

Provision for Traveller Sites Development Plan Document Options and Preferred Options

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Draft

Contents

Preface	5
1. Introduction	7
The Need for a Traveller Sites DPD	7
Terminology	8
Site Assembly Process	8
Legal Compliance in Preparing the Provision for Traveller Sites DPD	9
National Planning Policy	9
Sustainable Community Strategy	11
Planning Regulations	11
Statement of Community Involvement	12
Duty to Co-Operate	13
Sustainability Appraisal	14
2. Traveller Accommodation Needs	15
Assessing Traveller Accommodation Needs	15
North West Regional GTAA 2006	15
North West RSS Partial Review	15
Merseyside and West Lancashire GTAA 2013-2014	16
3. Traveller Sites Policy	17
Policy GT1: Assessment of Proposals for Gypsy and Traveller and Travelling Showpeople sites	17
Justification	18
4. Criteria for Site Assessment	21
Derivation of Site Assessment Criteria	22
5. Potential Traveller Sites	27
Site Assembly Process	27
Candidate Traveller Sites	31
Potential Site Uses and Capacities	32
6. Preferred Options to Meet Traveller Accommodation Needs	35
Assessment of Candidate Traveller Sites	35
Preferred Options	35
Alternative Options	41
7. How to Comment	43
Appendix 1: Site Assessment Details	

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Preface

This Provision for Traveller Sites (Options and Preferred Options) Development Plan Document is the first draft of what will eventually become a site allocations document for Gypsy and Traveller and Travelling Showpeople sites in West Lancashire. It explains why and how the Council is identifying possible sites to accommodate the travelling community, the criteria used to assess potential sites, and sets out the Council's initial views on which are the preferred sites to allocate to accommodate the needs of Travellers.

The Council is seeking people's views on the following matters:

- The proposed policy to assess planning applications for Traveller accommodation;
- The proposed criteria to assess potential sites for allocation as Traveller sites;
- The list of potential Traveller sites in West Lancashire;
- The Council's assessment of potential sites;
- The Council's preferred sites for allocation;
- Alternative options to meet Traveller accommodation needs.

Chapter 7 of this document describes in further detail how comments can be made on this document.

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1 Introduction

The Need for a Traveller Sites DPD

1.1 The West Lancashire Local Plan 2012-2027 was adopted by West Lancashire Borough Council on 16 October 2013. Earlier versions of this Local Plan (i.e. Preferred Options, January 2012, and Publication, August 2012) contained a policy on Gypsies and Travellers and Travelling Showpeople (referred to hereafter in the general sense as 'Travellers'). This policy, Policy RS4, was a criteria-based policy whose purpose was to direct Traveller development to the most appropriate places in the Borough, and to provide a means by which planning applications or enforcement cases relating to Traveller development could be judged.

1.2 At the Local Plan Examination in early 2013, the Local Plan Inspector advised that he could not find Policy RS4 sound, as it did not meet the national policy requirement, as set out in the government's Planning Policy for Traveller Sites (PPTS, published March 2012), to allocate specific deliverable sites to provide a five year supply of land to meet Traveller accommodation needs. In order that the West Lancashire Local Plan as a whole could be found sound, the Inspector recommended that Policy RS4 be deleted in its entirety from the Local Plan, and that the Council commit to preparing a separate Development Plan Document (DPD) to allocate sufficient deliverable sites to meet Traveller accommodation needs over the Local Plan period.

1.3 West Lancashire Borough Council ('the Council') is acting upon the Local Plan Inspector's recommendation by preparing this Provision for Traveller Sites DPD. The Council's Local Development Scheme sets out a timetable for preparing the Provision for Traveller Sites DPD. The target milestones for the document's preparation are as follows:

Preferred Options Consultation	Early 2014
Publication	July 2014
Submission to Secretary of State	October 2014
Examination	October 2014 – February 2015
Adoption by WLBC	March 2015

1.4 This document comprises the 'Options and Preferred Options' version of the West Lancashire Provision for Traveller Sites DPD. It contains the following elements:

- A statement of Traveller accommodation needs;
- A proposed criteria-based policy against which planning applications for Traveller sites can be assessed (these criteria would also be applicable in enforcement and appeal cases);
- Proposed criteria for assessment of potential Traveller site allocations;
- Options and preferred options for site-specific allocations for Gypsies and Travellers, and for Travelling Showpeople, including both permanent and transit sites.

1.5 Until the Provision for Traveller Sites DPD is adopted, the saved Policy DE4 of the West Lancashire Replacement Local Plan 2006 (WLRLP) remains extant. However, the weight to be attributed to WLRLP Policy DE4 in the development management process is unlikely to be significant, as Policy DE4 is generally inconsistent with current national policy on Traveller site provision.

Terminology

1.6 This Provision for Traveller Sites (Options and Preferred Options) DPD uses various terms to describe the travelling community, as set out below. The term “Gypsies and Travellers” is defined in the government’s PPTS document as follows:

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

1.7 Similarly, PPTS defines Travelling Showpeople as:

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

1.8 For the purposes of this DPD, the general term “Travellers” refers to all groups of Gypsies and Travellers, and Travelling Showpeople.

1.9 The term “pitch” is used to denote a pitch on a Gypsy and Traveller site, whilst “plot” means a pitch on a Travelling Showpeople site (also often called a “yard”). This terminology differentiates between residential pitches for Gypsies and Travellers and mixed-use plots for Travelling Showpeople. Gypsy and Traveller pitches tend to be of a suitable size to accommodate both a static and a touring caravan, plus any associated vehicle(s), and a small amenity building. Travelling Showpeople plots tend to be larger, requiring extra space to allow for the storage of fairground equipment.

Site Assembly Process

1.10 In preparing this Traveller sites DPD, the Borough Council has endeavoured to compile as comprehensive a list of potential ‘candidate’ Traveller sites as possible, from which to select preferred sites. The starting point was those sites already known to the Council’s Planning Service by virtue of their Traveller-related planning history, namely sites which have been subject to planning applications, planning appeals, and / or enforcement action over the past five years or longer. This category of site yielded nine sites, located in Banks, Scarisbrick and Skelmersdale.

1.11 The Council undertook a “Call for Traveller Sites” exercise in September 2013, inviting members of the public, the travelling community, agents with links to the travelling community, and any other interested individuals or organisations to send the Council details of any sites they considered might be suitable for putting forward as potential Traveller sites. The Council received seven site suggestions, three of these sites ‘duplicating’ those in the first category of sites, i.e. already known to the Council.

1.12 In addition, the Council wrote to all known owners, and / or agents representing owners, of sites in the Council’s Strategic Housing Land Availability Assessment

(SHLAA)¹, asking whether the owner would be willing for the sites in question to be considered as possible Traveller sites. The Council received responses relating to 52 different sites. Of these 52 replies, the owners of just four sites expressed a willingness for the sites to be considered as possible Traveller sites, whilst the owners or agents for the other 48 sites did not want the sites to be considered as potential Traveller sites. No responses were received for the other SHLAA sites.

1.13 The Council received the draft findings of the Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment (GTAA) in November 2013, which gave an indication of the general locations in West Lancashire where Traveller accommodation needs exist. Following initial assessment of potential Traveller sites from the sources referred to in paragraphs 1.10 – 1.12 above, and in the light of the GTAA findings, the Council also undertook area-based site searches to identify four further potential sites in areas of known Traveller accommodation need, bringing the total number of candidate Traveller sites to 20. The GTAA and the area-based site search approach are described in more detail in Chapters 2 and 5 respectively.

Legal Compliance in the Preparation of the Provision for Traveller Sites DPD

1.14 In order that the preparation of this Traveller sites DPD be legally compliant, regard must be had to national planning policy, the Town and Country Planning (Local Planning) (England) Regulations 2012, the West Lancashire Sustainable Community Strategy, and the Council's Local Development Scheme and Statement of Community Involvement. These are addressed in turn below.

National Planning Policy

1.15 National planning policy is set out in the government's National Planning Policy Framework (NPPF), published March 2012. Sustainable development is to be seen as a 'golden thread' running through the NPPF, with paragraph 14 setting out a presumption in favour of sustainable development. National policy with specific regard to provision for Traveller accommodation is set out in the document Planning Policy for Traveller Sites (PPTS), published in March 2012 alongside the NPPF.

1.16 The preparation of local plans is covered by Policies B-G (paragraphs 7-19) of PPTS. The key requirements of these policies, in relation to the circumstances of West Lancashire Borough Council, are as follows:

- (i) Local planning authorities (LPAs) should work collaboratively with neighbouring LPAs to set pitch and plot targets for Travellers which address the likely permanent and transit site accommodation needs of Travellers in their area.
- (ii) LPAs should identify and update annually, a supply of deliverable² sites sufficient to provide five years' worth of sites against their own set targets, and a supply of

¹ The Strategic Housing Land Availability Assessment (SHLAA) is essentially a compilation of sites that the Council and / or the site owners consider might have potential for residential development at some point in the future. The sites are grouped according to their anticipated timescale for delivery. Some SHLAA sites have been identified by the Council; others have been suggested by, or on behalf of, their owners. Not all SHLAA sites will necessarily be judged suitable for housing.

² PPTS paragraph 9 footnote 7 defines "deliverable" as available now, offering a suitable location for development now, and achievable with a realistic prospect that development will be delivered on the site within five years, and that development is viable.

- specific, developable³ sites or broad locations for growth, for six to ten years time, and, if possible, for eleven to fifteen years time.
- (iii) LPAs should relate the number of pitches or plots to the circumstances of the specific size of the Traveller site in question and to the size and density of the surrounding population, and should protect local amenity and environment.
 - (iv) Criteria should be used to guide land allocations, and criteria-based policies prepared to provide a basis for decisions on Traveller site planning applications.
 - (v) PPTS paragraph 11 requires that LPAs ensure their policies:
 - (a) promote peaceful and integrated co-existence between the site and the local community;
 - (b) promote, in collaboration with commissioners of health services, access to appropriate health services;
 - (c) ensure that children can attend school on a regular basis;
 - (d) provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment;
 - (e) provide for proper consideration of the effect of local environmental quality on site occupants or others as a result of new development;
 - (f) avoid placing undue pressure on local infrastructure and services;
 - (g) do not locate sites in areas at high risk of flooding;
 - (h) reflect the extent to which traditional lifestyles (whereby some Travellers live and work in the same area) can contribute to sustainability.

1.17 With regard to points (i) – (v) above, the Council considers this document complies with national policy in the following respects:

- (i) The Borough Council is working collaboratively with neighbouring Merseyside Councils in a joint Gypsy and Traveller Accommodation Assessment (see Chapter 2 below). The Council has also met with neighbours in Wigan and Chorley with regard to cross-boundary issues, and is participating in a general Lancashire Gypsy Group. Early consultation undertaken under the ‘Duty to Co-operate’ (see section below) has indicated a general consensus that Traveller accommodation needs should be met in the area in which the needs arise, and thus West Lancashire’s targets can be based upon need figures for this Borough;
- (ii) It is considered that the proposed ‘Preferred’ sites set out in Chapter 6 of this document are deliverable or developable, and meet Traveller accommodation needs to 2028;
- (iii) The proposed ‘Preferred’ sites’ capacities have been estimated, taking into account site size, the local population, amenity and environment;
- (iv) Criteria for site allocations and planning applications are set out in Chapters 4 and 3 (respectively) of this document.
- (v) The criteria used in this DPD reflect the matters set out in PPTS paragraph 11.

1.18 Further to PPTS, a Government Ministerial Statement was issued on 3 July 2013, addressing the specific issue of how local planning authorities are to consider proposals for Traveller sites in the Green Belt. This Ministerial Statement reiterates that both temporary and permanent traveller sites are inappropriate development in the Green Belt and that inappropriate development in the Green Belt should not be approved except in very special circumstances. The Statement advises that the single issue of unmet demand, whether for Traveller sites or for conventional housing,

³ PPTS paragraph 9 footnote 8 defines “developable” as in a suitable location for traveller site development and having a reasonable prospect that the site is available and could viably be developed at the point envisaged.

is unlikely to outweigh harm to the Green Belt and other harm to constitute the 'very special circumstances' justifying inappropriate development in the Green Belt.

1.19 One further national document of relevance is the Designing Traveller Sites: Good Practice Guide, published by the government in May 2008. This document sets out how best to design Traveller sites, providing advice on site size, layout, and location. The Good Practice Guide has been taken into account in preparing the site assessment criteria in both the proposed Traveller sites policy (Chapter 3) and in the site selection process (Chapters 4 and 5).

Sustainable Community Strategy

1.20 The West Lancashire Local Strategic Partnership prepared the West Lancashire Sustainable Community Strategy (SCS) in 2007. Whilst Travellers are not referred to in the SCS, elements of the document's vision, objectives, and cross-cutting themes are considered to have relevance to the subject matter of this DPD.

1.21 The vision of the SCS is to 'improve the quality of life for all' and is to be achieved by the Local Strategic Partnership working with other bodies to be, amongst other things, 'a place where everyone is valued and has the opportunity to contribute'.

1.22 Of the nine key objectives of the SCS, the following three are relevant:

- To improve health outcomes, promote social wellbeing for communities and reduce health inequalities for everyone;
- To provide more appropriate and affordable housing to meet the needs of local people;
- To provide opportunities for young and older people to thrive.

1.23 Of the eight cross-cutting themes, the most relevant are:

- Reducing deprivation, with the aim to narrow the gap between the most and least disadvantaged people and communities;
- Social inclusion, equality and diversity, with the aim to improve community cohesion, including for people of all nationalities and ethnicities.

1.24 The Council considers that the Provision for Traveller sites DPD is consistent with, and may, to an extent, help to achieve the above vision and objectives of the SCS. Taking into account the fact that the Council is required by law to provide sites to meet Traveller needs, the DPD does not contravene the SCS.

Planning Regulations

1.25 The Town and Country Planning (Local Planning) (England) Regulations 2012 (referred to hereafter as 'the 2012 Planning Regulations') set out the process that must be followed when preparing a local plan⁴. The first statutory stage for preparing a document is covered by Regulation 18, which requires that the LPA notify certain specified bodies of the subject of the local plan and invite them to make representations about what a local plan with that subject ought to contain.

⁴ The definition of 'local plan', as set out in the 2012 Regulations (nos. 5 and 6), includes any document prepared by the local planning authority which allocates sites for a particular type of use and / or contains development management and site allocation policies intended to guide the determination of planning applications. The Provision for Traveller Sites DPD therefore is a 'local plan'.

