the consultation (data from home.co.uk).</p>
10.	<p>Schools and Health Facilities</p> <p><i>Many people commented that they were concerned about the impact upon schools and health facilities in the area. Often these concerns referenced the lack of schools and health facilities they originally believed would be built as part of the Hallam Fields development (see below) – but which have not materialised. Similar concerns were raised in relation to Ashton Green – i.e. that there was no certainty that the schools and health facilities proposed as part of this would actually materialise.</i></p> <p>In reality, all three of the proposed sites are small in scale and the impact upon schools and health facilities will be minimal. If permanent sites are developed, some of the likely occupiers are those Travellers already living in the City who may already have their children registered in local schools and are themselves already registered with a local GP.</p> <p>If a small scale Gypsy and Traveller site is not considered suitable due to a lack of education/health provision in the Beaumont Leys</p>

		area, this would mean no further small scale residential development could be considered in this area either.
11.	Livestock	
	<p><i>Many comments were received responding to the fact that the publicity material produced for the consultation had stated that livestock would not be permitted on the sites, with people suggesting that this would mean that horses owned by the site residents would instead end up tethered to grass verges and roadsides.</i></p> <p><i>Some respondents suggested including space for horses within the proposed new sites. Others had concerns about the welfare of livestock in and around Gypsy and Traveller sites.</i></p>	<p>Animals, and particularly horses, have traditionally played an important role in both Gypsy and Traveller culture. Some families still own horses today – either for recreational purposes or for business (i.e. breeding and trading).</p> <p>Government guidance states that: <i>“Where there is demand for space for animals and where the site provider is satisfied that it may be reasonable and practicable to include this, a grazing area for horses and ponies could be provided, to reflect the cultural use of the horse as a traditional means of transport. However grazing may be problematic and an adequate supply of grass difficult to sustain through over use when demand is high.”</i></p> <p>Advice on the minimum amount of grazing land per horse that should be provided varies slightly but is approximately 0.5 hectare per horse. Given that the proposed sites are all less than one hectare each, the provision of facilities for permanent grazing of horses on-site is not viable, as they would have grazing land significantly below the recommended amount.</p> <p>The Scrutiny Commission recommended providing stabling for sick horses on at least one of the sites. However this could present health and safety issues, particularly with the potential for young children to be on the site. A more practical solution could be for the City Council to facilitate the leasing of Council-owned paddocks in the City to Traveller families on which any horses could be kept. The Council already leases paddocks for grazing,</p>

		and it could be possible to undertake further work to better engage the Travelling community in this process. This would enable culture and tradition to be maintained while reducing the potential for conflict between the Travelling and settled communities. It is likely that this approach would need to be combined with strict enforcement of existing Council policy on unauthorised grazing of horses.
12.	<i>Travellers should travel/rewards non-conformity</i>	
	<p><i>A number of comments included reference to the fact that some respondents believed the term 'Travellers' suggested year-round travelling, and that the City Council should therefore not be providing permanent residential spaces.</i></p> <p><i>Others stated that the provision of authorised pitches rewards unauthorised camping and the non-payment of Council tax and rent.</i></p>	<p>English Romany Gypsies and Irish Travellers are recognised as ethnic minorities and have the same rights to race relations protection as other recognised ethnic minority groups. The terms 'Gypsies and Travellers' have slightly different but similar definitions under Housing legislation and planning guidance. However both reflect the fact that Gypsies and Travellers are people of nomadic habit of life whatever their race or origin, and this includes people who <i>on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily or permanently.</i></p> <p>Gypsies and Travellers staying on both permanent and transit pitches are required to pay rent, and for water and electricity. Permanent residents are also required to pay Council Tax. Without authorised pitches being available, Gypsies and Travellers are forced to move from place to place and camp in unauthorised and often unsuitable locations, where rent and other payments cannot be made.</p>

13.	<p>Ashton Green/ Hallam Fields</p> <p><i>There were a number of issues raised in relation to both Hallam Fields and Ashton Green. Some respondents were concerned about the cumulative loss of green space in the local area, and particularly of Green Wedge land. Others were concerned that some of the facilities they originally believed would be built as part of the Hallam Fields development had not materialised, and this led to some fears that a similar thing may happen at Ashton Green - which would consequently put more pressure on the existing local infrastructure. Others highlighted the increased traffic which would result from the two developments, and the impact this would have particularly on the proposed site at Greengate Lane.</i></p> <p>Hallam Fields is a large mixed use development which is currently part-developed, on land immediately to the north of Birstall on the A6, in Charnwood district. The original outline planning application submitted in April 2001 described it as “a mixed use development comprising 900 dwellings, business park (24,000 sq.m.), fire station, primary school, local centre (retail and community uses), formation of public open space. Two accesses from A6 and footbridge over A6. Demolition of 57 Harrowgate Drive to create pedestrian/cycle link. Construction of park and ride facility for 1,000 cars. Total site area 71.5ha.” Hallam Fields lies outside the City boundary, and so the City Council has had no input into what has, or has not been, provided as part of this development.</p> <p>Ashton Green is a planned sustainable urban extension within the City boundary, on Council-owned land, containing potentially up to 3000 dwellings (including sheltered and supported accommodation), employment use, retail, education facilities and associated uses including community and health facilities, energy centre, public open space and supporting highways and infrastructure on land to the north of Beaumont Leys. An outline planning application was approved in 2010.</p> <p>Ashton Green falls within land that has long been designated for development. In the Local Plan it is allocated for housing. Traffic assessments have been undertaken as part of the outline application for Ashton Green and, subject to some improvements, the network is considered sufficient to be able to cope with the proposed development. It is not considered that the development of a small Gypsy and Traveller site on Greengate Lane would have a significant impact upon this.</p>
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	<i>There was also some concern that the location of an authorised site on Greengate Lane would make the development of Ashton Green less appealing to both developers and potential occupants. There were also some responses submitted from the new residents of Hallam Fields concerned about the impact of the potential Greengate Lane site on the local area.</i>	The consultation on the proposed Gypsy and Traveller sites has been undertaken at a time when the City Council was in the process of seeking a major developer/infrastructure partner to work with to prepare a long-term delivery strategy for the Ashton Green site. Interested parties were therefore aware of the proposals for up to three Gypsy and Travellers sites in the north west of the City, and this has not deterred interest.
14.	Distance to facilities	
	<p><i>A number of responses referenced distances to facilities. This category was considered to include shops and other services, but not residences (comments on this are covered under issue 1 above).</i></p> <p><i>Locating a site close to facilities was seen as a positive by some and a negative by others, and there was also some split based on the type of facility. For example, a lot of people considered the fact that the proposed Beaumont Way site was next to the Beaumont Leys police station was a positive, but its close proximity to the Beaumont Leys shopping centre and leisure centre/car park was generally seen as a negative. Conversely, a number of people considered that the Greengate Lane proposed site was too far away from the shopping centre. The main concern with regard to the Red Hill Way site was its proximity to the Great Central railway and local sports clubs.</i></p>	<p>The Government good practice guide on designing Gypsy and Traveller Sites (DCLG, 2008) states that poorly located sites, with no easy access to major roads or public transport services, will have a detrimental impact effect on the ability of residents to seek or retain employment, attend education services and obtain access to health services and shopping facilities. It also states that consideration must be given to the relationship of sites to the surrounding community.</p> <p>As part of the original site assessment process, nearly 350 Council-owned sites were assessed against a range of criteria. This included distance to facilities (including a primary school and a local centre). The three sites that have been consulted on were considered to satisfy these criteria.</p>
15.	Crime/intimidation	
	<i>A common response was that the development of Travellers sites would lead to an increase in crime and intimidation in the local area. Many people suggested</i>	As part of the Scrutiny process undertaken, a request was made to Leicestershire Police to see if there was any evidence to support the broad allegation that Gypsies and Travellers are

