

EXECUTIVE

11th November 2025

Report Title	Travellers Temporary Stopping Site Update Report
Lead Member	Cllr Kirk Harrison – Executive Member for Regulatory Services
Report Author	George Candler, Executive Director Place and Economy Iain Smith, Assistant Director Regulatory Services

Key Decision	☒ Yes ☐ No
Is the decision eligible for call-in by Scrutiny?	☒ Yes ☐ No
Are there public sector equality duty implications?	☒ Yes ☐ No
Does the report contain confidential or exempt information (whether in appendices or not)?	☐ Yes ☒ No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	N/A
Which Corporate Plan priority does the report most closely align with?)	Safe and thriving places

List of Appendices

Appendix A – Site location plan and aerial map of site

Appendix B – Plan showing indicative layout of the site

Appendix C – Traveller Sites Site Feasibility Estimate

Appendix D – Project Plan (Scheme Delivery Profile)

1. Purpose of Report

- 1.1. This report provides an update on the work undertaken to deliver a Travellers Temporary Stopping Site including review of site(s) and revised preferred site on land in the ownership of North Northamptonshire Council (NNC) south of Junction 11 of the A14 close to the village of Woodford.

2. Executive Summary

- 2.1. An unsuccessful bid was made to The Department for Levelling Up, Housing and Communities (DHLUC), Traveller Site Fund in June 2022 by the Council

supported by partners for the provision of a Temporary Stopping Place at Junction 3 of the A14 on Council-owned land.

- 2.2. The Council last published a Gypsy & Traveller Accommodation Assessment (GTAA) in 2019, this reported on the need for various forms of transit site provision, including emergency stopping places. Analysis at the time indicated there were increasing numbers of unauthorised encampments in the area and increasing numbers of caravans on some of the encampments. It also recognised there was no public transit provision. This GTAA recommended the need to identify opportunities for the provision of emergency stopping places.
- 2.3. There remains a strategic need for temporary stopping place provision within the North Northamptonshire area, as demonstrated by the 2019 Gypsy and Traveller Accommodation Assessment (GTAA) as there are currently no such sites.
- 2.4. The Council has commissioned Opinion Research Services (ORS) to undertake an updated GTAA, this is close to completion and is expected to be available to be published in October 2025. At the time of drafting this report, no draft details had been shared, however, in conversation with ORS two clear messages were shared. The first being that as a result of the Covid Pandemic there has been a reduction in the numbers of families travelling so overall demand for emergency stopping place spaces may have reduced. Secondly, there remains a clear need for this type of provision locally and nationally, and with no facility having been delivered in the preceding years since and before 2019, then the recommendation is likely to remain for provision to be made, evidenced in the 2025 GTAA.
- 2.5. Provision of a temporary stopping place would provide a safe and secure place provided with suitable welfare facilities for groups of travellers passing through the Council's area to stop for a period of up to 28 days and would allow more directed support to be provided to such groups.
- 2.6. Such provision would also reduce the impacts of Unauthorised Encampments (UEs) on local communities camped at the roadside and on other public land via reducing their residency time using Police powers to direct traveller groups to go to the temporary stopping place or leave the Council area.
- 2.7. A report was taken to 21st December 2023 Executive meeting which set out the costs and benefits of providing a temporary stopping place at Junction 3 of the A14 and sought the approval of the Executive which was granted to fund the £1.3M estimated capital cost of the project via borrowing and to add the project to the 2024/25 Capital Programme to enable the project to be delivered.
- 2.8. This report provides an update on work undertaken since 21st December 2023 Executive decision to review alternative site(s) for the provision of a Travellers Temporary Stopping site following challenges to the site at Rothwell
- 2.9. Officers have investigated other locations, most notably a small site off the A43 at Broughton, but this was discounted due to land ownership and deliverability issues.