1.26 The Council considers that it is in compliance with Regulation 18 in that it duly wrote to the bodies specified by the Regulation, as well as number of other bodies, inviting representations on the Provision for Traveller Sites DPD's content, and has taken into account the representations received in this Provision for Traveller Sites (Options and Preferred Options) DPD.

1.27 The number and nature of responses received to the above consultation, and the Council's responses, are set out in the separate "Consultation Statement" that accompanies this draft DPD. Please also refer to the Duty to Co-operate section below.

Statement of Community Involvement

1.28 The Statement of Community Involvement (SCI) is a document that sets out how the LPA intends to engage the public and other stakeholders when preparing its Local Plan and other local development documents. This includes details of the types of consultation methods the Council intends to use at the different preparation stages of different types of planning documents.

1.29 The SCI was first required as part of the 'Local Development Framework' system introduced under the 2004 Planning and Compulsory Purchase Act. West Lancashire Borough Council started preparing its SCI in 2006, the document eventually being adopted in July 2007, and updated with an Addendum in January 2009, reflecting amendments made to the government's Planning Regulations in 2008. The Council proposes to update the SCI in the near future. However, until this update is undertaken, the Council will continue to have regard to the content of the 2007 SCI and its Addendum.

1.30 In terms of preparing a development plan document such as this Traveller sites DPD, the Council's SCI refers to an "Options" stage and a "Preferred Options" stage. However, given the WLLP Inspector's requirement that the Traveller Sites DPD be prepared as a matter of urgency, and, if at all possible, more quickly than set out in the LDS⁵, it is considered expedient to combine the Options and Preferred Options stages of this DPD's preparation into a single stage, whereby options for providing Traveller sites are set out, an indication of the Council's preferred options is given, and people are invited to comment on both the options and preferred options, and to submit their own options and / or preferred options. This matter is set out more fully in Chapter 7 of this document.

⁵ See the Inspector's Report into the WLLP, paragraphs 192-193, p38, available on the Council's website at: http://www.westlancs.gov.uk/planning/planning_policy/the_local_plan/the_local_plan_2012-2027/local_plan_preparation_stages/stage_4_-_submission_and_exami.aspx

Paragraphs 192 and 193 state:

192. ...The timeline provided by the Council indicates that consultation on preferred options would take place early in 2014 and the *Provision for Traveller Sites* DPD would be published for consultation by July 2014. This is consistent with the information now contained in their revised *Local Development Scheme* [LDS].

193. It is, of course, very important that the Council adheres to – and, if at all possible, improves upon – this timescale in order to bring its policy on traveller sites into line with national guidance without delay.

Duty to Co-Operate

1.31 Despite the abolition of the regional tier of planning, the need for strategic planning remains, in particular the need to ensure coherent planning beyond local authority boundaries. To this end, the Localism Act 2011 has introduced the Duty to Co-operate which:

- requires local authorities and public bodies to engage constructively, actively and on an ongoing basis in relation to planning for sustainable development;
- requires local authorities to consider whether to enter into agreements on joint approaches or to prepare joint Local Plans; and
- applies to planning for strategic matters in relation to the preparation of local plans, and other activities that prepare the way for these activities.

1.32 The Localism Act and the NPPF require LPAs to fulfil the Duty to Co-operate on planning issues, including provision for Travellers, in order to ensure that their approaches are consistent, and that they address cross-border issues with neighbouring authorities. The 2012 Planning Regulations prescribe which bodies, as a minimum, should be contacted under the Duty to Co-operate.

1.33 West Lancashire Borough Council intends to fulfil the Duty to Co-operate by working with neighbouring local authorities and other relevant bodies throughout the preparation of this Traveller sites DPD. To this end, the Council wrote to all the 'prescribed bodies', as well as to a range of other organisations, in November 2013, setting out what it considered were the main cross-boundary issues with regard to the provision of Traveller sites in West Lancashire, and inviting comments on these issues.

1.34 West Lancashire Borough Council's understanding of cross-boundary issues at present is as follows:

- There is a need for the Council to co-operate with Merseyside authorities on the issue of transit site provision (transit sites are intended to meet the short term needs of Travellers who are passing through local authority areas on their way to other destinations or choose to occasionally visit the area for short periods), as Travellers who require such sites are almost certain to be moving between different boroughs.
- The Council is unaware of any significant cross-boundary issues between West Lancashire and Wigan / Central Lancashire in terms of transit site provision.
- If each LPA were to meet its own need for permanent Traveller sites (which may be used for Travellers to base themselves throughout the majority of the year, or for Travelling Showpeople to live and store their equipment outside their touring season), there should be no cross-boundary issues in terms of a need for sites. As far as this Council is aware, neighbouring authorities are intending to fully meet their needs for permanent Traveller sites within their own boundaries.
- Depending upon the location of any proposed Traveller site allocations, it may be the case that occupants of sites may seek to make use of facilities and services (education, health, etc.) in an adjacent Borough(s). Neighbouring authorities are not yet at the stage where sites have been formally proposed for allocation. Similarly, the locations of the sites in West Lancashire proposed for allocation as Traveller sites are not yet confirmed. Therefore, the likelihood of cross-boundary issues arising from specific proposed site allocations is not yet known.

- The government's Planning Policy for Traveller Sites document (Section 9(c)) requires that local planning authorities consider production of joint development plans that set targets on a cross-authority basis. Given the differing timescales for the different authorities surrounding West Lancashire, and the West Lancashire Local Plan Inspector's recommendation that the Council have this Traveller Sites DPD adopted as soon as possible, it is the Council's view that production of a joint development plan would not be a realistic prospect.

1.35 The Council received 18 written responses to its initial 'Duty to Co-operate letter', all of them either concurring with the Council's understanding of cross-boundary issues as set out above, or else having no specific comments to make at this stage of preparation of the Traveller sites DPD.

1.36 As set out in Chapter 2 below, the Council is working collaboratively with the five Merseyside authorities (including Sefton, Knowsley and St Helens, all of whom directly border West Lancashire) in a joint Gypsy and Traveller Accommodation Assessment (GTAA).

1.37 Chorley and South Ribble Borough Councils are also participating in a GTAA and have agreed that if any need for Traveller sites is demonstrated in their areas, they will fully meet such needs within their boundaries. Both these Councils have examination hearings early in 2014, dealing specifically with the issue of provision of Traveller sites.

1.38 Wigan MBC are participating in a Greater Manchester GTAA, which is currently at an early stage. Once again, it is expected that any Traveller accommodation needs in the Wigan area will be met within Wigan MBC boundaries.

Sustainability Appraisal

1.39 A Sustainability Appraisal (SA) of the content of this draft DPD has been undertaken by Council officers, and scrutinised by consultants URS. URS have also carried out a Habitats Regulations Assessment of the content of this document. The SA / HRA process will continue throughout the preparation of this DPD as it progresses through its various stages.

1.40 The SA concludes that the proposed Policy GT1: Assessment of Proposals for Gypsy and Traveller and Travelling Showpeople Sites (see Chapter 3 of this DPD) is likely to make a greater positive contribution towards the goal of achieving sustainable development, compared with the alternative approaches of having a less stringent policy in place, or no policy at all.

1.41 The SA further concludes that the allocation and occupation of the preferred sites would make a greater positive contribution towards the goal of achieving sustainable development, compared with the alternative approaches of allocating fewer sites, allocating additional sites, or allocating a different set of sites.

2. Traveller Accommodation Needs

Assessing Traveller Accommodation Needs

2.1 This chapter sets out the Council's current understanding of the need for Traveller accommodation, and how this has influenced the process whereby potential Traveller sites have been sought.

2.2 Since 2006, West Lancashire Borough has participated in three processes that have resulted in the derivation of Traveller accommodation needs figures for the Borough. These are a 2006-based Gypsy and Traveller Accommodation Assessment (GTAA), abortive work on the North West Regional Spatial Strategy Partial Review 2008-2010, and the Merseyside and West Lancashire GTAA 2013-14.

North West Regional GTAA 2006

2.3 In 2006, an assessment of Gypsy and Traveller accommodation needs was commissioned – *The North West Regional Gypsy and Traveller Accommodation and Related Services Assessment*. This report was undertaken by a team of academic researchers and consultants based in Salford, with research support from members of the travelling community.

2.4 The assessment identified that for the County of Lancashire there was a requirement for an additional 205-231 permanent Gypsy and Traveller pitches over the period 2006-2016 plus 7 plots for Travelling Showpeople. At the district level, the assessment calculated that there was a need for 17 permanent Gypsy and Traveller pitches and 3 plots for Travelling Showpeople across West Lancashire Borough over 2006-2016. There was also a need identified for transit pitches within the sub region, but this need figure was not split down by local authority.

North West RSS Partial Review

2.5 In January 2009, 4 North West (4NW), the former regional planning body, started a period of stakeholder engagement on an interim draft policy on the scale and distribution of Gypsy and Traveller pitches and Travelling Showpeople plots.

2.6 The proposed requirements for West Lancashire over 2007-2016 were 20 permanent pitches for Gypsies and Travellers and 5 transit pitches. These figures differ to those set out in the 2006 GTAA owing to an attempt to address the issue of 'hidden' overcrowding, which had been raised by the Gypsy and Traveller community during consultation, and a broadening of the geographical distribution of the pitch numbers, in order that greater choice may be available for Gypsies and Travellers in the future. (This contrasted with the GTAA approach, which tends to look at need as it arises, based upon "snapshot" counts of Gypsy caravans.)

2.7 The required number of Travelling Showpeople pitches to 2016 was raised from 3 to 5, based on more up-to-date information provided by the Lancashire and North Wales section of the Showman's Guild based upon survey work conducted in June 2007.

2.8 As part of the consultation process, 4NW sought support from the individual local authorities regarding pitch numbers. West Lancashire Borough Council suggested as an alternative a revised figure of 14 permanent pitches (based upon the number of unauthorised pitches based within the Borough at that time) and 10 transit pitches (in order to make it easier to direct Gypsies and Travellers to a transit site), whilst supporting the figure of 5 pitches for Travelling Showpeople.

2.9 Although it is very difficult to estimate the future level of demand for pitches and plots, household growth rates of 3% a year were suggested as appropriate, based on advice contained in the 2003 government document *Local Authority Gypsy / Traveller Sites in England*.

2.10 Following the Council's comments a submitted draft was published, setting out the following requirements for West Lancashire:

- 15 pitches on permanent Gypsy and Traveller Sites
- 10 transit pitches
- 5 Travelling Showpeople plots.
- An annual increase of 3% in the level of overall residential pitch provision.

West Lancashire Borough Council supported these figures, and they formed the basis of the now-abandoned Local Plan Policy RS4.

2.11 Work on the RSS Partial Review was halted in 2010 following the Secretary of State's announcement of his intention to abolish the regional tier of planning. The RSS was finally revoked early in 2013, and the RSS and the RSS Partial Review no longer have any legal status.

Merseyside and West Lancashire GTAA 2013-2014

2.12 West Lancashire Borough Council has recently participated in a more up-to-date GTAA with the five Merseyside local authorities. This GTAA has been carried out on the authorities' behalf by the consultants Arc⁴, who were appointed in March 2013. At the time of writing this document, the GTAA report is in draft form, with completion expected in early 2014. Given the need to progress with this Traveller sites DPD in accordance with the timescale submitted to the Local Plan Inspector and contained in the Council's Local Development Scheme, it has not been possible to await the publication of the final version of the GTAA before proceeding with this Options and Preferred Options paper.

2.13 The draft Merseyside and West Lancashire GTAA concludes that the need for new Traveller accommodation in West Lancashire, additional to that which already has permission, is as follows:

- 14 pitches on permanent Gypsy & Traveller sites by 2018, rising to 20 by 2028;
- 4 transit pitches;
- One site for Travelling Showpeople with a minimum of one residential plot.

2.13 The needs figures for Traveller accommodation set out in paragraphs 2.4, 2.10 and 2.13 above show a broad rolling consistency in terms of short-term, or "five year" need for Traveller accommodation in West Lancashire. This Traveller Sites DPD uses the requirements set out in the (currently draft) Merseyside and West Lancashire GTAA 2013-14, given its up-to-date status and the fact that it covers the DPD period.

3. Traveller Sites Policy

3.1 This draft Provision for Traveller Sites DPD sets out options and preferred options for the allocation of a number of specific sites (see Chapter 6 below). Policy GT1 provides a set of criteria against which planning applications for Traveller sites, either on allocated sites, or elsewhere, should be assessed. The policy will also be applicable in enforcement and planning appeal cases.

Policy GT1

Assessment of Proposals for Gypsy and Traveller and Travelling Showpeople Sites

Broad Locations

Proposals for permanent or transit Traveller sites or pitches should be located in areas where need exists, as demonstrated by robust evidence.

Site-Specific Criteria

In order to ensure that sites are fit for purpose and will provide adequate residential amenity, both to members of the travelling community and to members of the settled community, proposed sites for Travellers should meet the following criteria:

- (i) The site, on account of its scale and / or location, would not dominate the nearest settled community in such a way that the prospect of peaceful and integrated co-existence between the site and the local settled community would be undermined;
- (ii) The use of this site as a Traveller site would not place undue pressure on local infrastructure, services and roads;
- (iii) The site is within 1 kilometre (10 minutes walk) of a bus route or other public transport facility, and / or it is possible to access from the site by means other than private motor vehicle:
 - an appropriate health facility
 - education facilities, in particular a primary school
 - employment opportunities
 - shops
 - other necessary services;
- (iv) The site is sufficiently far from any refuse site, industrial process, electricity pylons, other hazardous place, or any other process, land use or environmental issue (e.g. flyover, motorway), for there to be no unacceptable impact on residents of the site;
- (v) The site is not subject to any contaminated land issues;
- (vi) The site is not subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development;
- (vii) The site is not within, adjacent to, or close to (such that it would adversely affect) any area of land subject to an historic environment, historic landscape, or nature conservation designation;
- (viii) It is possible to achieve visual and acoustic privacy on the site without any unacceptable visual impact on the site's surroundings;
- (ix) The site is accessible by a public highway of an appropriate standard;

- (x) Either the site has mains water, drainage and electricity, or else these services could readily be provided and satisfactory drainage achieved;
- (xi) The site is not within the Green Belt;
- (xii) The site is not within an area at risk of flooding;
- (xiii) The site is stable and is not sloping to any great extent.
- (xiv) The site can accommodate between 3 and 15 pitches.