	<i>that there was an increase in burglaries when unauthorised encampments were in their local area. There were also references to ‘aggressive’ door-to-door selling by Gypsies and Travellers.</i>	associated with high levels of criminality. The Police responded by stating that “Examination of our records would lead us to the opinion that the level of crime and other demand for policing services associated with fixed sites is broadly similar to that of an equivalent community.”
16.	<i>Need for sites</i>	
	<i>Although not one of the main reasons given in responses, the need for sites was raised by a number of people. In general, these were people in support of one or more of the sites, who believed that introducing authorised sites would lead to a reduction in the number of unauthorised encampments, or that it would allow Gypsies and Travellers to maintain their culture and traditions. There were also a smaller number of people who referred to there being no need for additional sites.</i>	There is a clear identified need for additional permanent and transit Gypsy and Traveller sites in the City. This is evidenced in the number of unauthorised encampments that occur, the current waiting list for Meynells Gorse and the new pitch requirements set out in the Core Strategy.
17.	<i>Encourages more/poor management</i>	
	<i>A small number of respondents believed that providing more sites would encourage more Travellers to the City, and this was often combined with concerns that the sites would not be managed sufficiently to prevent this. This concern related to both the provision of transit and permanent pitches, and appeared to be based in some cases on a belief that current enforcement of unauthorised camps was not effective enough.</i>	<p>As stated above, there is a clear need for both permanent and transit pitches in the City. Local Gypsies and Travellers who cannot access a local authorised site are regularly stopping in unauthorised encampments and those passing through the City are doing the same but for shorter periods of time. Any permanent sites provided would be allocated on a needs basis, and Gypsies and Travellers from elsewhere would not just be able to turn up and be provided with a pitch when there is already a very long waiting list.</p> <p>Good management would be a key element of any new site. Unlike the current tolerated site, and on unauthorised encampments, formal management structures would be in place and this would include restrictions on visitors to the sites, etc.</p>

Appendix 6 – Petitions Received

A number of petitions were received by the City Council during or after the consultation period. All but one related directly to one or more of the three sites being proposed. The other related to a site at Heacham Drive that had been considered during the initial site assessment process, but had not subsequently been proposed as a Gypsy and Traveller site. The petition submitted by the LE4 Action Group was divided into four differently worded parts. The petitions were as follows:

Claire Bassett - 1708 verified signatures objecting to 'the proposed Travellers site on the land to the north side of Heacham Drive/Lomond Crescent'

Birstall Parish Council – 183 signatures objecting to “the proposal to create a permanent traveller’s site at Greengate Lane Birstall on the following grounds:

- The site is too close to a major residential area
- The site is too close to schools and could have a negative impact on school rolls
- Use of the site will worsen the existing traffic problems at all points along Greengate Lane notably the junction with Loughborough Road outside Highcliffe School
- That the site will have a detrimental effect on the proposed development at Ashton Green as it will be too close to the proposed community hub
- The site will deter both developers and house buyers from Ashton Green
- Because of the above the site will require proper management and enforcement which has not been a feature so far
- That the proposed site is in a green wedge where development would be against the spirit and creation of the green wedge

And we urge the City Council to make further efforts to identify brownfield and other sites for the proposed use.”

Trelleborg Industrial – 48 signatures objecting to 'Leicester City Council's proposed Gypsy and Traveller sites on Greengate Lane, Beaumont Way and Red Hill Way'

LE4 Action Group – 554 verified signatures objecting to ‘Leicester City Council’s proposed Gypsy and Traveller sites on Greengate Lane, Beaumont Way and Red Hill Way’.

LE4 Action Group – 142 verified signatures “vehemently opposing LCC plans to build gypsy/travellers’ sites on Greengate Lane, Red Hill and Beaumont Way. Furthermore we request the ‘temporary’ encampment at the top of Greengate Lane be removed”

LE4 Action Group – 12 verified signatures objecting to “the proposal to create a permanent traveller’s site at Greengate Lane Birstall on the following grounds:

- The site is too close to a major residential area
- The site is too close to schools and could have a negative impact on school rolls
- Use of the site will worsen the existing traffic problems at all points along Greengate Lane notably the junction with Loughborough Road outside Highcliffe School
- That the site will have a detrimental effect on the proposed development at Ashton Green as it will be too close to the proposed community hub
- The site will deter both developers and house buyers from Ashton Green
- Because of the above the site will require proper management and enforcement which has not been a feature so far
- That the proposed site is in a green wedge where development would be against the spirit and creation of the green wedge

And we urge the City Council to make further efforts to identify brownfield and other sites for the proposed use.”

