

## CONSULTATION RESPONSE

## APPENDIX 2

### Gypsy / Traveller Site Standards: guidance note

Consulted: 8 August 2022 to 2 October 2022

Development Plans Team

Officer: Robert Wills

Section	Comment Summary	Received From	PKC Officer Response	Change Made to Guidance
<b>GENERAL</b>				
	The guidance notes are very clear and concise. Covering health and wellbeing concerns very well.	Crieff Community Council	Noted.	None required.
	Enquires whether existing sites will be brought up to standard.	Fossoway and District Community Council	Existing private sites with existing permissions are subject to the details of their own permissions at the time they were granted.	None required
	Guidance covers almost all bases and is general enough to allow for flexibility. Suggestions provided from recent experience of transit sites	PKC Regulatory Services	Noted.	None required
<b>1 INTRODUCTION</b>				
	Suggest including definition of “short stay”	Fossoway and District Community Council	Agreed that the use of short stay would be more helpful if reviewed and defined. Policy 21 refers to “permanent sites and temporary ‘short stay’ sites” without defining short stay. A purposive interpretation suggests that temporary and short stay are interchangeable. The policy is more correctly interpreted as permanent use sites and temporary use sites. Stopping places are more likely to be truly temporary short stay sites, and would not be expected to come forward for planning permission (although would be supported). Evidence indicates that transit sites are likely to be used for around 6 weeks while stopping places will be used for up to 2 weeks but definitions are unhelpful as circumstances will vary as to the suitability of a site.	Short stay for the purposes of stopping places is reworded to “a few days at a time”. Setting out in the different requirements for planning in full would require the definition of the Caravan Act 1961 which is best discussed with the applicant.

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	Request inclusion of standards for multi-use sites	Fossoway and District Community Council	Multi-use sites (with both temporary and permanent provision) have been advised by the travelling community as not something they prefer due to potential for conflicting interests between permanent and temporary residents.	None required.
	Guidance does not address standards for stopping places	Fossoway and District Community Council	Stopping places do not generally need planning permission and as such are not covered by planning policy. Where planning permission is required it will be very much a matter of degree of use as to what is expected on the site – the degree of permanence on a site seeking planning permission would likely qualify it as a transit site.	Reworded to make clear that requirements on a stopping place will depend on the use of the site – and the applicant is asked to ask development management for advice.
<b>2 REQUIREMENTS</b>				
	Welcome guidance on requirements for both planning and licences / permits.	Fossoway and District Community Council	Noted.	None required.
<b>3 SITE STANDARDS</b>				
<b>3A Number and Nature of Pitches: Transit</b>				
	Number of pitches being considered could be mentioned with possible conflicts taken into account	PKC Regulatory Services	As this guidance is for private sites it is unlikely that large sites will come forward but a precautionary statement may be necessary.	Amended to state “the number of pitches should allow for one travelling group at a time”
<b>3B Physical Character: Transit</b>				
	1. Intra-site privacy could also be taken into account to provide separation between different groups of Gypsy/Travellers. 2. It may also be beneficial to mention the shape of the site. For example, Gypsy/Traveller groups have indicated that horseshoe shaped sites are preferred for security issues and a community-centric feel.	PKC Regulatory Services	1. Agreed. 2. Agreed.	1. Reference to privacy in this section adjusted to emphasise both outwith and within site. 2. reference to consideration to layout of pitches for community and safety added.

<b>3D Essential Services: Transit</b>			
<p>1. Some form of semi-permanent presence and/or contact details available for groups to contact/discuss things with. Be this contact details on a board or a physical presence would obviously be site specific.</p> <p>2. Recreation area/land for children/animals (ie. grassland, designated area away from road).</p> <p>3. Washing and/or drying facilities</p> <p>4. At minimum, a communal electricity point.</p> <p>5. On-site technology such as WiFi should also be considered.</p>	PKC Regulatory Services	<p>1. Agreed</p> <p>2,3. Recreation area, and washing and drying area, to be required where possible as this may be disproportionate to the site.</p> <p>4. Electricity point was already a requirement under “generators” but can be repeated here.</p> <p>5. Digital connectivity is important and again considered within the context of the site.</p>	As per Officer Response
<b>3E Access and Traffic</b>			
<p>Scope for pedestrian access/egress for those (such as G/T women) who may not have a desire/ability to drive. Also for general site safety - pavements, etc.</p>	PKC Regulatory Services	Safe pedestrian access is relevant for both permanent and transit sites	Safe pedestrian access added to 3E. movement within the site addressed under 3F.
<b>3F A Safe Environment</b>			
<p>1.Speed bumps for on-site vehicle safety should be considered</p> <p>2. One way systems should be considered</p>	PKC Regulatory Services	Previously guidance required that people and vehicles be able to move around safely. Specific points here are valid	Both points (and reference to pavements under 3E) added as examples for both permanent and transit sites.