In the case of transit sites, these should be accessible to the M58, or to the strategic highway network.

Justification

Broad Locations

3.2 Policy GT1 is intended to direct Traveller development to areas where there is a need for such accommodation, as demonstrated by robust evidence. As a first recourse, the Council will rely on the findings of the most up-to-date Gypsy and Traveller Accommodation Assessment (GTAA) covering West Lancashire⁶. Any planning application that departs from the findings of the most up-to-date GTAA will require to be backed up by robust evidence justifying this departure, either an unequivocal demonstration of need in a different area, or a clear demonstration that no sites are realistically available within the GTAA-identified areas of Traveller need.

- 3.3 In the light of the findings of the 2014 Merseyside and West Lancashire GTAA⁷:
- Permanent sites should be located in, or as close as reasonably possible to the settlements of Skelmersdale, Scarisbrick or Banks;
 - Transit sites should be located along the M58 corridor;
 - Land for Travelling Showpeople should be located within the Burscough area.

3.4 For the purposes of this policy, the M58 corridor is defined as land within 2.4km (equivalent to three minutes drive time at 30mph) of any M58 junction via a classified road (i.e. A or B road).

Criteria

3.5 The criteria in Policy GT1 above are based on national policy, as set out in the government's National Planning Policy Framework (NPPF; March 2012), and Planning Policy for Traveller Sites (PPTS; March 2012)⁸ documents, and on the advice contained in the government's Designing Gypsy and Traveller Sites Good Practice Guide (May 2008), tailored to the individual circumstances of West Lancashire.

3.6 Policy GT1 is intended to ensure that if a site is granted permission for Traveller development, its development maintains a suitable quality of life, both for residents of the site in question, and for those living or working in the vicinity of the

⁶ The most up-to-date GTAA covering West Lancashire is the Merseyside and West Lancashire GTAA 2014 (currently at final draft stage, and thus in theory could be subject to minor amendments; it is expected to be finalised by the time of the Options / Preferred Options consultation period). It is expected that GTAAs will be updated approximately every five years.

⁷ At the time of writing this policy, the GTAA is currently in draft form, and thus may be subject to change. Any necessary changes relating to need will be made in subsequent versions of Policy GT1 as the preparation of this DPD progresses.

⁸ PPTS requires *inter alia* that a criteria based policy should be set out within Local Plans.

site. These sites should have reasonable access to facilities and services, and should not cause an adverse impact on neighbouring residents or land uses.

3.7 The criteria set out in Policy GT1 are similar to the criteria used in the assessment of potential Traveller sites as set out in Chapter 4 of this DPD. Chapter 4 provides more specific detail as to the source of each site assessment criterion, and much of the material in that chapter is applicable to Policy GT1.

3.8 Criteria (i), (ii), (vi), (vii) and (viii) seek to ensure that Traveller sites integrate as far as is reasonably possible with the local settled community, and with the surrounding natural and built environment.

3.9 In terms of criterion (iii), whilst it is recognised that Travellers, by definition, are most likely to have ready access to motor vehicles, it is preferable, in terms of sustainable development, that Travellers also have the opportunity to access local services by sustainable modes of transport, such as walking, cycling, and public transport.

3.10 Criteria (iv), (v), (vi), (viii), (ix), (xii) and (xiii) are intended to protect the occupants of sites from unacceptable adverse living conditions, and to protect those living near to sites from possible adverse impacts of Traveller site development. These criteria do not necessarily rule out development if a site is subject to the particular issues specified in the criteria, especially if existing residential development or other authorised Traveller development is located equally close to any such uses, or is subject to similar topographical constraints. Furthermore, there may in cases be scope for mitigation measures, in order to ensure that the impact from any such uses is minimised to an acceptable level, in which case proposals may be judged as being in line with the relevant criterion / criteria.

3.11 With regard to the screening of sites (criterion (viii)), careful attention should be paid to the nature of screening and how it relates to the character of the surrounding area. Close board and other fencing, or evergreen landscape planting may be appropriate in some areas, but not in others. Sites on elevated or sloping ground are likely to be more difficult to screen appropriately. For sites adjacent to developed areas, an acceptable balance needs to be struck taking into account the privacy of occupants and neighbours, the visual impact of screening (if it needs to be greater in height than on a more isolated site), and the general urban design principle of natural surveillance.

3.12 Ensuring adequate highways access to Traveller sites is important. Whilst on a day-to-day basis, the sites are likely to be used by cars, vans and small lorries, there are also likely to be regular movements of touring caravans, and occasional movements of larger static caravans. For Travelling Showpeople, sites are likely to be regularly accessed by articulated lorries and / or heavy goods vehicles carrying fairground rides. The 2008 Good Practice Guide advises that access onto Traveller sites should be readily achievable by regular or potential visitors to the site, including the emergency services. Similarly, easy movement through, or manoeuvres within, the site should be possible for typical Traveller vehicles, and the safety of [pedestrian] site occupants, including children, is an important consideration.

3.13 Traveller site development is by definition inappropriate in the Green Belt, and PPTS (paragraph 14) requires that very special circumstances be demonstrated in order for Traveller sites in the Green Belt to be judged acceptable. The Ministerial

Statement adds that unmet need for Traveller accommodation does not on its own constitute very special circumstances.

3.14 With regard to criterion (xii), caravans are defined in the NPPF Technical Guidance, published alongside the NPPF in March 2012 (Table 2, page 6), as highly vulnerable development. Table 3 (page 8) states that highly vulnerable development should not be permitted on sites within Flood Zone 3. If a site is in Flood Zone 2, the site must be demonstrated to meet the “Exceptions Test”. Furthermore, Policy GN5 of the West Lancashire Local Plan 2012-2027 requires that a sequential test be satisfied where development is proposed in flood risk areas.

3.15 The Good Practice Guide states that sites should consist of a maximum of 15 pitches unless there is clear evidence that a larger site is preferred by the Gypsy and Traveller Community.

Options and Preferred Options Consultation Question 1

Policy GT1

Is Policy GT1 sufficiently consistent with national policy, whilst reflecting local circumstances?

What amendments, if any, should be made to the criteria in Policy GT1?

(Please provide a reasoned justification for any proposed amendments to the policy.)

Do you have any other comments on Policy GT1?

4. Criteria for Site Assessment

4.1 The following 19 criteria have been used in assessing the candidate Traveller sites. These criteria are based on national policy, as set out in the National Planning Policy Framework, and Planning Policy for Traveller Sites documents, and also on the advice contained in the government's Designing Gypsy and Traveller Sites Good Practice Guide (May 2008). Where appropriate, the criteria have been tailored to the particular circumstances of West Lancashire. Minor additions have been made to the criteria following feedback from Natural England in the initial Regulation 18 "Scoping" consultation carried out in September / October 2013 (see paragraphs 1.25-1.27 above). The criteria are broadly similar to those used in Policy GT1 (see Chapter 3 above), and are as follows:

1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?
2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?
3. Accessibility:
Is the site within 1km of a bus route or other public transport facility?
Is it possible to easily access:
 - an appropriate health facility
 - education
 - employment
 - shops
 - other necessary services?
4. Is the site near to a refuse site (within 200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to (i.e. within 25m of) the carriageway of any flyover or motorway, or any operational railway line? Could satisfactory mitigation realistically be achieved?
5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?
6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?
7. Is the site in, adjacent to (i.e. within 25m of), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?

Suitability

8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?

10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?
11. Is the site in the Green Belt?
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?
13. Can the site accommodate between 3 and 15 pitches / yards?

Availability

14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?

Achievability

16. Are there any significant physical constraints to the site's development as a Traveller site?
17. Are there any land stability issues?
18. Is the site sloping to any great extent?
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?

Derivation of Site Assessment Criteria

- 4.2 The process by which the 19 criteria were arrived at is outlined below. Firstly, the specific policy requirements of PPTS and the site design / layout recommendations in the Good Practice Guide were listed individually, then grouped into the following topic areas:
 - a) Sustainability (i.e. economic, social and environmental sustainability⁹) – for example, how easy it is to access education or health services from the site;
 - b) Suitability – for example, whether highway access to the site is adequate;
 - c) Availability;
 - d) Achievability – for example, whether there are any significant physical constraints to the site's possible development.
- 4.3 Where necessary, minor adjustments were made to the national criteria (e.g. to specify the Council's understanding of the word "near"). A small number of additional criteria were added, based primarily on the site assessments used in the Council's Strategic Housing Land Availability Assessment (SHLAA). One amendment to criterion (vii) was added following comments made on the "scope" of the Traveller sites DPD received from Natural England as part of the Regulation 18 consultation.

⁹ Paragraph 7 of the National Planning Policy Framework states that there are three dimensions to sustainable development: economic, social and environmental.

4.4 For the reasons set out in the table below, a small number of the requirements / recommendations from the national documents were not used directly as site assessment criteria, primarily because they were too ‘generic’.

Table 4.1 Analysis of site assessment criteria from national policy

Criterion	Source	Comments	Final criterion number
Suitability			
Is the site economically / socially / environmentally sustainable?	PPTS* para. 11	On its own, this criterion is not specific enough to use as a site selection criterion – instead it should be used as a general heading for a set of more specific criteria.	(Not used in this format)
Can this site provide a settled base that reduces the need for: (i) long-distance travelling, and (ii) possible environmental damage caused by unauthorised encampment?	PPTS 11(d)	PPTS 11(d) is generic. The whole point of delivering any permanent or transit site is “to provide a settled base that reduces the need for long distance travelling and possible environmental damage caused by unauthorised encampment”. Rather than using this criterion, more specific sub-criteria should be used to make an informed judgement on this question.	(Not used in this format)
Social sustainability criteria			
Is this site situated such that it can promote peaceful and integrated co-existence between the site and the local community?	PPTS 11(a)	Subjective question; this criterion (as with others) requires a comments box for elaboration.	1
Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site’s surroundings?	GPG** para. 3.5	This needs careful judgment – most sites can be adequately screened by landscaping given enough time; one needs to consider how to screen sites appropriately in the short term.	8
Would the use of this site as a Traveller site place undue pressure on local infrastructure and services?	PPTS 11(f)	It will be necessary to provide a comments box to explain how “undue pressure” is understood. Note that separate criteria below relate to water supply and drainage, so the “local infrastructure” referred to by this criterion will relate primarily to social infrastructure, roads and services.	2
Would this site, on account of its scale, dominate the nearest settled community?	PPTS 12	This is a subjective question and will need to be applied consistently between sites.	1
Environmental / economic sustainability criteria			
Can adequate access onto and from the site be achieved?	GPG §4	Also an achievability criterion. Travelling Showpeople yards are likely to need a higher standard of access than Gypsy and Traveller sites.	9

Criterion	Source	Comments	Final criterion number
Is it possible for emergency vehicles to access the site?	GPG 4.24-29	Possibly also a social sustainability question, but worth combining with other access criteria.	9
Is the site near to a bus route, shops and school?	GPG 3.4 (C01/06)	This is based on Circular 01/2006, quoted in the GPG. Circular 01/2006 also refers to means of access, availability of transport modes and distances from services. “Near” needs to be quantified using a specific distance / walking time. Railway stations and other public transport facilities should also be taken into account.	3
Is it possible to easily access appropriate health services from the site?	PPTS 11(b) / GPG 3.1	This is vague; either it needs some measure of distance, or else should be linked to the above “proximity to public transport facilities” criterion.	3
Is it possible to easily access education facilities / employment / other services and facilities?	PPTS 11(c) / GPG 3.1	As above, either this needs a measure, or should be linked to the proximity to public transport criterion. In terms of education, priority should be given to primary schools (journeys to secondary schools generally tend to be longer for the settled community).	3
Does the site have mains water and electricity, or could these services be provided?	GPG 3.13		10
Does the site have mains drainage and sanitation, or could satisfactory drainage be readily achieved?	GPG 3.13		10
Is the site adjacent or near to a refuse site, industrial process, electricity pylons or other hazardous place?	GPG 3.3 / 3.17	It is necessary to define “near”. The negative impacts from refuse sites arise primarily from noise (vehicle movements), odours and potential leaching; a distance of 200m has been chosen as a ‘threshold’ (there is no specific national policy on such distances). From industrial processes, the primary impacts are likely to be noise (machinery / vehicles), emissions, and visual intrusion. A similar threshold of 200m has been chosen for Traveller site assessment. The primary impacts of electricity pylons comprise magnetic fields; a lesser, secondary, impact is visual intrusion. A lower threshold of 100m is considered appropriate for pylons. For “other hazardous place”, as the particular hazards are not specified, a similar threshold to refuse sites and industrial processes is proposed. The possibility of mitigation needs to be taken into account, and also whether other residential uses (recent, or long-established) in the vicinity are subject to	4

Criterion	Source	Comments	Final criterion number
		the same issues.	
Is the site on contaminated land?	GPG 3.16	The possibility of mitigation needs to be taken into account.	5
Is the site adjacent to a main road, flyover, or railway line?	GPG 3.18	The possibility of mitigation needs to be taken into account, and also whether other residential uses in the vicinity are subject to the same issues. However, one must also take into account the lessened capacity of caravans to be insulated against noise.	4
Is the site subject to any other environmental issues that would impact on residents of the site?	PPTS 11(e)	This is a generic criterion – can be added after the above specific considerations from GPG 3.13 / 3.16-18. The possibility of mitigation needs to be taken into account.	4
Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development?	PPTS 11(e)	PPTS does not define what these might be.	6
Is the site in the Green Belt?	PPTS 14	PPTS paragraph 15 allows for Green Belt boundaries to be altered in exceptional circumstances, through the development plan process.	11
Is the site in Flood Zone 2 or 3?	PPTS 11(g)	Further guidance on the implications of being in these Flood Zones is provided in the NPPF Technical Guidance.	12
If the site is in Flood Zone 2, can the site be demonstrated to meet the "Exceptions Test", and can satisfactory mitigation be achieved?	GPG 3.21-3.23	This criterion "qualifies" the above – being in Flood Zone 2 does not necessarily rule out development.	12
Is the site in an area of land subject to any historic environment or landscape designation?	WLBC***	e.g. Area of Landscape History Importance, Conservation Area, potential to affect the setting of a Listed Building.	7
Is the site subject to, or near to land subject to, a nature conservation designation?	Natural England	This criterion was added following comments from Natural England in the Regulation 18 "Scoping" consultation.	7
Can the site accommodate between 3 and 15 pitches / yards?	GPG 4.7-8		13
Availability			
Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	WLBC (based on the process used in SHLAA site assessment)		14
Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	PPTS 9 (footnote 7/ 8)		15
Achievability			
Are there any significant	WLBC	The SHLAA "Call for Sites" form cited a	16

Criterion	Source	Comments	Final criterion number
physical constraints to the site's development as a Traveller site?	(based on SHLAA work)	number of constraints; all but one of these (access to telecommunications - which is not considered vital given mobile phone prevalence) are covered by other criteria in this table.	
Are there any land stability issues?	WLBC	Ground conditions are mentioned in GPG paragraph 3.4 (a quote from Circular 01/2006).	17
Is the site sloping to any great extent?	GPG 3.19		18
Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	WLBC (based on SHLAA work)		19

* Planning Policy for Traveller Sites (CLG, March 2012)

** Designing Gypsy and Traveller Sites Good Practice Guide (May 2008)

*** West Lancashire Borough Council

Options and Preferred Options Consultation Question 2

Criteria for Site Selection

Are the criteria for site selection sufficiently consistent with national policy, whilst reflecting local circumstances?