LE4 Action Group – 5 verified signatures objecting to “Leicester City Councils proposed Gypsy and Travellers sites in LE4.”

Appendix 7 - Standard letters produced by LE4 Action Group

The LE4 Action Group is a local residents group that formed to stand against the three proposed sites. They produced some standard letter templates and uploaded them to their website. The following numbers were received by the City Council:

- 705 standard letters raising issues mainly relating to loss of Green Wedge.

An example of this can be seen on the next page.

The main issues arising out of this letter are as follows:

1. Almost all of the Ashton Green development is on land outside of the Green Wedge. This development will therefore not destroy a large part of the Green Wedge.
2. The Charnwood Borough Council Green Wedge review focusses on the Green Wedge that falls within Charnwood borough. The references to section 5.117 of this document therefore do not apply to the site on Greengate Lane.
3. The copy of the report which sets out the near 350 sites assessed has been available on the City Council website since April 2012.
4. The references to Policy H14 in the Leicestershire, Leicester & Rutland Gypsies and Travellers Accommodation Needs Assessment appear to be from the North West Leicestershire Local Plan 1991-2006. The relevant planning policy for new Gypsy and Traveller pitches in the City is Core Strategy Policy CS9, adopted in 2010.

When sending acknowledgements to these 705 letters, both Council officers and MATU staff received a number of phonecalls stating that the person named on the letter did not live at the address stated. Other acknowledgements sent out by officers were returned as "addressee unknown."

- 23 standard letters objecting to traffic issues
- 21 standard letters wishing to see the full site assessment document (many received after the full document was placed on the City Council website in April 2012)
- 22 standard letters objecting to all of the sites being proposed within one area of the City

Standard Letter from LE4 Action Group regarding Green Wedge

Please accept this letter as a formal complaint against the City Councils total disregard to the safeguard of our green wedge and green stepping stones.

The proposed site at Greengate Lane is within what is referred by the Charnwood Borough Council and Leicester City Council, as the "Green Wedge".

I refer you to the Charnwood Borough Council Green Wedge Review February 2011 and sections therein. Please refer initially to section 2.6 which emphasises the purposes of the "Green Wedge" which should be allocated in association with planned urban extensions.

The Ashton Green development will destroy a large part of the "Green Wedge".

Section 5.117 details the existing area described as small parcels of land and section 5.121 defines the original intended function of the "Green Wedge" as follows :

- To ensure clear separation between Leicester urban areas and adjacent settlements
- To secure open views of countryside from within the City and neighbouring settlements
- To safeguard the rural, open aspect of approaches in to the City viewed from the North West
- To provide for public access, recreation, nature conservation and other green and open uses in a location accessible to a wide area.

The proposed site at Greengate Lane is clearly against maintaining the function of the depleting "Green Wedge".

The visual impact and visual intrusion of all 3 sites comprising environmentally incongruous brick built structures, vehicles and tarmac would be severely negative.

In addition there would be the prospect of light pollution affecting all 3 of the neighbouring communities.

The 3 proposed sites are therefore, inconsistent with all environmental constraints bar water and are certainly inconsistent with local recreational use by neighbouring communities.

We cannot comment on whether any brown field locations are available and have been ignored as we have not been supplied with a copy of the City Councils report which finds Greengate Lane, Beaumont Way and Red Hill as the most suitable sites within Leicester City for additional Gypsy and Traveller Sites.

Referring to the Leicestershire, Leicester & Rutland Gypsies and travellers Accommodation Needs Assessment (2006-16), proposed sites (planning policy H14) amongst other points will only be permitted where it would not be detrimental to the character and appearance of either countryside or the settlement concerned, it would not be detrimental to the amenities of nearby residential properties and it incorporates a satisfactory means of vehicular access.

We submit that the City Council has not met elements of its own criteria for the choice of sites in its application.

Appendix 8 – Officer Response to Scrutiny Recommendations

The proposals were subject to detailed Scrutiny during the consultation period, with the City Council's Economic Development, Tourism and Scrutiny Commission detailed to undertake a review of the way the three proposed sites had been identified, the suitability of the sites and if any other sites could be delivered within the timetable. The final report of the Scrutiny Commission, included 18 recommendations. These recommendations, and officer comments where appropriate, are set out below:

Scrutiny Recommendations		Officer Response
1.	<i>Redhill Way is considered suitable for use as a permanent site for up to 10 pitches. It is a large site, well screened from all angles, not too close to residential streets, and access is not a problem. There are formal and informal footpaths on the site and at least one of these should be maintained for the use of local people</i>	<p>In terms of layout and location, Red Hill Way could be suitable for a permanent or transit site for up to 10 pitches.</p> <p>It is hoped that the footpath running E-W to the south of the site could be retained for the use of local people. This will be considered in the detailed design if this site is taken forward for development.</p>
2.	<i>Greengate Lane is considered suitable for use as a permanent site for about 6 pitches because of its size. The site is well screened, has good access, is not near existing large housing developments and is not visible from the nearest residential areas in Glebelands and Birstall. Account was taken of its proximity to the new Ashton Green development, but this was not seen as an impediment to the location of a site. The site as designated is not considered big enough for 10 pitches though there is a possibility it could be extended in the future.</i>	<p>Greengate Lane is capable of accommodating up to 10 pitches using standard pitch sizes. However a smaller number of pitches could be possible on the site – provided that suitable fencing and landscaping was included to prevent encroachment.</p> <p>Financial viability is also an important consideration when looking at smaller numbers of social rented pitches. Indications are that less than 5 pitches is unlikely to be viable in terms of social rented provision.</p>
3.	<i>Beaumont Way was not considered suitable for a site. It is much too small and exposed. It would not allow any privacy for the occupants and would be very difficult to screen. The site adjoins a public park and is opposite the leisure centre and shopping centre. These mixed uses would not be compatible with a travellers' site. The access road is also too narrow.</i>	<p>In terms of size, this site is not significantly smaller than Greengate Lane – although the shape is not as amenable to a layout that makes efficient use of that space. The non-residential uses around the site may impact upon residential amenity, so if this site was to be brought forward it would be better suited for transit provision rather than permanent occupation.</p> <p>The access road has been assessed by Highways officers and is</p>