- 2.10. Officers have also been negotiating with Highway colleagues regarding land south of Junction 11 of the A14 at 'Generals Corner' close to the village of Woodford which is currently used as a chipping store and its relocation to an alternative Council owned site at Courier Road, Corby.
- 2.11. This report provides an update on work undertaken since 21st December 2023 Executive decision to review alternative site(s) for the provision of a Travellers Temporary Stopping site and proposes a revised preferred site on land in the ownership of North Northamptonshire Council (NNC) off of Junction 11 of the A14 close to the village of Woodford at 'Generals Corner' on the basis of policy, need and value for money.

3. Recommendations

3.1. It is recommended that the Executive:

- a) Note the update report and recommend that the project to provide a Travellers Temporary Stopping Site be progressed in relation to the proposed revised preferred site on land in the ownership of North Northamptonshire Council off of Junction 11 of the A14 close to the village of Woodford known as 'Generals Corner'.
- b) Revoke the decision of 21st December 2023 to provide a Travellers Temporary Stopping site at the previous preferred location on Council land adjacent to Junction 3 of the A14 close to the town of Rothwell.
- c) Agree that the Temporary Stopping site be progressed as an emergency stopping site with associated facilities.
- d) Delegates authority to the Executive Director for Place and Economy in consultation with the Executive Member for Regulatory Services to submit an application for planning permission for the project and procure the necessary works to provide the Travellers Temporary Stopping site, and undertake any other actions required to deliver the project within the approved budget.

3.2. Reasons for Recommendations

- To procure and undertake the required works in line with the Council's constitution and financial regulations in relation to governance.
- There is a strategic need to make provision for temporary stopping places to serve the North Northamptonshire area, as demonstrated by the 2019 Gypsy and Traveller Accommodation Assessment (GTAA).
- A revised GTAA is currently being prepared by the Council's consultants Opinion Research Services (ORS), this is due to report in October 2025. Initial discussions with ORS indicate that whilst there has been a reduction in numbers of families travelling following COVID, there remains a clear need for temporary stopping site provision locally and nationally. As no facility has been provided since and before 2019, then the recommendation

is likely to remain for such provision to be made, evidenced in the 2025 GTAA.

- Currently there are no temporary stopping places for transient travellers passing through the NNC area to use which would provide safe and secure places to stop with minimum suitable facilities.
- Provision of a temporary stopping place within the Council's area would enable the Council and the Police to better manage UEs within the Council's area and limit the adverse impacts of UEs on settled communities.

3.3. Alternative Options Considered

- There is an option to do nothing, however this would not address the strategic need for a temporary stopping place within the Council area, which provides a safe and secure place to stop with minimum suitable facilities and would not allow the Council and the Police working together to exercise 'direction' powers available to them in law to better manage UEs and their impact on settled communities.
- Alternative locations for temporary stopping places on land in the ownership of the Council were considered prior to submitting the DHLUC Traveller Site Fund bid and disregarded as being unsuitable.
- A location at the junction of A43 and Northampton Road, Broughton was considered but discounted as it was not on land owned by NNC and there were concerns about its deliverability including securing planning permission.
- A location on Council land at junction 3 of the A14 close to the village of Rothwell as set out; in the failed bid to the DHLUC Traveller Site Fund in 2022 and the 'Traveller Temporary Stopping Site land at Junction 3 of the A14, Rothwell' report to Executive on 21st December 2023. This was the previous preferred site location, but this has been subject to challenges as to its suitability.
- There is also an option to look for other alternative sites should the Executive not wish to develop the current identified site at off of Junction 11 of the A14 close to the village of Woodford known as 'Generals Corner', although it should be noted that a previous review of NNC owned landholdings has not identified any other suitable site locations.

4. Report Background

- 4.1 Following 21st December 2023 Executive decision and subsequent Full Council approval to approve the Travellers Temporary Stopping Site be added to the 2024/25 Capital programme with a budget of £1,300,000 there have been a number of challenges to the preferred development site set out in the 21st December 2023 Executive report at land at Junction 3 of the A14, Rothwell.
- 4.2 In response to these challenges officers have undertaken a further review of all Council land holding(s) previously reviewed to reassess their suitability for the

provision of a Travellers Temporary Stopping site and also investigated other locations.