What amendments, if any, should be made to the criteria?

(Please provide a reasoned justification for any proposed amendments to the criteria.)

Do you have any other comments on the criteria for site selection?

5. Potential Traveller Sites

Site Assembly Process

5.1 Chapter 1 above sets out the general process whereby the Council has sought to collate a set of potential sites to meet Traveller accommodation needs in the Borough to 2027, namely through consideration of sites with recent Traveller-related planning history, a Call for Sites, letters to owners of SHLAA sites, and more locationally-specific searches for sites in areas where the GTAA has highlighted a specific need. The following paragraphs set out in more detail the procedures used to identify additional potential Traveller sites in specific areas, in order to meet locally-arising needs. The full list of sites assessed, and site location maps, are provided in Chapter 5 and Appendix 1 respectively.

5.2 Given patterns of Traveller encampments in West Lancashire over recent years (both authorised and unauthorised), and the various local connections of Travellers currently residing in West Lancashire, the general locations of need in West Lancashire are concluded to be as follows:

- The Banks, Scarisbrick and Skelmersdale areas for permanent Gypsy and Traveller sites;
- The M58 corridor and Skelmersdale area for transit sites;
- The Burscough area for Travelling Showpeople sites.

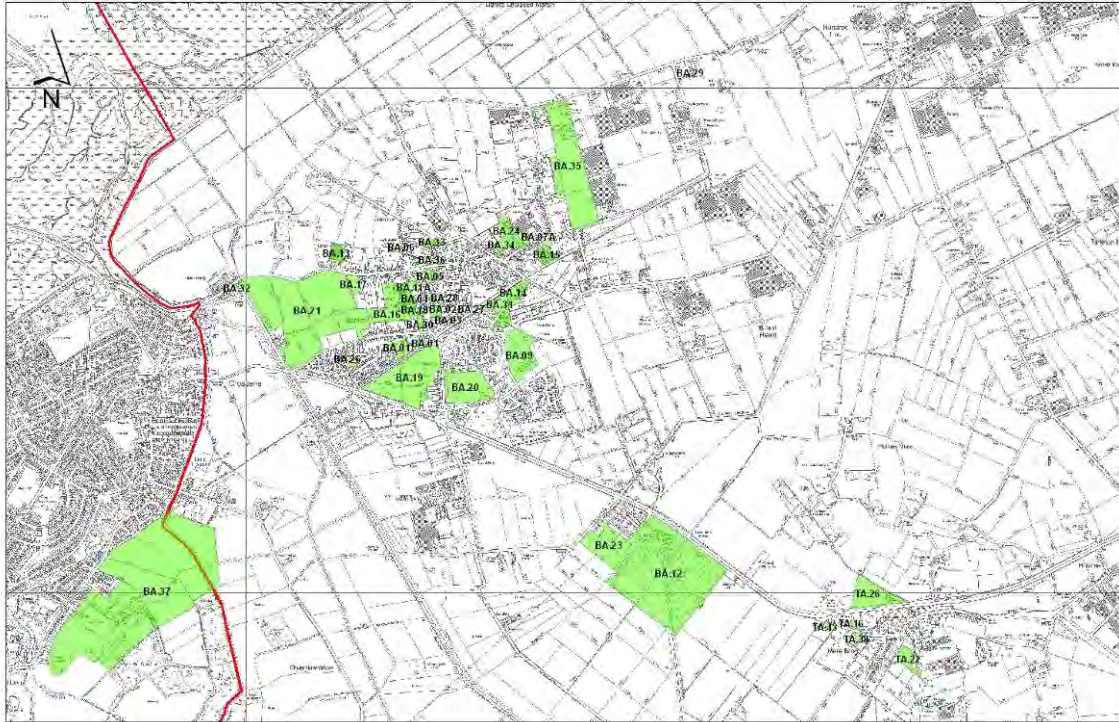
The Banks area

5.3 The initial site search process yielded four sites in Banks, three of the sites known to the Council's Planning Division by virtue of recent planning applications and / or enforcement action (two sites at Aveling Drive, one site at Sugar Stubbs Lane), and one site contained in the SHLAA (Hoole Lane), whose owner expressed a willingness for the site to be considered as a potential Traveller site.

5.4 Much of the land in the Banks area is in Flood Zone 3; national policy states that caravans should not be permitted in such locations. Of the four Banks sites, only one is not in Flood Zone 3, and this site was not considered sufficiently large to meet all accommodation needs in Banks. It was thus considered necessary to extend the site search further to identify any other potential sites. The starting point for this search was SHLAA sites in non-flood risk areas whose owners had not expressly informed the Council that they were unwilling for the site to be considered as potential Traveller sites¹⁰, initially in, or within 1km of Banks village, and subsequently further afield. Figure 5.1 below shows the location of SHLAA sites in the Banks area.

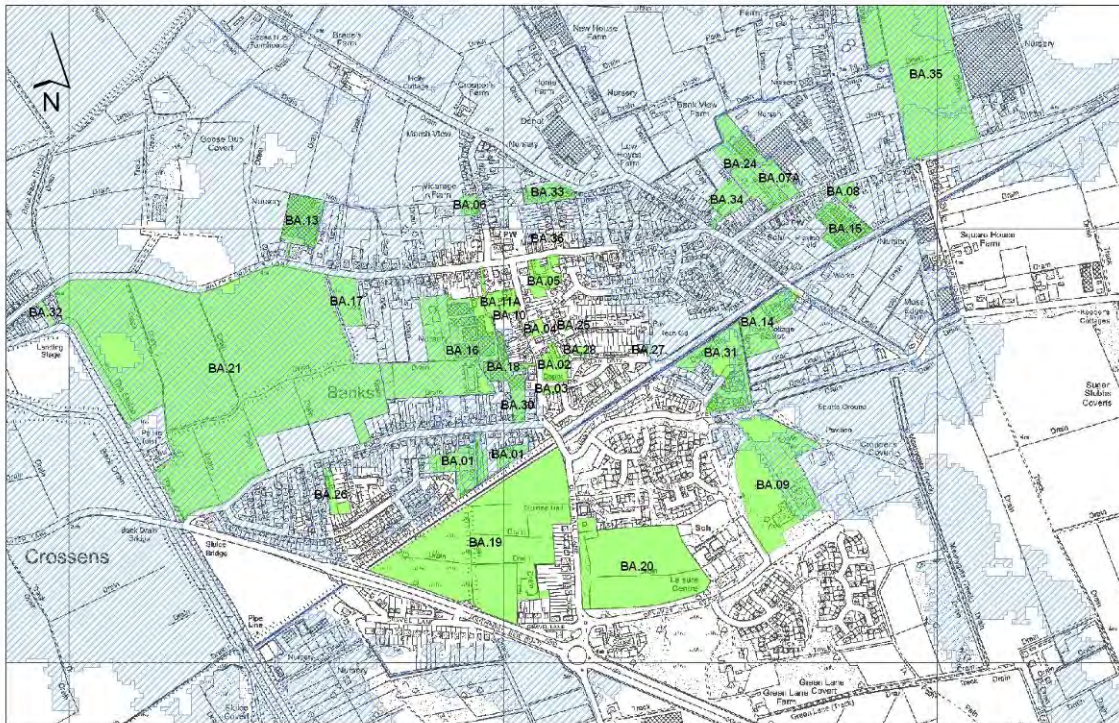
¹⁰ As highlighted in Chapter 1, letters were sent to all known owners of SHLAA sites, asking whether they were willing to consider the possibility of their site being allocated as a Traveller site. Some owners replied, confirming whether or not they were willing for their sites to be considered as potential Traveller sites. For those sites where no response was received, the Council is currently unsure of the owners' intentions. It is these sites that have been considered as a 'first port of call' in area-based searches for additional sites to those identified in the initial site assembly process.

Figure 5.1 SHLAA sites in the Banks area



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Figure 5.2 SHLAA sites and Flood Zone 3 in Banks



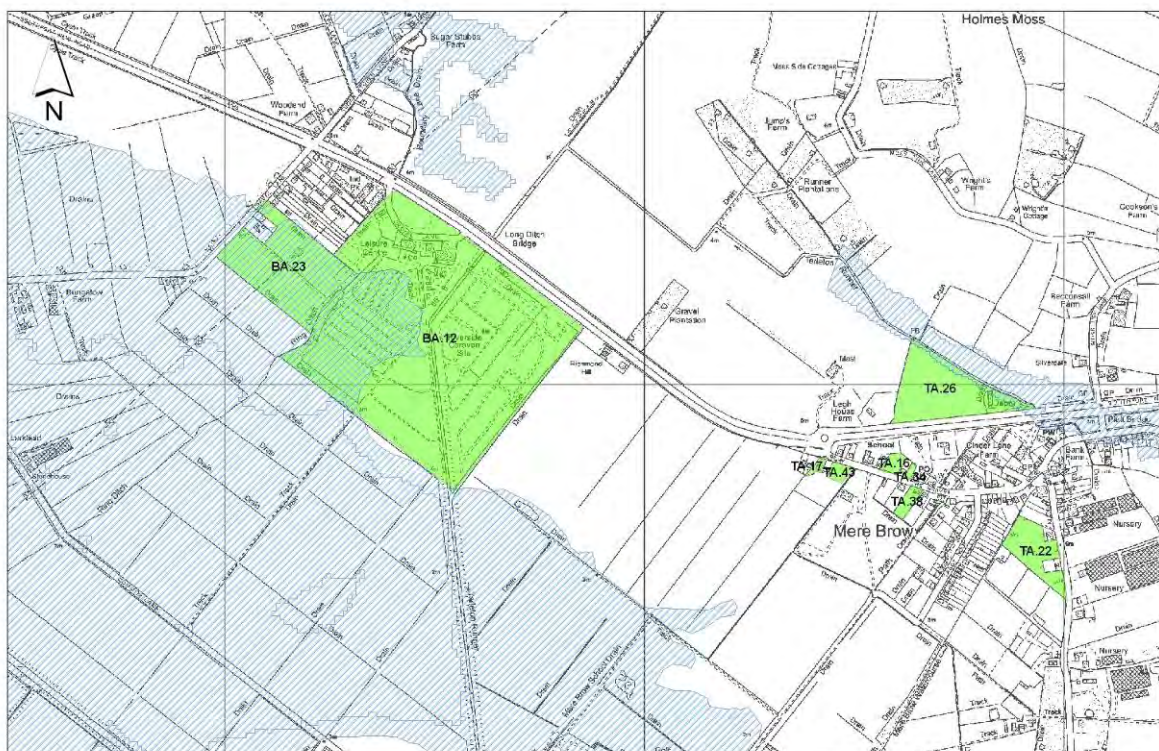
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5.5 Figure 5.1 shows that the three most substantial pieces of undeveloped land not in Flood Zone 3 are sites BA.19, BA.20 and part of BA.09. However, sites BA.09 and BA.20 have planning permission for residential development (subject to a Section 106 Agreement in the case of site BA.09), and the owners of site BA.19 have informed

the Council that they are not willing for the site to be considered as a Traveller site. The smaller sites within the built-up area of Banks were not considered suitable locations for potential Traveller sites for a number of reasons including existing buildings and uses on site, site size, access, and / or neighbouring land uses.

5.6 In the light of a lack of suitable sites within, or within 1km of Banks, the area of search was expanded eastwards and southwards (west of Banks is Sefton Borough; north of Banks is the River Ribble Estuary), looking for SHLAA sites with easy access to the A565 road. Figure 5.2 below shows SHLAA sites and areas within Flood Zone 3 to the south east of Banks.

Figure 2 SHLAA sites and Flood Zone 3 areas south / east of Banks



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5.7 Of the sites in Figure 2 above, site BA.23 is in Flood Zone 3, site BA.12 is an existing permanent caravan park (Riverside), and the owner of site TA.22 has not expressed support for the site being considered as a Traveller site. However, site TA.26, part of which was a former depot, and which is adjacent to the A565, was considered a possible ‘candidate’ Traveller site, and was consequently added to the list of potential sites. TA.26 is in two ownerships; the owners of the larger western part of the site have indicated that they are not willing for the land to be a Traveller site, and thus only the eastern triangle of land is the area under consideration as a potential site, with a correspondingly reduced capacity.

Scarisbrick

5.8 Within Scarisbrick, the site search process yielded four sites. Three sites are known to the Council by virtue of their history. Two of these (High Brow Farm, Pool Hey Lane, and land at 1-3 Southport Road, Kew) have been subject to unauthorised Traveller encampments in the past; the other (Pool Hey Caravan Park) is a longstanding unauthorised site. In addition, one site (land rear of 281 Smithy Lane)

was submitted to the Council in the September 2013 call for sites exercise. Unlike Banks, none of the Scarisbrick sites are within Flood Zone 3, and thus an area-based search for additional sites was not considered necessary.

Skelmersdale area

5.9 Within the Skelmersdale area, the initial site search process yielded two sites. One site (White Moss Road South (B)) is known to the Council as it has been subject to a planning application made by Travellers; the other site (White Moss Road South (A)) was brought to the Council's attention during the call for sites exercise as a possible Travelling Showpeople site. In addition, the site at the former Bickerstaffe Colliery was discussed at the West Lancashire Local Plan examination hearings as a potential site¹¹.