		considered to be of a sufficient standard.
4.	<i>Of the five long listed sites, only one was considered suitable. The four others, Strasbourg Drive, Butterwick House, Heacham Drive and Montrose Road were very close to housing developments and were very exposed and would be difficult if not impossible to screen. In some cases access would be a major problem and the land was also being used for other recreational purposes. It is recommended that these sites should not now or in the future be used for traveller and gypsy sites.</i>	-
5.	<i>We also looked at the Ratby Lane site which could be suitable but for the access problems. A new and expensive access road from the roundabout (in the county) would be required and the County Council is likely to object as they have done in the past, meaning that there would be insufficient time even if an appeal was successful to provide an access route within the two year requirement. The land is also tenanted by a farmer.</i>	<p>This site is not considered suitable in the short-term due to access constraints.</p> <p>There is no direct access possible from Scudamore Road, short of purchasing and demolishing industrial premises. The existing access which serves the two farms on the site joins Ratby Lane (which is a high-speed road) on a sharp bend, and intensification of use of A and B roads where the speed limit is over 40mph or there are safety concerns would be contrary to both City and County policy.</p> <p>Access could potentially be taken off the roundabout to the North, but as the roundabout is on an embankment, the cost of any new access, which would have to be built to adoptable highways standards, would be prohibitively high.</p>
6.	<i>The Chair also visited five of the sites suggested by Liz Kendall MP as alternatives, in other parts of the City. Unfortunately none of these were suitable or available for development as travellers sites in the next two years, but three of them might be considered in the future as part of a comprehensive development.</i>	-
7.	<i>However we strongly recommend that Hoods Close, Thurstaston Road, be considered as a transit site for gypsies and travellers. It is a strong contender in that it is not near residential developments and is of an appropriate size and nature to be used as a transit</i>	The Hoods Close site was included on the original shortlist of eight sites that met all of the criteria assessed against, and is still considered by officers to be suitable, although this is likely to be for a transit pitch only.

	<i>site for about six pitches</i>	This is because the Biffa environmental permit specifies that no odour should be detectable beyond the boundaries of their adjoining site, but our Environmental Health team frequently receive complaints from local residents about odour. Whilst this is not likely to be harmful to health, it would have an impact upon the amenity of the site
8.	<i>The land on Hoods Close is flat and there is suitable access. It has been a popular stopping off place for travellers and gypsies in the past. If this site is to be considered as a transit site, consultations will need to be carried out with the nearest residents and users of the industrial site, including Biffa, but should not require a new wide ranging consultation process.</i>	-
9.	<i>When designing new sites it is necessary to take into account the number and size of pitches required for different family groups. Some larger and smaller pitches may be necessary. We therefore recommend that the designs already prepared for the sites be revised after consultation with the prospective tenants from the traveller and gypsy communities.</i>	The designs prepared for the consultation were indicative, aimed at visualising what a site would look like within the locations proposed. We would envisage that these would be amended following the consultation, and after discussion with prospective tenants, depending on what decisions are taken. However, in line with the Government's Designing Gypsy and Traveller Sites design guide (2008), while discussion with the local Gypsy and Traveller community will be useful, developers also need to consider future as well as current or prospective residents.
10.	<i>Consideration should also be given to the fact that some gypsies and travellers are horse owners and will wish to keep their horses reasonably close at hand. It is possible and usual for land to be rented from local farmers for the horses, although horses are also tethered at the road side near the Meynell's Gorse site. While the new sites may not be big enough to accommodate horses, providing a stable on one site for use when horses are sick should be considered.</i>	See section on horses in Appendix 5.
11.	<i>The gypsies and travellers themselves want sites located the in area of the City designated for the proposed sites. Redhill Way,</i>	-

	<i>Greengate Lane and Hoods Close are acceptable locations for the gypsies and travellers consulted by the Chair of the Commission. The Beaumont Way site was not acceptable to them.</i>	
12.	<i>In view of the hostility and difficulties that gypsies and travellers are experiencing at the moment (being moved on and being the target of some aggression etc) they have asked for a refuge (tolerated site) until the permanent ones are ready for use. It is recommended that consideration be given for a temporary site to be established in the short term. This could be on one of the selected sites while work is on-going on the others.</i>	<p>The current site at Greengate Lane is a tolerated site that was allowed nearly five years ago as a temporary measure until a more permanent solution could be found for one family who had personal reasons why they could no longer travel. Because the site is tolerated and not an authorised site, no facilities have been provided and the general environment of the site is poor. This has led to the current tolerated site being one of the most complained about issues during the recent consultation period. It has also led to confusion as many people believe that an authorised site looks like what is currently at Greengate Lane, and this has undoubtedly increased the opposition to the current proposals for authorised sites.</p> <p>Any proposal for a further tolerated site would run a similar risk. There would also be a risk that if permanent sites were not developed then this tolerated site, like the one currently at Greengate Lane, would become an inadequate long-term solution without the management, facilities and formal layout provided on an authorised site.</p> <p>The timescale for the HCA funding means that all sites that gain planning permission would have to be constructed during the same period. The timescale does not allow for one site to be developed after any others are completed.</p>
13.	<i>Good management of sites including Meynells Gorse is essential for the security and peace of mind for the tenants and the settled communities in the areas. Attention should be paid to refuse collection and disposal; the tidiness of the public areas on the sites; and the safety of children, including traffic calming measures on roads running into and through the sites. Should incidents of</i>	<p>These details would all be considered when drawing up the detailed design of any sites.</p> <p>The need for good management strengthens the argument as to why authorised sites are much more preferable than tolerated ones.</p>