- 4.3 This further review identified two potential sites for further investigation which may be suitable alternative sites to the preferred development site at land at Junction 3 of the A14, Rothwell.
- 4.4 The first of these sites was a site off the A43 at Broughton, but this was discounted following further investigation due to land ownership and deliverability issues.
- 4.5 The second of these sites was a site on land owned by the Council south of Junction 11 of the A14 at 'Generals Corner' close to the village of Woodford, which is currently used as a highways chipping store, which had previously not been pursued due to the need (at the time) to retain this facility at this location.
- 4.6 Following further negotiation with Highways colleagues we have now sought agreement in principle for the current chippings store located at 'Generals Corner' to be relocated to an alternative Council owned site at Courier Road, Corby. This is subject to agreeing arrangements to clear, survey and remediate/clean-up of the General's Corner site and carry out any additional works at the Corby site to make the site serviceable. Surveys are currently being undertaken to confirm the costs of this work, which should be able to be accommodated within the overall project budget of £1,300,000. This would then free up the former chippings store at General's Corner as a potential alternative preferred site for the proposed Travellers Temporary Stopping site.
- 4.7 The site at General's Corner has a number of advantages over the preferred development site at land at Junction 3 of the A14 Rothwell as the site has already been part developed, is flatter and already compacted due to its previous use as a highways chipping store and would require less ground work to be undertaken as part of the development; does not require an alternative highway access to be created, and has increased screening to the adjacent highway all of which contribute to a proposal that based on current cost estimates (see **Appendix C** and Resources/Financial Implications under section 7.1) demonstrates better value for money as a site developable at a lower cost.
- 4.8 The proposed site at 'General's Corner' is approximately 1 hectare in size and is split equally between the existing highway chippings store and poor scrubland with no immediate services/facilities (water, electricity and sewerage). An OS location plan and aerial map of the site are set out in **Appendix A**.
- 4.9 The Temporary Stopping site would provide up to 10 pitches and facilities including; gated and barriered access, hardstanding with surface water drainage, drinking water, waste disposal, refuse disposal, portable toilet provision, and management; and would be available for travellers to use on the payment of an advance deposit for the rental of the portable toilet facilities for a period of up to 28 days. A plan showing the indicative layout of the site is set out in **Appendix B**.

- 4.10 The site is well located as it provides good access to local road networks being located immediately off the A14 with good onward travel routes east and west, north and south.
- 4.11 There is a strategic need to make provision for temporary stopping places to serve the North Northamptonshire area, as demonstrated by the 2019 GTAA.
- 4.12 Currently there are no temporary stopping places for transient travellers passing through the Council area to use which would provide safe and secure places to stop with minimum suitable facilities.
- 4.13 Provision of a temporary stopping place at this location would enable the Council and the Police to better manage UEs within the Council's area.

4.13.1 The Police would be able to move on travellers that arrive within the Council's area within hours of their arrival using powers of direction under Section 62A of the Criminal Justice Public Order Act 1994. The Council could ask the Police to make a direction to trespassers residing on public land or private land (on behalf of Private landowners) to leave that land and the Police would then request the travellers to move off and offer them the use of the temporary stopping place. It is an offence for a person not to comply with a direction under s62A and to return to the area subject to the direction within 12 months. If there is no suitable alternative pitch available on a caravan site elsewhere in the local authority area, then the power under s62A may not be used. Currently the Police use powers under Section 61 of the Criminal Justice and Public Order Act 1994 to move groups on which requires evidence of public nuisance and/or disruption to local communities and businesses.

4.13.2 These powers differ from the powers most commonly used by the Council currently under Section 77 and 78 of the Criminal Justice and Public Order Act 1994 to evict UEs from Council-owned land. This process takes up to 10 days and has to be recommenced if the traveller group, then move before or after being served to a new location on Council owned land, which can sometimes occur numerous times.

- 4.14 Travellers directed to the temporary site would only be allowed to reside at the site for a maximum period of 28 days unless granted additional residency time, by exception by the Council. Those residing on site by agreement would be expected to comply with conditions within a site licence agreement which they would be required to agree to before being permitted access to the site, which would set out details of permitted length of stay, site rules and expectations regards behaviour. Failure to comply with these requirements would lead to enforcement action being taken directly by the Council and/or in liaison with the Police to ensure their prompt removal from site.