5.10 Whilst none of the above sites were in areas of flood risk, given the historic need for Traveller accommodation in the Skelmersdale area, a search was made for additional potential sites. However, despite the size of the settlement of Skelmersdale, there are a number of topographical and other constraints in and around the settlement that limit the area of search for further development sites, for example nature conservation sites, Beacon Country Park, areas of landscape history of regional importance, an ethylene pipeline, a railway cutting, and areas of Green Belt that form a narrow "strategic gap" between Skelmersdale / Up Holland and Orrell / Tontine.

5.11 In terms of transit sites, whilst there have been a number of unauthorised roadside encampments over recent years in Skelmersdale, primarily on the Pimbo and Gillibrands Industrial Estates, it was not considered appropriate to include the locations of these unauthorised encampments as potential sites, given their inherent unsuitability for Traveller accommodation.

5.12 In the light of the above constraints, the area of search was narrowed down to the M58 corridor, defined in paragraph 3.4 above as land within 2.4km (equivalent to three minutes drive time at 30mph) of any M58 junction via a classified road (i.e. A or B road). One further potential site was identified (White Moss Road South (C)), located adjacent to the White Moss Road South (B) site, south of the M58.

Burscough

5.13 The need for a site for Travelling Showpeople exists in Burscough, given the connections of local Showpeople to this village, and thus the area of search for a Travelling Showpeople site was limited to land within or adjoining the settlement of Burscough. The Call for Sites exercise yielded one site, and a second site was brought to the attention of the Council during the Call for Sites period, neither of these sites being subject to flood risk issues.

¹¹ See document Ref EX.238 on the Council's website at http://www.westlancs.gov.uk/planning/planning_policy/the_local_plan/the_local_plan_2012-2027/local_plan_preparation_stages/stage_4_-_submission_and_exami/documents_submitted_during_t-1.aspx

Candidate Traveller Sites

5.14 A total of 20 sites were identified as potential candidate Traveller sites, following the site assembly process set out in of this document. The 20 sites, and the sources of their identification, are set out in Table 5.1.

Table 5.1 Candidate Traveller Sites.

Site	Source
1. Mosslands Stables, Aveling Drive ('Aveling Drive A'), Banks	Site with planning application pending consideration.
2. Land west of Mosslands, Aveling Drive ('Aveling Drive B'), Banks	Site with planning appeal pending decision (in the hands of the Secretary of State).
3. Land rear of 'The Poppys' (<i>sic</i>), Sugar Stubbs Lane, Banks	Site with planning permission for one caravan; more recent planning application pending consideration.
4. Land west of Hoole Lane, Banks	SHLAA site; owner indicated a willingness for the site to be considered as a Traveller site.
5. Land west of Ringtail Road, Burscough	Site submitted in the September 2013 Call for Sites exercise.
6. Land west of The Quays, Burscough	Established Travelling Showpeople site with planning permission.
7. Land west of Tollgate Road, Burscough	Site suggested by a member of the travelling community.
8. Pool Hey Lane 'Caravan Park', Scarisbrick	Site with longstanding planning history, also submitted in the Call for Sites exercise.
9. High Brow Farm, Pool Hey Lane, Scarisbrick	Site with previous enforcement action relating to unauthorised occupation by Travellers.
10. Land at 1-3 Southport Road, Kew, Southport	Site with previous issues relating to unauthorised occupation by Travellers.
11. Land to the rear of 281 Smithy Lane, Scarisbrick	Site submitted in the Call for Sites exercise.
12. Former depot, Mere Brow	Site identified as a possible candidate site by WLBC officers undertaking an area-based site search (Banks area).
13. White Moss Road South (A), Skelmersdale	Site brought to the Council's attention by a member of the travelling community.
14. White Moss Road South (B), Skelmersdale	Site with planning permission recently granted (December 2013) for Traveller-related development (stables).
15. White Moss Road South (C), Skelmersdale	Site identified by WLBC officers, adjacent to above site.
16. Blackacre Lane, Ormskirk	Site submitted in Call for Sites.
17. Land south of Butcher's Lane, Aughton	SHLAA site; owner indicated a willingness for the site to be considered as a Traveller site.
18. Land east of Brookfield Lane, Aughton	SHLAA site; owner indicated a willingness for the site to be considered as a Traveller site.
19. Land east of Middlewood Drive, Aughton	SHLAA site; owner indicated a willingness for the site to be considered as a Traveller site.
20. Bickerstaffe Colliery, Bickerstaffe	Site previously identified by WLBC officers on account of its proximity to M58 Junction 3.

5.15 The full site assessment tables for the 20 candidate sites are set out in Appendix 1. Maps showing the locations of the 20 sites are provided in Figures 6.1-6.6 below, and in Appendix 1.

Potential Site Uses and Capacities

5.16 Table 5.2 below shows what types of Traveller accommodation the 20 sites have been considered for, and their indicative capacities. Please note that these are indicative figures, based on an initial assessment of each site (using *inter alia* aerial photographs, information gleaned from site visits, consideration of the potential of site accesses to cope with vehicle numbers, and possible site constraints, e.g. flood risk areas, neighbouring uses), rather than a detailed study of different potential site layouts, plot sizes, and vehicle turning distances, etc.

5.17 The potential type of Traveller uses for each site have come from site submission forms (SHLAA / Call for Sites), or from current uses of the sites. For other sites, where this information is not available, potential uses have been determined from Council officers' judgement of sites' suitability for different uses. For example, transit or Travelling Showpeople sites are not being considered in areas where the GTAA does not indicate that there is a need for such accommodation.

5.18 The maximum indicative number of pitches per site has been limited to 15, based on advice in the government's Designing Gypsy and Traveller Sites: Good Practice Guide (May 2008).

Table 5.2 Potential site uses and capacities

Site	Potential accommodation* (GT / TS / Tr / All)	Indicative capacity
1. Mosslands Stables, Aveling Drive ('Aveling Drive A'), Banks	GT only	Planning application for 8 caravans; assuming 2 caravans per pitch, this equates to 4 pitches
2. Land west of Mosslands, Aveling Drive ('Aveling Drive B'), Banks	GT only	Current appeal over one pitch; in theory, capacity may exist for one further pitch on site.
3. Land rear of 'The Poppys' (<i>sic</i>), Sugar Stubbs Lane, Banks	GT only	Existing authorised caravan on site; 3 pitches maximum within current site boundary.
4. Land west of Hoole Lane, Banks	All	7-8 pitches
5. Land west of Ringtail Road, Burscough	TS only	Sufficiently large to store Travelling Showpeople equipment to meet stated GTAA need (i.e. one yard; one residential plot).
6. Land west of The Quays, Burscough	TS only	10 plots (current permission)
7. Land west of Tollgate Road, Burscough	TS only	Sufficiently large to store Travelling Showpeople equipment to meet stated GTAA need (i.e. one yard; one residential plot).
8. Pool Hey Lane 'Caravan Park',	GT only	Maximum 6 pitches within

Site	Potential accommodation* (GT / TS / Tr / All)	Indicative capacity
Scarisbrick		current site boundary.
9. High Brow Farm, Pool Hey Lane, Scarisbrick	GT only	5-6 pitches
10. Land at 1-3 Southport Road, Kew, Southport	GT only	4 pitches
11. Land to the rear of 281 Smithy Lane, Scarisbrick	All	6 pitches
12. Former depot, Mere Brow	GT only	1-2 pitches
13. White Moss Road South (A), Skelmersdale	Tr only	15 transit pitches
14. White Moss Road South (B), Skelmersdale	GT / Tr	15 pitches
15. White Moss Road South (C), Skelmersdale	GT / Tr	15 pitches
16. Blackacre Lane, Ormskirk	All	15 pitches
17. Land south of Butcher's Lane, Aughton	GT only	3-4 pitches
18. Land east of Brookfield Lane, Aughton	GT only	8 pitches
19. Land east of Middlewood Drive, Aughton	GT only	15 pitches
20. Bickerstaffe Colliery, Bickerstaffe	GT / Tr	15 pitches

* GT = Permanent Gypsy / Traveller site
 TS = Travelling Showpeople site
 Tr = Transit site

Options and Preferred Options Consultation Question 3

Proposed Candidate Traveller Sites

Do you have any comments about the list of proposed candidate Traveller sites?

Are there any other sites that should be added to this list?

(Please provide a reasoned justification for any proposed additions to the list of candidate sites. Where possible, please provide details of ownership, availability, physical constraints, and any other relevant information that would help the site assessment process.)

Draft

6. Preferred Options to Meet Traveller Accommodation Needs

Assessment of Candidate Traveller Sites

6.1 The 20 sites set out in Tables 5.1 and 5.2 above constitute West Lancashire Borough Council's "Options" for meeting the need for Traveller accommodation in this Borough. Appendix 1 contains the full assessment of each site against the criteria set out in Chapter 4 above.

Options and Preferred Options Consultation Question 4

Assessment of Candidate Traveller Sites

Is the assessment of the candidate Traveller sites correct?

Are there any factual errors that need to be corrected, or are there any other amendments that should be made to the site assessments in Appendix 1?

(Where possible, please provide clear evidence to back up any suggested changes to site assessments.)

Preferred Options

6.2 In the light of the site assessments set out in Appendix 1, the locations and scale of Traveller accommodation need across West Lancashire, and the proposed uses and indicative capacities of the different candidate sites (Table 5.2), the Council's Preferred Options to meet Traveller accommodation needs are set out below. In arriving at the Preferred Options, the Council has considered the merits of six alternative approaches, of which five have been discounted for the reasons set out in the Alternative Options section (paragraph 6.4 onwards). However, at this Options / Preferred Options stage of the preparation of this DPD, the Council is open to further evidence as to the suitability and / or deliverability of the sites considered, and open to suggestions of alternative sites not included in the list above. If alternative sites are suggested, the Council will expect evidence to be submitted concerning the ownership, capacity and deliverability of the given sites.

Preferred Options to Meet Traveller Accommodation Needs

(a) Permanent Gypsy and Traveller Accommodation

The draft GTAA states a need of 14 pitches to 2018, and 20 pitches in total to 2028, in the Banks / Scarisbrick / Skelmersdale area.

The preferred sites are:

- | | | |
|-------|--|------------|
| (i) | Site 3: Sugar Stubbs Lane, Banks | 3 pitches |
| (ii) | Site 8: Pool Hey Caravan Park, Scarisbrick | 6 pitches |
| (iii) | Site 14: White Moss Road South (B), Skelmersdale | 11 pitches |

The reasoning for the choice of the above three sites as Preferred Option sites is as follows:

(i) Site 3: Sugar Stubbs Lane, Banks

This site is within an area of identified need (Banks); it is not in Flood Zone 3; it is considered to have adequate highways access; it is within walking distance of bus stops; it is not considered to have an unacceptable impact on neighbouring properties; it is reasonably well-screened, and is in the ownership of Travellers.

(ii) Site 8: Pool Hey Caravan Park, Scarisbrick

This site is within an area of identified need (Scarisbrick); it is in the possession of Travellers; whilst unauthorised, it has been in place almost 20 years and the Council is not aware of any significant issues between the site occupants and the local community; it is reasonably well-screened and its impact is not considered unacceptable.

(iii) Site 14: White Moss Road South (B), Skelmersdale

This site is within an area of identified need (Skelmersdale); it is in the possession of Travellers; it is close to a major settlement (but also detached from it, physically separated by the M58 motorway).

(b) Transit Site

The draft GTAA states a need of 4 pitches on one site in the Skelmersdale area or M58 corridor.

The preferred site is:

Site 14: White Moss Road South (B), Skelmersdale

This site is within an area of identified need (Skelmersdale); it is in the possession of Travellers; it has reasonably good access to the M58 motorway along White Moss Road South. The site is considered to have adequate capacity for 11 permanent pitches and 4 transit pitches.

(c) Travelling Showpeople Site

To meet the GTAA-identified need of one site for Travelling Showpeople in the Burscough area, incorporating space for storage of equipment and at least one residential plot, the site assembly process described above yielded just two potential candidate sites, both adjacent to Burscough Industrial Estate:

i) Land at Ringtail Road / Plantation Road;

ii) Land west of Tollgate Road.

Following assessment of the above two sites, in planning policy terms the Tollgate Road site is considered the more suitable site. However, it has not been possible to make contact with the owner of this site (the land is unregistered), and thus there is at present no certainty over its deliverability. In contrast, the owner of the land at Ringtail Road / Plantation Road submitted the site during the September 2013 Call for Sites exercise, and has expressed a willingness for the site to be considered as a Travelling Showpeople site. As a result, neither site is being treated as a 'preferred' site at present, but comments are invited on both sites.

In addition, Site 6 (Land west of The Quays, Burscough) is currently authorised for 10 plots. These 10 plots do not contribute towards the outstanding need for Travelling Showpeople accommodation in Burscough. The labelling of Site 6 as a preferred site does not thus represent a potential new site allocation, but reflects the position “on the ground”.

Whilst it is accepted that there are issues with all of the above sites, the issues overall are considered less significant than other candidate sites. In terms of the sites’ location within the Green Belt, whilst this is less desirable than non-Green Belt locations in policy terms, the fact is only two of the 20 candidate sites are wholly outside the Green Belt. Of these two sites, one is a current Travelling Showpeople site and the other is in Flood Zone 3, upon which caravans are not permissible under national policy.

6.3 Figures 6.1 – 6.6 below show the locations of all sites considered as potential Traveller sites, including the Preferred Options for Traveller sites (outlined in red).