	<i>antisocial behaviour occur they should be treated in the same way as in other Council Housing areas in the City.</i>	
14.	<i>Considerable opposition to the three proposed sites has been expressed by residents living in the Beaumont Leys, Abbey and Birstall areas. Some of their objections have been related to planning restrictions on green wedge sites, which should be carefully considered by the Planning Committee, if they are presented with planning applications relating to sites in the green wedge.</i>	All relevant planning considerations, including Green Wedge designations, will be taken into account when determining planning applications.
15.	<i>If future sites are required in the City we recommend that these be located outside the areas of the sites approved in this process(Beaumont Leys and Abbey wards). However no other suitable land for sites is currently owned by the City Council which is available for use in the next two years. Therefore advance planning will be required to use council land or acquire land for sites over a longer time period. This could be part of the future planning designation process and local plan.</i>	-
16.	<i>Future consultations about the location of gypsy and travellers sites should involve both the settled and the travelling communities in order to develop better understanding and less confrontation between different communities, perhaps through the GATE project.</i>	-
17.	<i>We further recommend that the work of MATU is reviewed to determine how well it has performed since its establishment. The service should be scrutinised by the Adult and Housing Scrutiny Commission in the near future.</i>	-
18.	<i>The same Commission should also consider reviewing the management and needs for improvement at Meynells Gorse and the plans for management of the new sites, with the aim of securing safe environments and appropriate health, housing, education and social services for the tenants.</i>	-

Appendix 9 – Equality Impact Assessment

Equality Impact Assessment for strategies, policies, plans & needs assessment frameworks

Name of strategy, policy, plan or needs assessment framework
<p>Identification of potential new authorised Gypsy and Travellers sites</p> <p>This EQIA has been produced prior to a decision being made on which, if any, sites will be taken forward as planning applications. Final approval of these sites will be dependent on planning permission being obtained.</p>

Step 1 Strategy/policy/plan/needs assessment framework context

Question: 1

1a. What does the strategy/policy/plan/needs assessment framework cover? What are its aims and objectives?

The aim of the project is to identify and potentially bring forward for development new authorised Gypsy and Traveller site(s) in the City. The urgency in bringing this piece of work forward is the high level of need identified in the City for new authorised Gypsy and Traveller provision. This high level can be seen in the Council's 2007 Gypsy and Traveller Accommodation Needs Assessment. The assessed level of need is as follows:

Date	Residential pitches	Transit pitches
2007-2012	24	10
2016	27	11
2021	31	13
2026	36	15

The high level of need manifests itself in the high number of unauthorised encampments that occur in the City. There have been 74 unauthorised camps recorded between March 2009 and March 2012.

At present, there is only one authorised site in the City, the Council-run Meynells Gorse which opened in 1973 and now contains 21 pitches.

In 2011, Council officers assessed nearly 350 pieces of Council-owned land against a range of criteria, covering issues such as residential amenity, access, biodiversity, flooding, availability, potential for screening and distance to facilities. The aim was to identify any sites which had potential as authorised Gypsy and Traveller sites. Eight sites were considered to have potential in the short term, and consultation was undertaken between February and July 2012 on three of these sites.

1b. Who does the strategy/policy/plan/needs assessment framework affect? How?

The proposal will set out provision of permanent pitches for the Gypsy and Traveller community who wish to reside in the city, and/or transit pitches for those Gypsies and Travellers who only wish to reside in the city for short periods of time. The permanent sites will provide families with a permanent address (required to access many public services and secure employment), and access to amenities not available on unauthorised sites (such as clean drinking water, bathroom facilities, electricity, as well as hard surfaces to park their caravans on). Transit sites will provide Gypsies and Travellers access to the above amenities not available on unauthorised sites – these are usually grass verges along roads.

The proposed sites will be located within or near the city's existing settled communities on currently available council-owned land. Residents living near identified possible locations for these new sites have expressed opposition to pitches being located within their areas.

1c. How well does the strategy/policy/plan/needs assessment framework take into account the changing demographic profile of the city and the needs of new/emerging communities?	
The proposals are in response to the growing need for Gypsy and Travellers sites in the City. This is based on information in the 2007 GTAA, the current waiting list at Meynells Gorse and the high number of unauthorised encampments that occur. The GTAA is currently being updated and a revised version should be completed in 2013.	
1d. What equality issues does the strategy/policy/plan/needs assessment framework need to address based on existing research or other service information available for the intended target audience? Outline the issues to consider for each of the protected characteristics below (where relevant for the target audience).	
The issues below refer to the Gypsy and Traveller community. Their identity as a racial group ensures that they are protected by the provisions of the 2010 Equality Act as applied to racial discrimination.	
Age	<p>The most pressing issue for children is access to education, particularly as a result of disruption caused by evictions from unauthorised sites.</p> <p>Constant evictions affect teenagers as they are less likely to access further education, training or apprenticeship opportunities.</p> <p>Elderly members of the community reside within their extended family network and are adversely affected by the disruption of moving, particularly when in receipt of health and care services.</p>
Disability	If accommodation is unsuitable for disabled family members, the family may be forced to give up their traditional way of life.
Gender reassignment	
Pregnancy and maternity	The lack of adequate amenities on unauthorised sites adversely affect the health and access to care of pregnant and nursing women and young babies.
Race	The courts have confirmed that Romany Gypsies, Irish Travellers, Scottish Gypsies and Scottish Travellers are protected ethnic groups as set out in the 2010 Equality Act. They have their own customs and traditions that are strongly family oriented, socially and economically, with the majority being self-employed.

Religion or belief	For Catholic Gypsies, constant evictions interrupts and delays the process of children preparing for their First Communion.
Sex (gender)	Women are likely to be adversely affected as a result of the combination of family responsibilities, gendered expectations, experiences of domestic violence, rates of poverty and lack of education.
Sexual orientation	
In addition to the above equality implications, there are Human Rights implications for the Gypsy and Traveller community – mainly the right to family life and home, right to freedom of thought and expression based on their customs and traditions, as set out in Articles 8, 9 and 10 of the 1998 Human Rights Act. Their cultural traditions include living in caravans (mostly modern but some have horse drawn caravans), in an extended family unit, and often with horses (used for pulling their 'Vardo').	

Date completedAugust 2012.....