Similarly, if traveller groups were to gain access to the site without prior agreement this would be classed as a UE and the appropriate eviction process would be followed to ensure their prompt removal from site.

- 4.15 A capital bid was made to the Traveller Site Fund, administered by The Department for Levelling Up, Housing and Communities (DHLUC), for the

provision of a Temporary Stopping Place at Junction 3 of the A14 in June 2022, which was supported by the Council's Executive, local MPs, Northamptonshire Police and the Gypsy and Traveller forum for Parish Councils. DHLUC confirmed that the funding bid was unsuccessful in early 2023 (the fund was heavily oversubscribed).

- 4.15 The original proposed project plan estimates up to 78 weeks from start to completion of the project as set out in **Appendix D** ('Scheme Delivery Profile'). However, officers have reviewed the specification and project plan and believe that further efficiencies can be achieved which may enable the project to be delivered in a slightly shorter timescale of 70 weeks from start to completion.
- 4.16 Delivery of the project is dependent on obtaining satisfactory planning approval, and new utility supplies to the site.
- 4.17 Informal discussions have taken place with Highways and Planning colleagues regards the project proposal at the 'General's Corner' site which has not identified any major concerns from a planning or highways perspective regards the principle of development.

5 Issues and Choices

- 5.1 As stated in the alternative options concerned above an option is 'To do nothing'. However, this will not address the strategic need to make provision for temporary stopping places to serve the North Northamptonshire area, as demonstrated by the 2019 GTAA (noting that there is a lack of provision of this need both regionally and nationally which has always been the case). The provision of a temporary stopping place would be a real benefit to the travelling community in providing safe and secure place to stop with suitable facilities for travellers passing through the Council's area.
- 5.2 This 'do nothing option' would not allow the accelerated 'direction' provisions to be exercised by the Police to address UEs that occur within the Council's area, which would reduce the numbers and residency time of UEs. This would not deliver the positive community and crime and disorder benefits to local communities, the Council and the Police from delivering a temporary stopping site.
- 5.3 However, it should be noted that the level of UE activity generally around the country has reduced. Northamptonshire has been a traditional through-route for many travelling groups due to its central location and being adjacent to main routes like the M1, A14 and M6. However, the Covid pandemic (March 2020 – September 2021) and Brexit (31st January 2020) has had a significant impact on groups travelling and UE activity levels have not returned to pre-covid 2019 levels as indicated by the following data:
 - In **2019** across West and North Northants there were 201 UEs, with 106 UEs being in the North Northants areas. (45 "Direction to Leave" Notices served across WNC and NNC in total)

- In **2022** across West and North Northants there were 82 UEs, with 44 UEs being in the North Northants areas. (7 “Direction to Leave” Notice served across WNC and NNC in total)
 - In **2023** there were 47 UEs, across West and North Northants with 15 UE’s being in North Northants areas (1 “Direction to Leave” Notice was served in NNC), this includes the 3 sites that have been in situ for some time at Stanier Close, Kettering: Hardwick Road, Wellingborough and Back Lane, Desborough (vacated 6 September 2023).
 - In **2024** there were 63 UE’s across West and North Northants, with 37 UE’s in North Northants areas and no direction to leave notices were served as all have moved by negotiation, this includes the 2 sites that have been in situ for some time at Stanier Close, Kettering (vacated 17 August 2024) and Hardwick Road, Wellingborough.
 - So far in **2025** (Up until 6th October 2025), there has been 91 new UEs across West and North Northants, with 45 being in North Northants areas. 43 of these North Northants encampments moved by negotiation and 1 was removed by Police Powers at the NTU’s request. These figures include the long-term encampment on Hardwick Road Wellingborough that remains in situ. Eight of the UEs in North Northants involve the same persons that had previously been in Stanier Close Kettering between 2018 and August 2024.
- 5.4 The above data indicates that investment in a temporary stopping place at this time would not potentially provide the same value for money as it would have pre-Covid, based on current levels of UE’s. However, numbers of UE’s are on the increase, and the Council has no control over numbers of traveller groups that may visit our area and there is every possibility that numbers of UE’s could continue to increase upward towards pre-covid levels or beyond going forward.
- 5.5 The proposed temporary stopping place would also offer an opportunity to provide better directed support to Traveller groups at a managed site with good access to local road networks which would benefit this group of people. It would allow public health outreach work in the location and other Council services to engage more effectively with this recognised group resulting in better health outcomes and improved access to services.