Figure 6.1 Candidate Traveller sites in Banks village

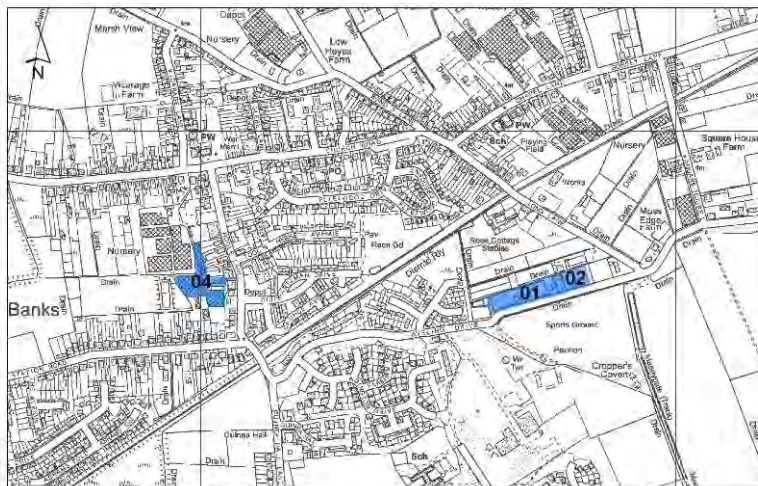


Figure 6.2 Candidate and Preferred Traveller Sites East of Banks Village

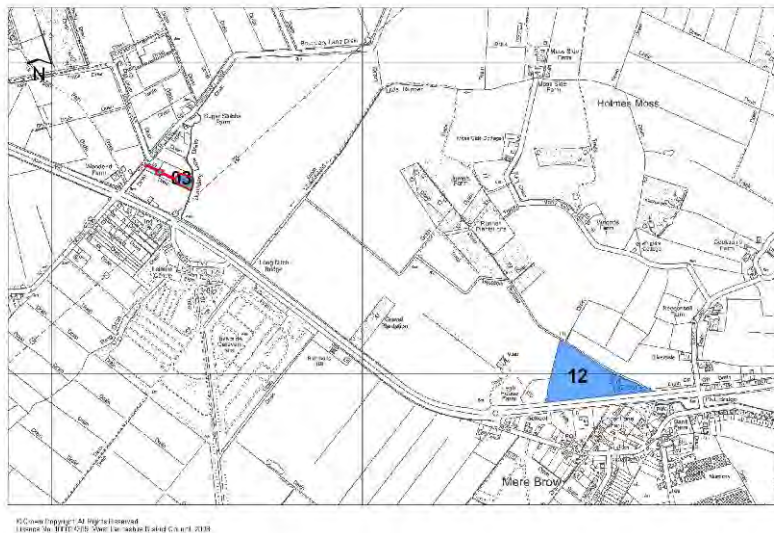


Figure 6.3 Candidate and Preferred Traveller Sites in West Scarisbrick

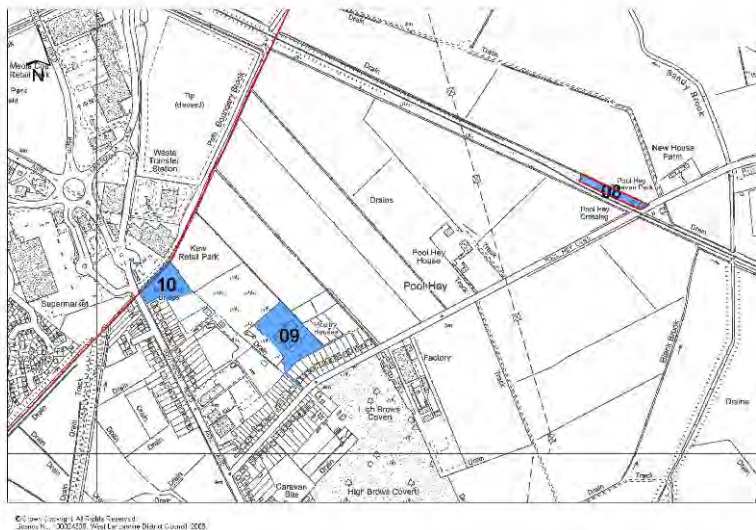


Figure 6.4 Candidate and Preferred Traveller Sites in East Scarisbrick / West Burscough

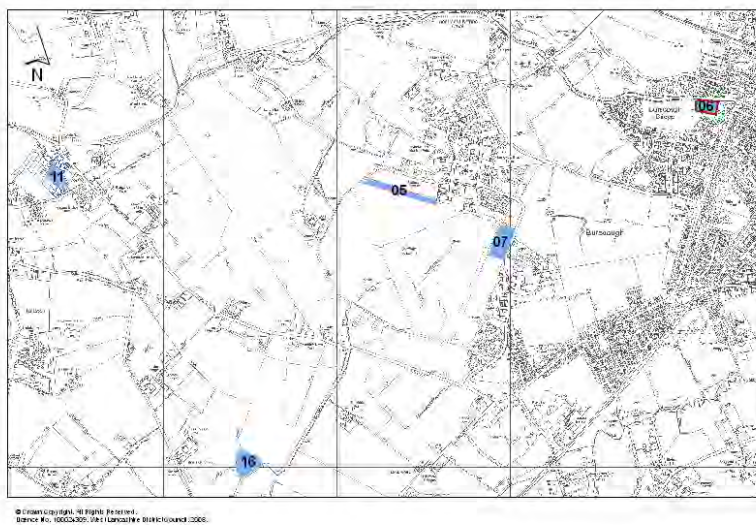
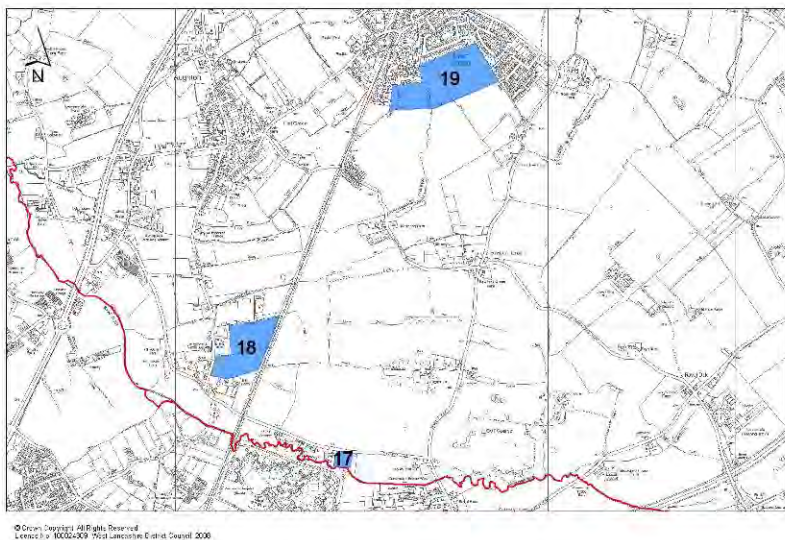


Figure 6.5 Candidate and Preferred Sites in Skelmersdale / Bickerstaffe



Figure 6.6 Candidate Sites in Aughton



Key to Sites

1. Mosslands Stables, Aveling Drive ('Aveling Drive A'), Banks
2. Land west of Mosslands, Aveling Drive ('Aveling Drive B'), Banks
3. Land rear of 'The Poppys' (*sic*), Sugar Stubbs Lane, Banks
4. Land west of Hoole Lane, Banks
5. Land west of Ringtail Road, Burscough
6. Land west of The Quays, Burscough
7. Land west of Tollgate Road, Burscough
8. Pool Hey Lane 'Caravan Park', Scarisbrick
9. High Brow Farm, Pool Hey Lane, Scarisbrick
10. Land at 1-3 Southport Road, Kew, Southport
11. Land to the rear of 281 Smithy Lane, Scarisbrick
12. Former depot, Mere Brow
13. White Moss Road South (A), Skelmersdale

14. White Moss Road South (B), Skelmersdale
15. White Moss Road South (C), Skelmersdale
16. Blackacre Lane, Ormskirk
17. Land south of Butcher's Lane, Aughton
18. Land east of Brookfield Lane, Aughton
19. Land east of Middlewood Drive, Aughton
20. Bickerstaffe Colliery, Bickerstaffe

Options and Preferred Options Consultation Question 5

Preferred Options for Traveller Sites

What amendments, if any, should be made to the list of 'Preferred' sites for providing Traveller accommodation?

Do you have any other comments on the list of 'Preferred' sites?

(Please provide a reasoned justification for any proposed amendments to the list of 'Preferred' sites. In particular, if a site is to be removed from the list, please show how the corresponding shortfall in provision should be made up. Where alternative sites are suggested, please provide a reasoned justification of why, in terms of planning policy and deliverability, the alternative site should be allocated as a Traveller site.)

Alternative Options

6.4 Five alternative options in terms of meeting Traveller accommodation needs are set out below, with comments on each alternative:

Alternative Option 1

Increase planned provision for Traveller accommodation, in order to offer choice to Travellers seeking accommodation.

Comment: Whilst this approach would be laudable in terms of giving Travellers choice regarding where they could seek accommodation, and would comply with national policy by providing *at least* a five year supply of deliverable sites, it is considered an unrealistic objective, due to the difficulty in identifying sufficient sites that are available, suitable (including sustainably located), and achievable.

Alternative Option 2

Increase planned provision for Traveller accommodation, in order to offer help meet neighbouring authorities' needs for Traveller accommodation.

Comment: Whilst this approach would be laudable in terms of this Council co-operating with neighbouring authorities to help meet needs on a cross-boundary basis, it has two main drawbacks. Firstly, as with Alternative Option 1, it is considered an unrealistic objective due to the difficulty in identifying sufficient sites that are available, suitable (including sustainably located), and achievable. Secondly, initial discussions with neighbouring authorities under the Duty to Co-operate have not resulted in any neighbouring authorities requesting that all or part of their needs be met in West Lancashire. Rather, the general consensus is that Traveller accommodation needs should be met where they arise, i.e. within the boundaries of the local planning authority where a particular need exists. (Cross-boundary dialogue will, however, continue throughout the preparation of this DPD, and as the Merseyside and West Lancashire GTAA is completed, and as the Greater Manchester and Central Lancashire GTAs and the Chorley and South Ribble Site Allocations Local Plans progress.)

Alternative Option 3

Reduce planned provision for Traveller accommodation below the levels set out in the draft GTAA, in anticipation of neighbouring local authorities offering to meet needs in West Lancashire.

Comment: As with Alternative Option 2, the general consensus is that Traveller accommodation needs should be met where they arise, i.e. within the boundaries of the local planning authority where a particular need exists. No neighbouring local authority has expressed any desire to meet any of West Lancashire's Traveller accommodation needs.

Alternative Option 4

Decrease provision for Traveller accommodation below the levels set out in the draft GTAA, regardless of neighbouring local authorities not offering to help meet West Lancashire's Traveller accommodation needs.

Comment: Not meeting Traveller accommodation needs would be contrary to national policy, as set out in paragraphs 8 and 9 of PPTS, and with the Duty to Co-operate (Paragraph 8 requires that local planning authorities work collaboratively with their neighbours in setting Traveller accommodation targets). This would lead to the Traveller Sites DPD being found unsound. Failure to provide Traveller sites would mean the Council would be more vulnerable to the establishment of illegal encampments and sites in the Borough. A lack of allocated sites would weaken the ability of the Council to take quick and effective action to secure the removal of such encampments and sites.

Alternative Option 5

Set out a different distribution of proposed Traveller sites, either different sites in the same general locations, or sites in different locations.

Comment: The Council's assessment of potential sites is set out in Appendix 1, and has been used in making the choice of which sites are categorised as Preferred Options. To suggest sites in different geographical areas may not be consistent with the findings of the draft GTAA, which indicates the general areas of Traveller accommodation needs. To suggest other sites in similar geographical areas may result in a less suitable or less deliverable site being proposed. Sustainability Appraisal work to date indicates that the five Preferred sites score well in sustainability terms, relative to the other potential candidate sites.

Options and Preferred Options Consultation Question 6

Alternative Options for Traveller Sites

What amendments, if any, should be made to the alternative options for providing Traveller accommodation, and their being discounted?

Do you have any other comments on the alternative options?

(Please provide a reasoned justification for any proposed amendments to the alternative options and the analysis of them. If it is being proposed that one of the alternative options should become the Preferred Option, please indicate how this alternative option can be delivered and how it will comply with national policy.)

7. How to comment

Comments are invited on this document, on the site assessments set out in Appendix 1, and on the Sustainability Appraisal. Six questions on different aspects of this document and Appendix 1 are set out in Chapters 3 (Question 1), 4 (Question 2), 5 (Question 3) and 6 (Questions 4-6) above.

The consultation period on this document runs from 17 April – 30 May 2014. Comments must be received by the Council by 5pm on Friday 30 May.

Comments may be made in the following ways:

Online: Please visit the Council's website at: www.westlancs.gov.uk/Travellers and fill in the online form.

Email: Comments forms can be downloaded from the Council's website (as above) and emailed to Localplan@westlancs.gov.uk

By post: Please post comments forms to:

Strategic Planning and Implementation
West Lancashire Borough Council
52 Derby Street
Ormskirk
Lancashire
L39 2DF

Any queries on the consultation process should be made to the above email or postal addresses, or can be made by telephone to 01695 585171.

Equality Act 2010

Under the Equality Act 2010 the Council is under a duty to:

- Eliminate conduct that is prohibited by the Equality Act;
- Advance equality of opportunity between those who share a protected characteristic and those who do not share it;
- Foster good relations between those who share a protected characteristic and those who do not share it.

Race is one of nine "protected characteristics" covered by the Equality Act 2010; Romany Gypsies and Irish Travellers are recognised as having a protected characteristic. The Council reserves the right not to accept responses received that are considered to contain offensive or derogatory comments about Gypsies and Travellers.