Step 2 Consultation

Question: 2

2a. What consultation has taken place on the proposed strategy/policy/plan/needs assessment framework? When, where and who with?
<p>Consultation on three proposed sites started in February 2012 and continued until July 2012. The main method of consultation was via a questionnaire that was available online. Paper copies were also available from all public buildings in the Beaumont Leys area, as well as New Walk Centre and the Central library. Birstall Parish Council were also provided with copies of the questionnaire.</p> <p>In addition, a public meeting was held at Leicester Leys leisure centre in March 2012, and was attended by over 600 people. Council officers were also present at a further public meeting hosted by Leicestershire County Council in Birstall attended by over 200 people.</p> <p>Smaller meetings have been held with members of the Gypsy and Travelling community, including residents of the Meynells Gorse site, where they had the opportunity to discuss the proposals.</p>
2b. What potential impacts did consultation stakeholders identify?
<p>Feedback from the settled community resulted in a number of issues being raised, including: the three proposed sites were all in one area of the city, concerns about the impact on the environment, impact upon viability of the Ashton Green development, impact upon house</p>

prices and insurance, impact upon traffic, local health facilities and schools, and about increased levels of crime.

Feedback from the Gypsy and Travelling community indicated that: new sites could ease overcrowding on Meynells Gorse and provide recently married couples with a plot of their own. However, smaller sites would provide a better quality of life, allowing an extended family to stay together and also take responsibility for its maintenance – a warden would not be required for their management enabling such sites to be more cost effective. They would also be more easily integrated within established communities, providing less opportunity for conflict. Transit sites are long overdue and much in need. There was concern expressed about the Council's 'no horse rule' as horses are an integral part of Gypsy life. Some local authorities provide paddocks and stables for horses.

2c. What positive impacts were identified? For people with which protected characteristics?

Feedback from the Gypsy and Traveller community presented these positive impacts: new sites could ease overcrowding on Meynells Gorse and provide recently married couples with a plot of their own. Smaller sites would provide a better quality of life mainly through improved amenities and sanitation, and an address enabling better access to services and employment, education for their children, and a legal place to park their caravan which they still want to live in. Transit sites would enable extended family members to visit, provide improved amenities while continuing to maintain travelling traditions.

2d. What negative impacts were identified? For people with which protected characteristics?

Negative impacts were mainly identified by the settled/established communities: the three proposed sites were in one area of the city, impact on the environment, impact upon viability of the Ashton Green development, impact upon house prices and insurance, impact upon traffic, local health facilities and schools, increased levels of crime. It should be noted that many of these adverse impacts are not supported by evidence and tend to be stereotypes presented by the media in response to anti-Gypsy and Traveller sentiment.

The Gypsy and Traveller households consulted indicated that the proposed larger sites would require a warden to maintain, and their preference was for smaller sites that they would be responsible for managing. They felt that the site designs presented in the consultation did not adequately reflect their preferences for site lay outs, and location. They also commented that there are different groupings of Gypsies with different traditions and that they would not be compatible if placed together on one site.

2e. Did stakeholders indicate how positive impacts could be further promoted? How?

Gypsy and Travellers who responded identified the possibility of smaller sites than were being proposed, to further increase their quality of life. They also commented on the 'no horse rule' and expressed their preference to keep their horses with them.

2f. Did stakeholders indicate how negative impacts could be reduced or removed? How?

<p>A large number of local residents in the area (including from Birstall) believed in not providing sites at all. Without additional authorised pitches, this would effectively restrict Gypsies and Travellers to unauthorised camps only from which they would continue to be evicted, experiencing the adverse impacts resulting from that action, and excluding their ability to live within these areas and have access to the range of amenities, services and facilities enjoyed by all except this community. Others suggested providing one large site rather than potentially up to three, as well as spreading the sites out across the City. Alternative sites for pitches in other areas were identified.</p>

2g. Did potential service users identify any equality outcomes arising from the proposed strategy/policy/plan/needs assessment framework? If yes, what are they?

<p>A number of respondents questioned the idea of providing more social accommodation in an area of the City which already has a large proportion of social housing.</p>
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<p>The Gypsy and Traveller community expressed their preference for maintaining their social and cultural traditions and identity over 'assimilation' within mainstream communities. Some commented on how consultation on the proposals has caused bad relations between themselves and local residents where there had been no problems previously. There is hope that the new sites will enable myths to be dispelled and understanding of their way of life promoted.</p>

Date completedAugust 2012.....

The Council's Public Sector Equality Duty:

The council must pay due regard to its Public Sector Equality Duty which requires us to eliminate discrimination; advance equality of opportunity (in people's ability to access our services); and foster good relations between different groups of people. Where there are not good relations (as exemplified by the views of the established/settled community against the Gypsy and Traveller community), the council must have due regard to the need to tackle prejudice and promote understanding.

Step 3 Proposed strategy/policy/plan/needs assessment framework

Question 3

How will the proposed strategy/policy/plan/needs assessment framework impact on people affected because of their protected characteristics? Tick the potential impact of those likely to be affected by their protected characteristic.				
	No impact ¹	Positive impact ²	Negative impact ³	Impact not known ⁴
Age		Children & older people	Evidence vs perception of negative impacts – older people fear of crime	
Disability		Importance of support		
Gender reassignment		No info		
Pregnancy and maternity		Importance of access to health care		
Race		Maintain culture/custom & tradition	Lack of acceptance of cultural traditions by established white & BME community – separation between them & traveller communities	

¹ The proposal has no impact (positive or negative) on the group sharing a protected characteristic.

² The proposal addresses an existing inequality experienced by the group sharing a protected characteristic (related to employment, provision of services or facilities).

³ The proposal disadvantages one or more of the group sharing a protected characteristic.

⁴ There is insufficient information available to identify if the group sharing a protected characteristic will be affected by the proposal.

How will the proposed strategy/policy/plan/needs assessment framework impact on people affected because of their protected characteristics? Tick the potential impact of those likely to be affected by their protected characteristic.				
	No impact ¹	Positive impact ²	Negative impact ³	Impact not known ⁴
Religion or belief		Dependent upon which community (some strong Irish Catholic); don't integrate with other Travellers		
Sex (gender)		Women as carers; men in terms of employment opportunities		
Sexual orientation		No info		

Question 4

For those likely to receive a positive impact, describe the likely positive impact for each group sharing a protected characteristic. How many people are likely to be affected?
These impacts are covered by the response to Q2b above

Question 5

6a. For those likely to receive a negative impact, describe the likely negative impact for each group sharing a protected characteristic. How many people are likely to be affected?
Many of the comments received had negative perceptions of the impact of the proposals, rather than being based on actual evidence. For example, fear of an increase in the local crime rate was a common comment – however evidence provided by Leicestershire Police to the Council's Scrutiny Committee during the consultation period stated that "the level of

crime and other demand for policing services associated with fixed (Gypsy and Traveller) sites is broadly similar to that of an equivalent community”.