6 Next Steps

- 6.1 If the Executive approve the recommendation(s) in this report to provide a temporary stopping site, the next steps will be for the project team to complete the relocation of the current highway chippings store and undertake the necessary remedial works, surveys and drawings to apply for planning permission for the stopping site, and subject to planning approval being obtained consider the best procurement method to deliver the construction works. Once the construction works are complete the final stage will be to put in place the necessary site management arrangements to enable opening the site.

7 Implications (including financial implications)

7.1 Resources, Financial and Transformation

- 7.1.1 The bid to the Traveller Site Fund administered by DHLUC for the provision of a Temporary Stopping Place in June 2022 estimated that the capital cost to deliver the project at that time was £990,672.
- 7.1.2 A full breakdown of the updated project costs in relation to the project budget for the alternative preferred site at General's Corner: Woodford based on the specification which was part of the original DHLUC bid is set out in the 'Traveller Sites Site Feasibility Estimate' at **Appendix C**.
- 7.1.3 These costings have been based on an indicative design without the full surveys and investigations that will be required. Full detailed project costings would need to be confirmed once ground investigations and site surveys have been undertaken to confirm arrangements for surface water management, highways works and management of ecology/biodiversity impacts etc and the final detailed design has been commissioned and agreed. We would also propose to apply an overall project contingency of 20% (£150,760) rather than the 10% (£75,380) quoted in the feasibility estimate (as design and pricing risk) which should provide adequate project contingency for any uplift due to contract cost inflation for building materials and construction costs and any other unforeseen design and construction issues.
- 7.1.4 The project team would also recommend tarmac surfacing of the proposed site to reduce ongoing future maintenance costs at an estimated further cost of £150,000.
- 7.1.5 With these additions to incorporate a 20% contingency and tarmac surfacing the overall project estimate based on the DHLUC specification would be £1,055,380 (£1.06 million). The previous estimated project cost reported in 21st December 2023 report was £1,300,000 (£1.3 million)
- 7.1.6 However, officers have reviewed and revised the specification and project plan and believe that further efficiencies can be achieved whilst assuming the same contingencies and tarmac surfacing as set out in paras 7.1.3 and 7.1.4 to deliver the project at a cost of circa £483,360 (£485k). This is roughly 45% of the cost of the provision of the temporary stopping site against the original costings. The revised costings are set out in the 'Traveller Sites Site Feasibility Estimate' (Revised estimate) at **Appendix C1**.
- 7.1.6 These project costings do not make any allowance for the relocation of the chippings from the existing store at General's Corner to Woodford or any works to the new site at Corby to allow it to be used as a replacement grit store. These costs are still to be confirmed but these costs should be able to be accommodated within the overall budget.
- 7.1.6 There are no other current Government funding streams that would support the delivery of a temporary stopping site in North Northamptonshire at this time. However, the Council will continue to seek other opportunities for government funding to support the project if new funding streams become available within

the life of the project. Therefore, at this time the scheme will be underpinned by borrowing.

- 7.1.7 The original indicative project plan estimates up to 78 weeks from start to completion of the temporary stopping site project. The project plan would be broken down into the following key milestones (assuming start date of 1st April 2026) if project receives appropriate approvals.