Appendix 1

Assessment of Potential Traveller Sites

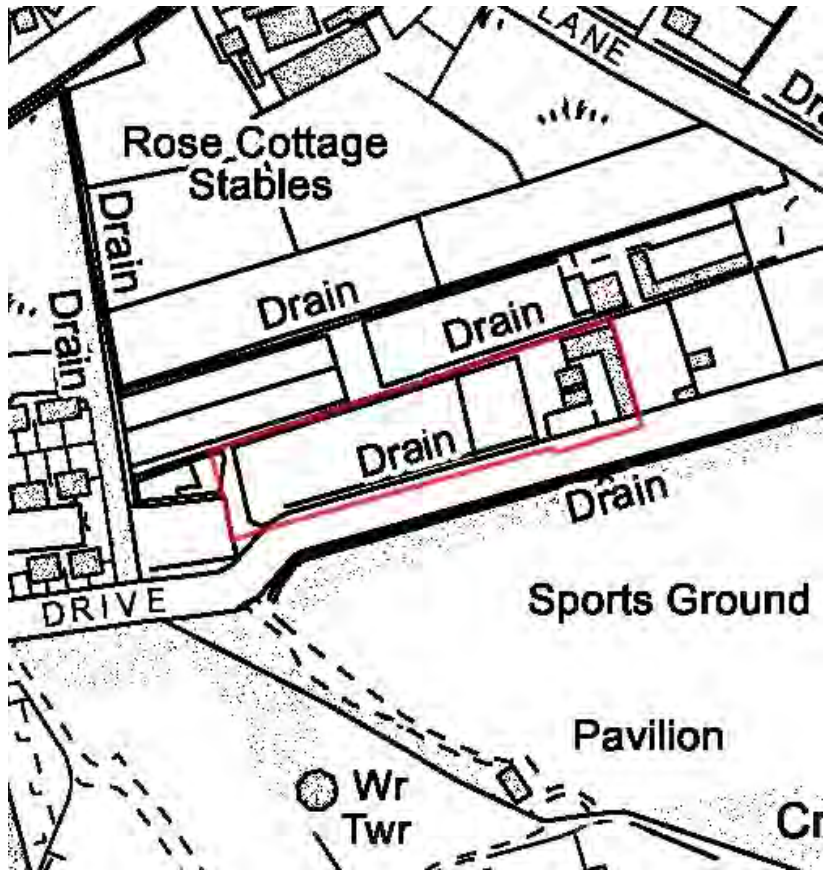
The 20 potential Traveller sites that have been assessed are as follows:

1. Aveling Drive (A), Banks
2. Aveling Drive (B), Banks
3. Sugar Stubbs Lane, Banks
4. Land west of Hoole Lane, Banks
5. Land west of Ringtail Road, Burscough
6. Land west of The Quays, Burscough
7. Land west of Tollgate Road, Burscough
8. Pool Hey Lane Caravan Park' Scarisbrick
9. High Brow Farm, Pool Hey Lane, Scarisbrick
10. Land at 1-3 Southport Road, Kew, Southport
11. Land to the rear of 281 Smithy Lane, Scarisbrick
12. Former Mere Brow depot, Mere Brow
13. White Moss Road South (A), Skelmersdale
14. White Moss Road South (B), Skelmersdale
15. White Moss Road South (C), Skelmersdale
16. Blackacre Lane, Ormskirk
17. Land south of Butchers Lane, Aughton
18. Land east of Brookfield Lane, Aughton
19. Land east of Middlewood Drive, Aughton
20. Bickerstaffe Colliery, Bickerstaffe

Each of the sites has been assessed against 19 criteria. Possible responses are Yes ("Y"), No ("No"), Maybe ("M") or Unknown ("?").

Site 1. Aveling Drive A, Banks

Site with planning application pending decision for accommodation for 4 families of Irish Travellers and enforcement action in abeyance (awaiting outcome of appeal for Aveling Drive B site)



Criterion	Y/N/M/?	Comments
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	N	The western edge of the site is close to housing at the edge of the Banks settlement (Aveling Drive), although a strip of open land up to 100m and a line of poplar trees separates the two. Planning permission for housing has been secured at Greaves Hall, south of Aveling Drive. If site is kept relatively small, it should not dominate the settled community.
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	M	See comment on (9) below; use of site may place undue pressure on roads. Given the size of the site, there should not be undue pressure on services such as health / education, nor on other infrastructure.
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	Y	Site is approximately 650m from bus stops on Guinea Hall Lane. GP, primary school and some shops are located in Banks; secondary school and further shops at Tarleton; employment facilities are not prevalent in locality.
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	N	No significant issues known. Some commercial uses have taken place at Greaves Hall nearby, but this site is expected to be redeveloped principally as housing.
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	N	No contamination issues known about.
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	N	No issues known about.
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	N	No historic environment, landscape or nature conservation designation in vicinity of site.

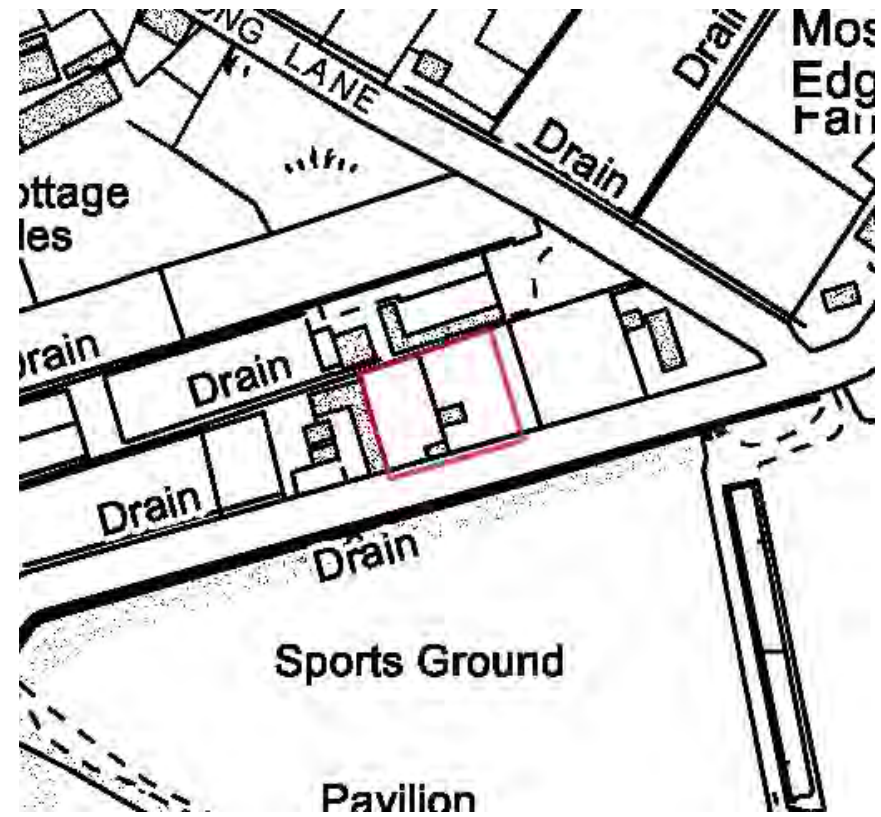
Criterion	Y/N/M/?	Comments
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	?	The existing caravans are screened by close board wooden fencing. Given the generally open nature of the surrounding area and the predominance of trees / hedging or open fencing, this close board fencing is considered a negative impact. Visual / acoustic privacy should be achieved via planting rather than fencing.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	N	Aveling Drive in the vicinity of the site is a single track road with a drainage ditch at one side, and is reached by first passing through a residential area. The narrow lane to the site is not designed for the types of large vehicles typically associated with Travellers, and it is not the easiest site for, say, a fire engine to access.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	Given the proximity of other houses, it is expected that these services are available or could readily be made available.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	Green Belt site, but less than 100m from Banks settlement boundary
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	Y	Site is within Flood Zone 3.
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Planning application for 8 caravans; assuming 2 caravans per pitch, this equates to 4 pitches. In theory, more pitches could be accommodated within the site boundary, up to a maximum of 6 pitches.
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Site currently occupied by Travellers.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	Availability may be limited to a particular group or family.
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	M	Unsuitable highway access mentioned above
17. Are there any land stability issues?	N	None known of
18. Is the site sloping to any great extent?	N	

Criterion	Y/N/M/?	Comments
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of
Main constraints or negative issues Most advantageous features		Flood Zone 3 and poor access In hands of Travellers and in use as Traveller site

Site

2. Aveling Drive B, Banks

Site awaiting outcome of appeal (with Secretary of State); one pitch, two caravans at present.

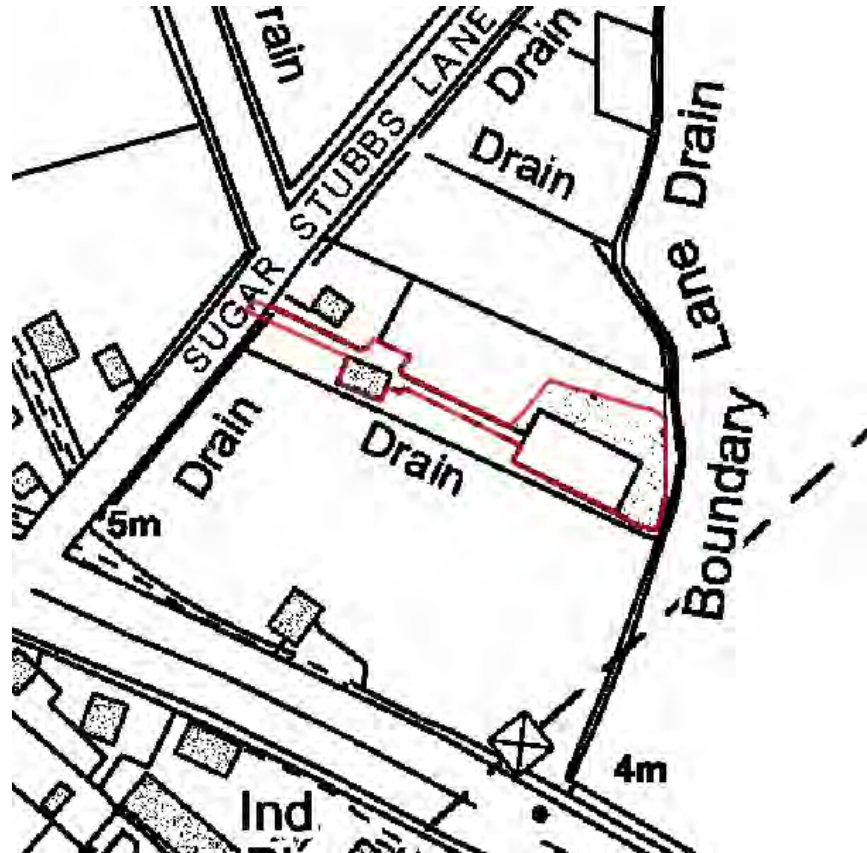


Criterion	Y/N/M/? Comments
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N The western edge of the site is close to housing at the edge of the Banks settlement (Aveling Drive), although a line of poplar trees, a strip of open land and the Aveling Drive A site separates the two. Planning permission has been secured for housing at Greaves Hall, south of Aveling Drive. Small site, so unlikely to dominate the settled community.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>M See comment on (9) below; use of site may place undue pressure on roads. Given the size of the site, there should not be undue pressure on services such as health / education, nor on other infrastructure.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y Site is approximately 700m from bus stops on Guinea Hall Lane. GP, primary school and some shops are located in Banks; secondary school and further shops at Tarleton; employment facilities not prevalent in locality.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N No significant issues known. Some commercial uses have taken place at Greaves Hall nearby, but this site is expected to be redeveloped principally as housing.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No issues known about.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site.</p>
<p>Suitability</p>	

Criterion	Y/N/M/?	Comments
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	?	Given the generally open nature of the surrounding area and the predominance of trees / hedging or open fencing, visual / acoustic privacy should be achieved via planting rather than fencing.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	N	Aveling Drive in the vicinity of the site is a single track road with a drainage ditch at one side, and is reached by first passing through a residential area. The narrow lane to the site is not designed for the types of large vehicles typically associated with Travellers, and it is not the easiest site for, say, a fire engine to access.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	Given the proximity of other houses, it is expected that these services are available or could readily be made available.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	Green Belt site; approximately 100m from Banks settlement boundary
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	Y	Site is within Flood Zone 3.
13. Can the site accommodate between 3 and 15 pitches / plots?	N	Current appeal over one pitch; in theory capacity may exist for one further pitch on site.
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Two caravans on site.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	Availability may be limited to a particular group or family.
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	M	Less than ideal highway access mentioned above
17. Are there any land stability issues?	N	None known of
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of
Main constraints or negative issues Most advantageous features Any other comments		Flood Zone 3 and poor access; small site In hands of Travellers and in use as Traveller site Site subject to planning appeal, currently with Secretary of State

Site 3. Sugar Stubbs Lane, Banks

Site with permission for one caravan. Static caravan and other caravans on site.



Site from Sugar Stubbs Lane



Site from A565



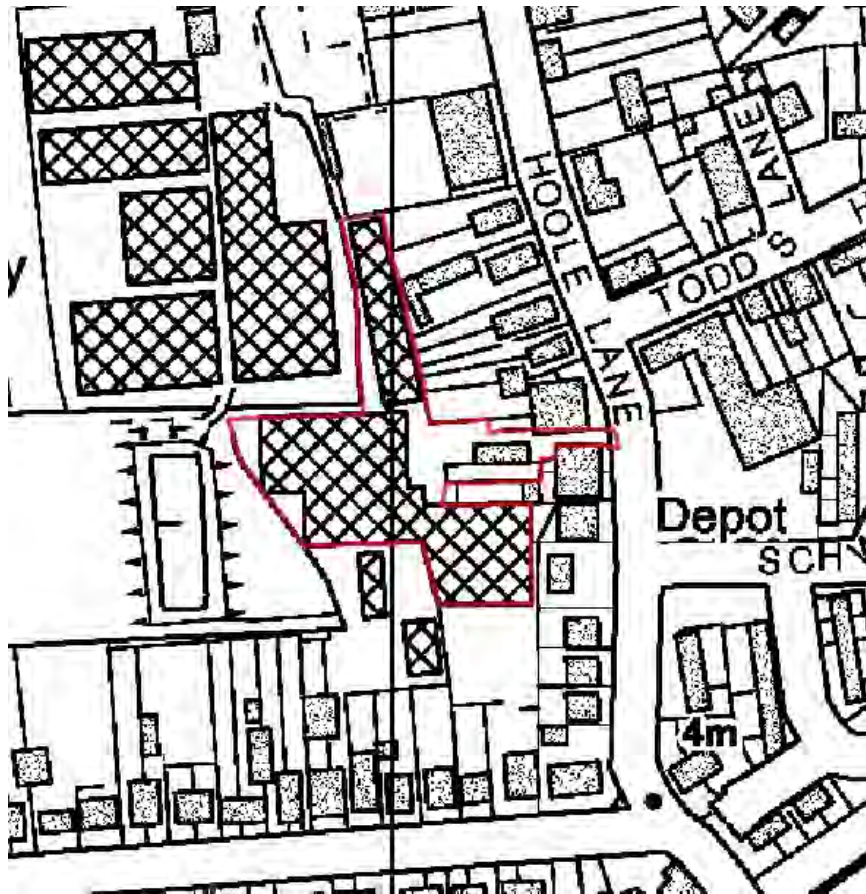
Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N This is a small site sufficiently far from any settled community to avoid issues of the site dominating the community. It is possible to access the main road network passing only two other properties.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N Due to the relatively small size of the site, its use as a Traveller site should not place undue pressure on local infrastructure; see comment at (9) below on roads.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y/N Site is approximately 500m / 700m from nearest bus stop (depending on bus direction). Access on foot to facilities mentioned is not a realistic prospect due to location of site away from Banks village. However, the site is close to the A565, so services are easily accessible by private motor vehicle.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>Y Overhead electricity cables less than 100m from back of site; main road within 150m of site. However, neither are considered to imply an unacceptable impact on site residents (holiday caravans and residential properties nearby are closer to the A565 / pylons).</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No issues known about.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation applies to site; historic landscape of local importance starts 100m to east of site.</p>
<p>Suitability</p>	

Criterion	Y/N/M/?	Comment
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	Y	Much of the site is already screened to an extent by existing trees / bushes / buildings. Screening at the south-eastern (back) edge of the site is necessary, as the site is highly visible from the westbound A565 east of Banks.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	M	Sugar Stubbs Lane is unclassified and narrow, although it appears wide enough for two vehicles to pass. It is necessary to use approximately 120m of Sugar Stubbs Lane to access the site from the A565. Site has separate gated access from adjacent dwelling. Access for emergency vehicles appears possible (given the site entrance is set back up to 10m from Sugar Stubbs Lane), although not ideal.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	Given the proximity of other houses, it is expected that these services are available or could readily be made available.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	Green Belt site, approximately 600m from Banks settlement boundary.
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	Y	Site is within Flood Zone 2, so must be shown to meet Exceptions Test. Within 100m of Flood Zone 3.
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Current planning application for five caravans; existing static caravan also on site; 3 pitches at 2 caravans per pitch.
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	M	Static caravan and a number of other vehicles, including touring caravans on site (Nov 2013); site is in the hands of Travellers.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	Availability may be limited to a particular group or family.
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	No significant physical constraints known, although highway access is not ideal
17. Are there any land stability issues?	N	None known of
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of

Criterion	Y/N/M/?	Comment
Main constraints or negative issues		Flood Zone 2; small site
Most advantageous features		Site is well screened, should not impact significantly on the settled community, and appears to be in the hands of Travellers.