All three proposed sites are in the North West of the City and some residents have expressed their concern about them disproportionately being in their area. The objective planning assessment had identified these sites based on available council land across the city.

However, the Gypsy and Traveller community have existed in this area for hundreds of years, but whereas previously they lived on farmers’ fields while carrying out seasonal work, as development has increased and farming work lost this has no longer been possible and they have had to live where they could, often on verges and other unauthorised sites. As stated above, the number of Gypsies and Travellers pitches currently in the city is low (21 permanent pitches in Meynells Gorse) compared to the number of households in the area, and the number of unauthorised encampments over the past few years has been high (74 between Jan 2009/Mar 2012).

6b. How can these negative impacts be reduced or removed?

Negative perceptions can be reduced through continuing to work with partner organisations to challenge negative stereotypes of Gypsy and Traveller communities.

Question 6

What data/information/analysis have you used to inform your equality impact findings?

The Leicester and Leicestershire Gypsy and Traveller Accommodation Needs Assessment (2007), the current waiting list at Meynells Gorse, unauthorised encampment data and findings from the Gypsy and Traveller sites consultation undertaken between February and July 2012.

Question 7

7a. Does the proposed strategy/policy/plan/needs assessment framework include any equality outcomes? If yes, what are they?

If permanent sites are developed, this will allow Traveller families to have a permanent address and increase their access to local services which will in turn reduce inequalities over time (e.g. health, education, employment).

If transit sites are developed, this will increase access to basic amenities (such as water, electricity, waste collection) that will improve quality of life

7b. What indicators will you use to measure the successful delivery/achievement of these equality outcomes?

- 1) Reduced numbers of Traveller families on the City Council waiting list for accommodation;
- 2) Reduced number of unauthorised encampments
- 3) Reduced turnover of those on permanent sites
- 4) Increased level of satisfaction with quality of life

Date completedAugust 2012.....

EIA Action Plan

Please list all the equality objectives, actions and targets that result from the Equality Impact Assessment. These should be included in the relevant service plan for performance management purposes.

Equality Objective	Action required	Target	Officer responsible	By when?
Review EIA findings in light of updated Traveller Accommodation Needs Assessment	Address any actions arising	Have an up to date understanding of accommodation need within the Gypsy & Traveller communities		2013
Continue to work with the Travellers' Unit to promote the Gypsy and Traveller Equality (GATE) project		Challenging negative stereotypes of the Gypsy & Traveller communities		Ongoing
For report of final decision, review EIA findings to ensure that they are up to date				

Appendix 10 – Re-Assessment of Sites within High Level Flood Zones

After the consultation period had ended, and following meetings with both the settled and travelling communities, the City Mayor asked officers to investigate the possibility of using temporary stopping places in the peak-season for travelling (i.e. summer) as part of the solution to the issue of unauthorised encampments. Such sites are understood to have been used effectively in other parts of the country.

The criteria required for assessing the suitability of sites for temporary stopping place use are similar to those originally used to assess all of the 350 Council-owned sites in 2011. The only exception to this would be that temporary sites, to be used in summer months only and not involving the same level of development as transit or permanent sites, could potentially be permitted in higher-level flood zones.

Officers therefore undertook assessments of the 13 sites previously discounted due to being within a high level (i.e. Level 3) flood zone. These can be seen below. When assessed against the other criteria used in the original assessment, none of the 13 sites initially discounted due to being in a high level flood zone are considered suitable for peak-season temporary stopping places.

Site Type	LCC Ref	Site Name	Ward	Building/Land	Site Area (sq m)	Planning Designation	Greenspace Designation	Biodiversity Designation	Potential for screening	Flooding	Distance to road network	Residential Amenity	Access	Distance to facilities	Most recent use	Adjacent uses	Availability	Possible?	Reason
Flood Zone 3	12	Former Allotments, Abbey Park Road	Abbey	L	17351	Intervention Area, Science Park, Floodplain	None	BES, adjoining SINC	Could be screened from Abbey Park Road. Significant screening would be required to north and west from residential properties.	FZ3	420m to A6	Some overlooking of northern and southern parts of site from adjoining residential development	Possible from Abbey Park Road or via new residential cul-de-sac (Discovery Road)	1.27km to Wolsey House Primary School, 1.45km to local centre	Vacant former allotments	Residential, canal	Unavailable	No	Land to be used for housing development as part of Abbey Meadows regeneration project.
Flood Zone 3	167	Beeby Road, Land at N/W side, Leicester	Coleman	L	391	Residential	None	None	vegetation on site could be used for screening to north but would have to be removed from east to allow vehicular access onto site	FZ3	488m to A47	Likely to be overlooked by houses both backing onto site and from other side of Beeby Road	Only a short distance from A47 but Beeby Road itself is narrow residential street with on-street parking on both sides. Caravan manoeuvring would be difficult in this location.	485m from Green Lane School, 125m from local centre	Amenity area	Residential, brook, industrial	Potentially available	No	Site is very small (less than 400 sq m) and would only accommodate a couple of families at most. There are mature trees on the site which would probably have to be removed. Vehicle manoeuvring is an issue as it is unlikely that more than one caravan would be able to drive onto the site and then turn round within the site. Reversing onto the site via the narrow Beeby Road access is not viable.
Flood Zone 3	265	Braunstone Lane Pump Station	Braunstone	B & L	780	Green wedge, Riverside, Floodplain	Green wedge	-	-	FZ3	-	-	-	-	Pump station	-	Unavailable - not City Council owned land	No	Site is not owned by the City Council and is therefore unavailable.