First milestone – Planning approval up to 26 weeks (30th September 2026)

Second milestone – Appoint main contractor up to 52 weeks (estimate 7th April 2027)

Third milestone – Completion of development up to 78 weeks (13th October 2027)

- 7.18 The original proposed project plan estimates up to 78 weeks from start to completion of the project as set out in **Appendix D** ('Scheme Delivery Profile'). However, officers have reviewed the specification and project plan and believe that further efficiencies can be achieved which may enable the project to be delivered in a lightly shorter timescale of 70 weeks from start to completion.

- 7.1.9 As part of the project plan officers would continue with planning to ensure a prompt start to the project should the project be approved in relation to the proposed preferred alternative site at 'General's Corner' and explore potential opportunities to pursue work streams in parallel to seek to reduce the overall estimated project timeline.

- 7.1.10 The programme management of the design and construction works to deliver the project will be delivered by an NNC Project Officer (from the Capital Projects Team) within the Place and Economy Service. In addition, expert advice will be sought from procurement, legal, planning and communications where necessary to support the delivery of the project. External contractors will be procured to carry out the design and construction works and project management activities.

- 7.1.11 There are also revenue implications associated with the operation of the site which are budgeted for within the service as the required budget was assigned as growth via the Medium-Term Financial Plan (MTFP) for 25/26 and 26/27 as follows;

- Site running costs: including Business Rates, Water, refuse disposal costs, repairs and maintenance and site cleansing – estimated £30k per annum and currently profiled in MTFP for up to £29k in 26/27.
- Site management costs: assumed delivered via in-house Northamptonshire Traveller Unit (NTU) site management model funded from managed 1FTE vacancy– estimated at up to £35k per annum which could absorb costs of management of site.

- 7.1.12 There is potential to generate some income to offset the running costs above from occupation of the site in relation to the temporary stopping site, and the proposed income model is to charge occupiers a gross rent of up to £120 per week per pitch in addition to a refundable damage deposit of £250 The

occupier would be required to sign a licence agreement for up to 28 days (maximum duration of stay).

- 7.1.13 However, it is anticipated that the site will not be occupied for significant periods of time and when unoccupied site income will not be able to cover standing charges for utilities and other site management costs.
- 7.1.14 If Traveller groups choose to vacate the Council area when directed to the site rather than paying the gross rent and refundable damage deposit which will be required before site occupation, then there is a possibility the site will not generate any income.
- 7.1.15 It is also anticipated that there may be a small reduction in the cost of removal of fly-tipping should travellers relocate to the temporary stopping site rather than camping at the roadside or on public open spaces which is estimated at £8,500 per annum.
- 7.1.16 The impact costs associated with UE'S are expected to be a lot higher in terms of full site clearance, grounds and bollards/barrier reinstatement and/or repairs etc. but these costs cannot be fully quantified.
- 7.1.16 The Council has also spent a significant amount of money in recent years on target hardening measures to public open space areas in the form of bollards, barriers and earth bunds to restrict access to UE's and the provision of a temporary stopping place would reduce the future need and associated costs of further similar target hardening measures.

7.2 Legal and Governance

- 7.2.1 Procurement of the contractors to undertake the works will be undertaken in accordance with the requirements as set out in the Council's Constitution and the financial regulations as well as in accordance with the Public Contracts Regulations 2015 (as amended) and the Procurement Act 2023.
- 7.2.2 A member of the Council's in-house legal team will be an advisor throughout the process and up to the execution of any resulting contracts.
- 7.2.3 Provision of a temporary stopping site will enable the Police to use their powers under Section 62A of the Criminal Justice Public Order Act 1994 (as amended), to direct UE's residing on land within the Council's area to go to the temporary stopping place or to move out of the Council's area whereby they would be prevented from returning to the Council's area for twelve months

7.3 Relevant Policies and Plans

- 7.3.1 The delivery of a Travellers Temporary Stopping Site will contribute to the Council's corporate priorities of creating safe and thriving places, green and sustainable environment, and provision of good quality and efficient modern public services. These priorities will be engaged through provision of facilities that meet the basic human needs of Gypsy and Traveller Communities travelling through the Council's area; and through delivering improved customer

satisfaction to residents and communities of the Council through provision of a dedicated temporary stopping place to meet strategic need within the Council's area and by minimising impacts of UEs on local communities and the environment through reducing unauthorised camping and uncontrolled littering and/or fly-tipping, associated anti-social behaviour and nuisance.

7.4 Risk

- 7.4.1 There are significant risks arising from the proposed recommendations in the report. There is a risk that there may be delays to the project or potential refusal of planning permission or that costs may increase and or additional works are identified. However, having identified a budget cost and included a contingency of 20% and having already obtained informal planning and highways advice which has not identified any major concerns from a planning or highways perspective regards the principle of development, the likelihood of these risks occurring is minimised.
- 7.4.2 There are also potential risks in relation to community cohesion issues and/or impacts on community facilities and crime and disorder on the site which are included under the specific sections on Community and Crime and Disorder Impacts below.
- 7.4.3 There is also a potential risk that costs to clear the site and relocate the chippings store to Corby could increase, due to additional works at the Corby site and any unexpected remediation/clean-up costs on the existing site. Surveys are currently being planned to identify if any of these risks exist, but these costs should be able to be accommodated within the overall budget. of

7.5 Consultation

- 7.5.1 The Executive Member has been consulted on the proposal as have internal Council departments; Highways, Assets, Northamptonshire Traveller Unit (NTU) and Planning none of whom have raised any fundamental concerns. The 3 Ward Councillors for the area have also been briefed on the proposal.
- 7.5.2 Detailed targeted public consultation on the proposal would be carried out with all relevant stakeholders as part of the process of submitting the scheme for planning approval, which will also require detailed assessment of all material impacts of the proposal as part of that process.

7.6 Consideration by Scrutiny

- 7.6.1 This proposal has not been considered by the Place and Environment Scrutiny Committee, although the committee could choose to review the project during its development and once the site is open.

7.7 Equality Implications

7.7.1 Romany Gypsies and Irish Travellers are legally recognised as distinct ethnic groups and protected by The Equality Act 2010 and the Human Rights Act 1998 from being discriminated against on the grounds of ethnicity.

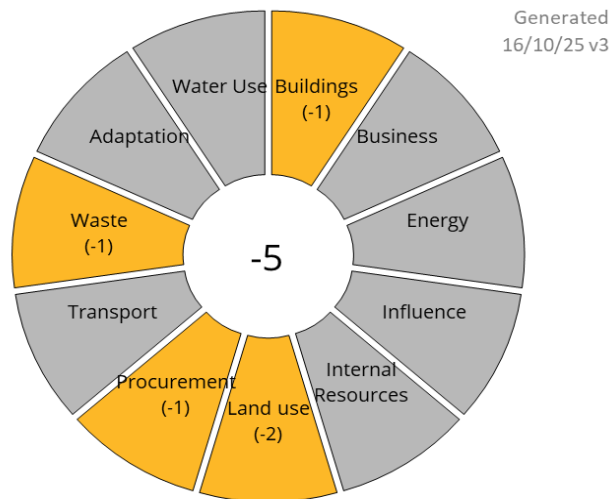
7.7.2 An Equality Screening Assessment (ESA) has been completed for the revised preferred site to provide a Travellers Temporary Stopping Site at 'General's Corner' near Woodford which considered the impact of the proposals on the identified equality groups. This identified some positive impacts relating to;

- age and disability in terms of access to suitable facilities (pitches, parking spaces and welfare facilities) that met the requirements of the Equality Act 2010 and safer areas for play for children.
- pregnancy and maternity in terms of good local access to local maternity facilities at Kettering General Hospital.
- health and well-being in terms of better focused public health interventions and access to utilities and welfare facilities on a purpose built, safe and secure supported site.

7.7.3 With respect to the race/ethnicity of Romany, Irish and English, Travellers it is recognised that the moving on of travellers to a designated site may not be seen as favourable to this group in respect of their desire to choose where to site their encampments. However, the health, safety and welfare conditions and support available to these groups will be significantly enhanced as a result of movement to a specified purpose built, safe, secure and managed site. This will also help assist in removing some of the barriers these groups face in accessing services. Therefore, it was felt overall that the impact on race/ethnicity of the proposal was neutral.