Site Type	LCC Ref	Site Name	Ward	Building/Land	Site Area (sq m)	Planning Designation	Greenspace Designation	Biodiversity Designation	Potential for screening	Flooding	Distance to road network	Residential Amenity	Access	Distance to facilities	Most recent use	Adjacent uses	Availability	Possible?	Reason
Flood Zone 3	345	Martin Street Amenity Area	Latimer	L	2448	Greenspace	Amenity greenspace	None	Western part of site contains some mature trees but significantly more screening would be required which would change character of area. Vegetation on Eastern part of site could screen this part of site.	FZ3	860m to A607	Eastern part of site overlooked by two storey residential properties to rear.	Access from site either onto Martin Street or Harrington Street.	580m to Catherine junior School, 610m to local centre	Open space	Residential, Industrial, Sports pitches	Potentially available	No	Eastern part of site is overlooked and unsuitable for caravans. Western part of site is overlooked from three sides from the road and is constrained in size by mature trees around edge of site and electricity sub-station within site - likely to limit number of families that could be accommodated to around three or possibly four.
Flood Zone 3	542	Foxcroft Close (land R/O) Rowley Fields Avenue	Braunstone	L	3160	Green Wedge, Riverside, Floodplain	Green wedge	SINC	-	FZ3	-	-	-	-	-	-	-	No	Site falls within an area designated as a SINC (Now re-named Local Wildlife Sites). Site not therefore suitable for biodiversity reasons.
Flood Zone 3	990	Meadvale Road 54-78-Land R/O	Knighton	L	7107	Greenspace, Conservation Area	Parks and Gardens	BES	Vegetation provides screening to south. Site is open from the footpath to the north and to the east. Any screening would have to respect setting in Conservation Area.	FZ3	400m from A5199	Some overlooking from end houses on northern side of Kenwood Road	Access would either have to be taken off Kingsmead Road, which would involve the construction of a bridge over the brook (and removal of significant amount of mature trees), or off Kenwood Road, which is a long residential street.	350m to Overdale School, 860m to local centre	Park	Residential. Religious, cemetery, playground	Potentially available	No	Access from Kingsmead Road would involve removal of large number of mature trees and construction of bridge over brook, for a peak-season site only. The eastern part of the site can only be accessed via the long residential Kenwood Road and would be overlooked by two storey houses on the end of that road.
Flood Zone 3	1264	Rowley Fields (adj railway), Rowley Fields	Aylestone	L	13864	Green Wedge, Riverside, Floodplain	Green wedge	SINC	-	FZ3		-	-	-	-	-	-	No	Site falls within an area designated as a SINC (Now re-named Local Wildlife Sites). Site not therefore suitable for biodiversity reasons.
Flood Zone 3	1265	Rowley Fields, Evesham Road, Aylestone	Braunstone	L	178048	Green wedge	Green wedge	SINC	-	FZ3		-	-	-	-	-	-	No	Site falls within an area designated as a SINC (Now re-named Local Wildlife Sites). Site not therefore suitable for biodiversity reasons.

Site Type	LCC Ref	Site Name	Ward	Building/Land	Site Area (sq m)	Planning Designation	Greenspace Designation	Biodiversity Designation	Potential for screening	Flooding	Distance to road network	Residential Amenity	Access	Distance to facilities	Most recent use	Adjacent uses	Availability	Possible?	Reason
Flood Zone 3	1453	Stoughton Road/High way Road (corner)	Stoneygate	L	3447	Residential, Conservation Area	None	BES	Site is covered in mature trees. Could be used for screening purposes, although any development would require removal of large number of trees.	FZ3	on A6030	Would not be overlooked but would require removal of significant number of mature trees	Could be taken off A6030 Stoughton Road	1.1km to St Thomas More Primary School, 160m to local centre	Woodland & brook	Residential	Potentially available	No	Would involve the removal of a large number of mature trees for peak-season only use. Also potential problems with area to be used due to brook running through middle of site
Flood Zone 3	1876	Braunstone Lane East Telephone Exchange, Narborough Road	Braunstone	B & L	2142	Green wedge	Green wedge	None	Some existing screening to south but further screening required to other three sides	FZ3	380m to A5460	If suitable screening was provided, amenity would be adequate.	Direct off Braunstone Lane East	1.1km to Caldecote Community Primary School, 1.1km to local centre	Telephone Exchange	Residential, commercial	Unavailable - site is on a long-term lease	No	Site is on a long term lease and is therefore unavailable.
Flood Zone 3	1910	Robert Hall Street, Abbey Lane	Abbey	L	11534	Green Wedge	Green Wedge	BES24	Limited requirement for screening due to secluded nature of most of the site	FZ3	310m to A6	Potential conflict with houses on Robert Hall Street in terms of access onto site.	Access through narrow residential estate roads only - and then only single width path into site. No possibility of widening this to required standard. No possibility of access direct from Thurstaston Road	640m to Wolsey House Primary School, 1.2km to local centre	Amenity area/Vacant former allotments	Open space, residential, recycling centre (under construction)	Potentially available	No	The only possible access to the site is via narrow residential street (Robert Hall Street)
Flood Zone 3	2736	Weymouth Street/Catherine Street Landscaping	Latimer	L	825	Residential	None	None	Significant screening would be required all around the site	FZ3	620m to A607	Both halves of site would be overlooked by end houses on Weymouth Street and buildings across Catherine Street	Access would either have to be direct from Catherine Street or along narrow residential Weymouth Street	460m to Catherine Junior School, 370m to local centre	Amenity area	Residential, commercial, religious	Potentially available	No	The site is split into two distinct parts divided by Weymouth Street. Each site could accommodate a couple of families at the most. The site is very overlooked by the two properties at the end of Weymouth Street and from the tall buildings on the eastern side of Catherine Street.
Flood Zone 3	2767	Melton Road, Land adjacent to Watermead PH	Rushey Mead	L	66120	Green Wedge	Green Wedge	None	Already screened from south, some additional screening on other three sides required	FZ3	120m to A607	No residential dwellings in vicinity	Access could be taken off Alderton Close	840m to Sandfield Close Primary School, 840m to local centre	Recreation	Restaurant, Watermead country park	Unavailable - site is on a long-term lease	No	Site is on a long term lease and is therefore unavailable.

Appendix 11 – Location Plans of Hoods Close and Braunstone Lane East

Hoods Close Location Plan



Braunstone Lane East Location Plan