7.8 Climate Impact

7.8.1 A Climate Change Impact Assessment (CCIA) has been undertaken and approved confirming that this project has minor negative impacts relating to buildings, waste, procurement, and land use as seen in the infographic set out below



North Northamptonshire Council has committed to being a carbon neutral organisation by 2050, 24 yrs & 2 mos away.

- **Buildings** - There will be no permanent buildings constructed; Portaloos will be delivered to site to provide toilet facilities. There will be some ground works as a result of this proposal to instate running water. The majority of the site is hard standing; however, it may be required to extend the site beyond the existing hard standing surface. An ecology report will be commissioned to assess the impact on biodiversity.
- **Land Use** – The development of the site does involve a change of use and there may be some limited impact on ecology and biodiversity. An ecological impact assessment is being prepared, and attempt will be made to offset any loss of biodiversity on the remainder of the site. The current site naturally runs off to surrounding land and the proposal will aim to reduce run off by attenuating water on site.
- **Procurement** – The proposed project and associated works will have limited ability to reduce carbon during the construction/creation stage of the project, however, as part of the procurement process tenderers will be asked how they will support the Council's carbon neutral ambition by demonstrating what they can do to reduce carbon during the construction works and delivery of the project.
- **Waste** - Any material excavated will be reused on-site to avoid additional traffic movements and where suitable recycled material will be used for backfilling construction. Material currently stored on-site will be transported to alternative location and or cleansed on-site and removed for use as per usual site operation. Materials that are unable to be recycled will be handled in accordance with environmental waste disposal standards. This impact will need to be monitored as a project risk. Meeting the demands of the Gypsy and Traveller Community to provide facilities which allow for controlled disposal of waste and potential for capture of recyclates via permanent site provision and a reduction in roadside fly-tipping will be a positive benefit.

7.8.2 There will also be some potential to achieve a limited reduction in carbon during the operational phase of the project by;

- Reducing travel time visiting and monitoring UEs by NNC and other partners.

- Reducing travel distance within NNC of Gypsy and Traveller Groups moving around the area in response to eviction rather than direction action.

7.9 Community Impact

- 7.9.1 The proposal to provide a temporary stopping place has the potential to positively reduce community impacts of UEs on local residents and businesses from illegal camping on the roadside and on public land through the provision of dedicated, safe and secure pitch provision with suitable facilities for Gypsy and Traveller Groups passing through the Council's area.
- 7.9.2 The proposal has the potential to impact on communities in the vicinity of the proposed site in terms of community cohesion and pressure on community facilities, schools and primary care and these partners will be consulted as part of the planning process and measures considered to reduce potential adverse community impacts.
- 7.9.3 The site will be operated and managed by the Council under license conditions which will set out how the site will be used and how Traveller groups using the site need to conduct themselves. This will enable any impacts relating to site occupation and users of the site on neighbouring communities to be addressed promptly by site management in liaison with other partners i.e. Police, Public Health etc.
- 7.9.4 In addition, it is also our intention to establish a Traveller Forum, which will include relevant stakeholders (Executive Member, NNC Officers, Police, Fire, Ward Councillors and Town and Parish Council representatives) to discuss any related issues and impacts relating to the operation of the site and to facilitate a better understanding of the Gypsy and Traveller community for all (including the local settled community).

7.10 Crime and Disorder Impact

- 7.10.1 The proposal has the potential to have a positive crime and disorder impact by reducing illegal camping on the roadside and on land within the Council's area through the provision of dedicated, safe and secure pitch provision with suitable facilities for Gypsy and Traveller Groups passing through the Council's area.
- 7.10.2 There are likely to be concerns in the locality from the proposal in terms of crime and disorder impact. These will need to be considered in relation to the management arrangements and site licence conditions that are put in place in liaison with Northamptonshire Police along with the proposal to create a Traveller Forum with relevant stakeholders as referred to in the community impact above.

8 Background Papers

- 8.1 Executive Report and Appendices 21st December 2023