Site 4. Land west of Hoole Lane, Banks

Site close to the centre of Banks village. SHLAA site whose owner has indicated a willingness for the site to be considered as a Traveller site.

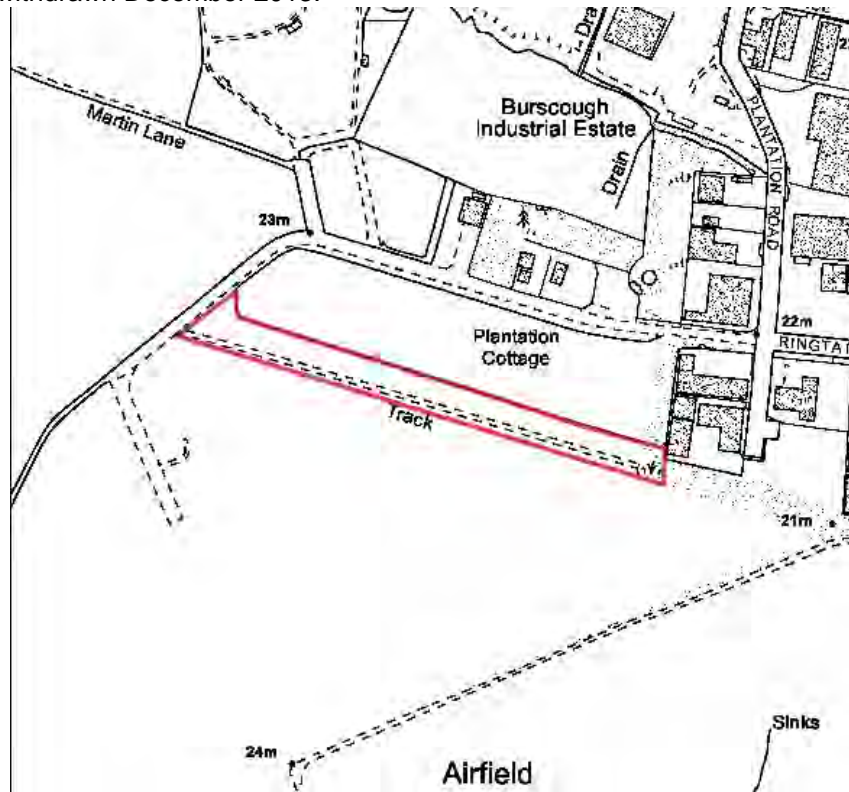


Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>Y The site is likely to cause issues with settled community due to its abutting several residential and other properties on Hoole Lane.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N The site is within the settlement of Banks, with generally adequate roads, infrastructure and services (drainage has been raised as a local issue). Provided the site were not too large, it should not place undue pressure on local services.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y Site is within 50m of bus stops on Hoole Lane. Access on foot possible to a number of services / facilities in Banks.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N Any "bad neighbour" uses would equally affect existing residential properties adjacent to the site.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No issues known about. (Existing derelict glasshouses would need to be removed in an appropriate manner if the site were to be allocated as a Traveller site.)</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site.</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	Y/N	Site overlooked by neighbouring residential properties, although close board fencing already exists to screen some of the site. Western edge of the site leads to open land outside the settlement - planted screening may be more appropriate here.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y/N	Site is on Hoole Lane which is of suitable standard, although it is not clear as to how access to site would be achieved, given existing properties fronting Hoole Lane.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	Given the site's location within a settlement, it is expected that appropriate services could be provided.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	N	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	Y	Site is within Flood Zone 3.
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Indicative capacity 7-8 pitches
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Owner has expressed a willingness that the site be considered as a potential Traveller site.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	?	Access arrangements unclear.
17. Are there any land stability issues?	N	None known of
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of
Main constraints or negative issues		Flood Zone 3 rules out this site.
Most advantageous features		Reasonably sustainable location with access to services and facilities.

Site 5. Land west of Ringtail Road, Burscough

Green Belt site subject to unauthorised development, including storage of fairground equipment. Planning application for park homes to accommodate Travelling Showpeople withdrawn December 2013.



Eastern end of site from Plantation Road (unadopted)



Unadopted Plantation Road

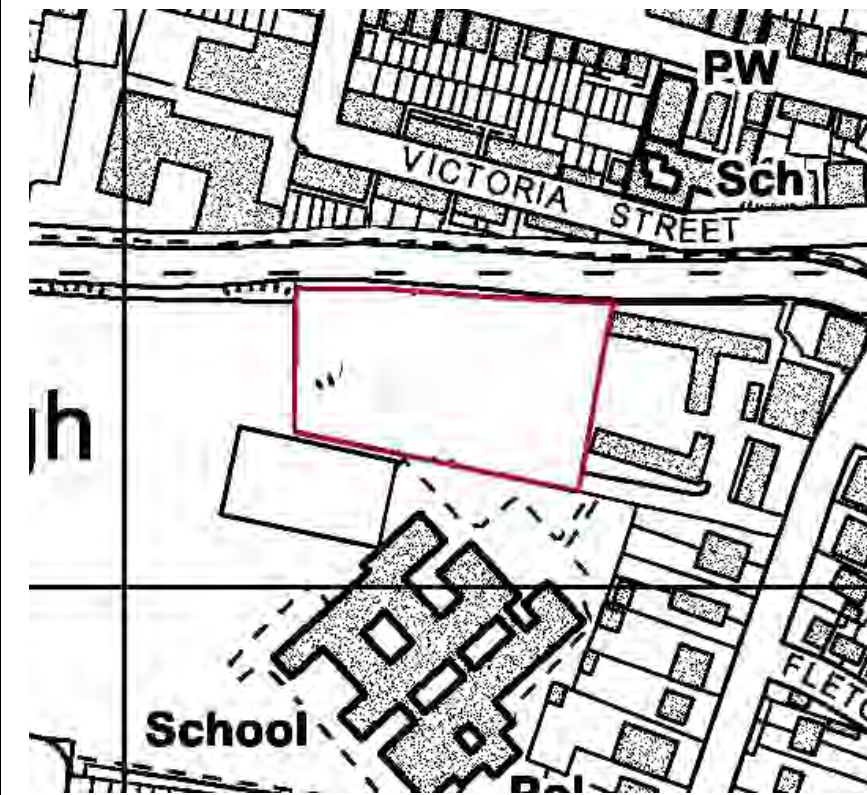


Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N The site is physically separated from predominantly residential areas, although there is one residential property approximately 100m from the site.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N/M This site has been put forward as a Travelling Showpeople site. Whilst its occupation as such should not place undue pressure on 'social' / 'utilities'-type infrastructure, the type of large vehicles associated with this site may cause issues on the unadopted road leading to the most recent proposed site access.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>N Site is approximately 2km by road to bus stops on A59 from the most recent proposed access to this site. Access to facilities would thus normally require private motorised transport. There is ready access to employment, however, on the adjacent industrial estate. Development of Yew Tree Farm nearby may result in certain services being more closely located.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>Y Site abuts industrial area; mitigation in relation to visual impact may be possible by screening, but mitigation in relation to noise issues more difficult.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N/M Neighbouring residents / occupiers of industrial units have raised concern regarding the timing of moving Travelling Showpeople equipment. If site were to be allocated, it may be possible to mitigate some of these issues e.g. via conditions re. timing of moving / storage of equipment.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site.</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	Y/M	Site already well screened existing trees / bushes / buildings, many of them evergreen, although storage of significant amounts of fairground equipment may require more extensive screening.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	N	Proposed site access (from planning application 2013/0629) involves travelling along 500m of unadopted road currently of poor quality, then 300m along the site access track.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	N/Y	Site does not currently have any formal connection to mains water / drainage / electricity. Given the neighbouring employment uses, it should be possible to obtain connections.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	Site is in the Green Belt, but adjacent to the non-Green Belt Burscough Industrial Estate.
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Sufficiently large to store Travelling Showpeople equipment to meet stated [draft] GTAA need (i.e. one plot; one yard).
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Owner has submitted a planning application for park homes to accommodate Travelling Showpeople (2013/0629).
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	No significant physical constraints known, although highway access is unsatisfactory.
17. Are there any land stability issues?	N	None known of
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N/?	Site requires access down an unadopted road; site not at present in the ownership of Travelling Showpeople, although this should not jeopardise the site's development.
Main constraints or negative issues		Highways access
Most advantageous features		Relatively screened site in area of Travelling Showpeople need.

Site 6. Land west of The Quays, Burscough

Authorised Travelling Showpeople site; 10 plots: 4 permanent, 6 seasonal.

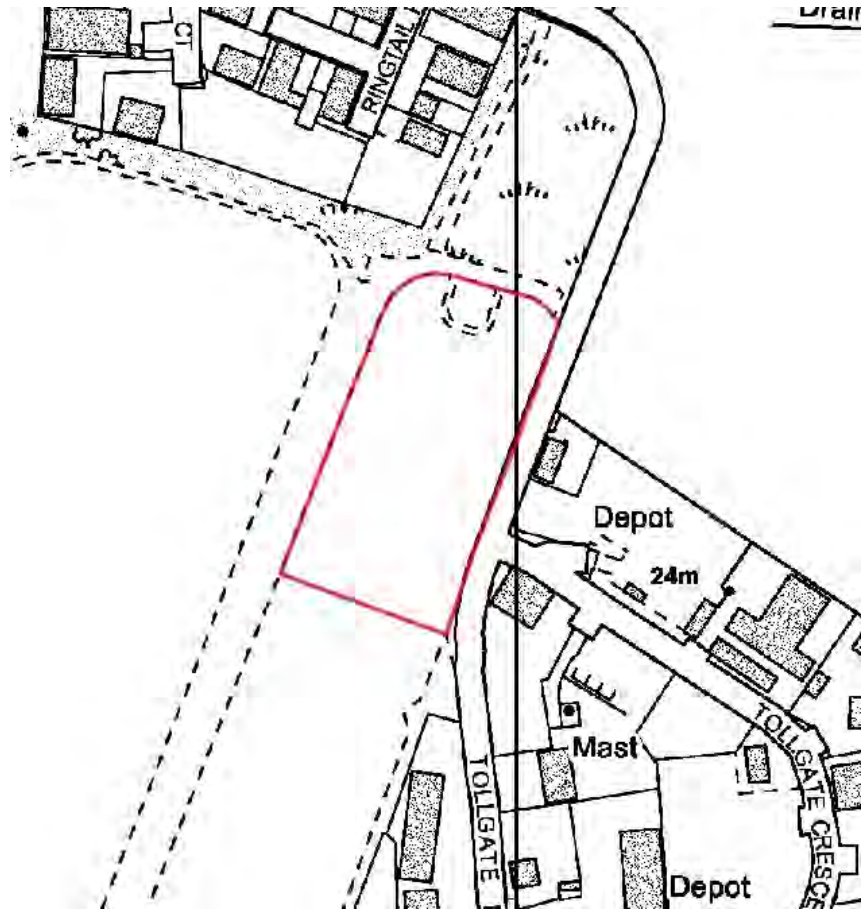


Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N Longstanding site, already used and authorised as a Travelling Showpeople site. WLBC is unaware of any issues between the site occupants and the local settled community.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N WLBC is unaware of any evidence that the existing site is placing undue pressure on local infrastructure, services and roads.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y Site is less than 100m from Burscough Centre and its facilities, approx. 200m from bus stops and 500m from Burscough Bridge Station. Site is within walking distance of most services and facilities.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>M Site involves storage and manoeuvring of large vehicles, although it has operated adjacent to flatted development for a number of years.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>Y Site is subject to an open space designation and is adjacent to the Leeds Liverpool Canal (wildlife corridor designation), but site is already authorised as a Travelling Showpeople site.</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	Y	Unfortunately, the evergreen hedge / trees screening the site were removed in 2012/13, greatly increasing the site's visual impact. Replacement planting / fencing would help screen the site.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y	Site is close to A59 but accessed via a narrow road between the site and the A59. Nevertheless, the site has functioned as a Travelling Showpeople site for several years using the existing access.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	N	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Site is limited in size, and the number of Travelling Showpeople plots possible would be unlikely to exceed 10. (Current permission is for 10 plots.)
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Site owned by Travelling Showpeople.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	Availability limited to a particular group or family.
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	None known of
17. Are there any land stability issues?	N	None known of
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of
Main constraints or negative issues		Site recently unsightly
Most advantageous features		Authorised site in the hands of Travelling Showpeople.

Site 7. Land west of Tollgate Road, Burscough

Green Belt site suggested (by Travelling Showpeople) as a possible Travelling Showpeople site.



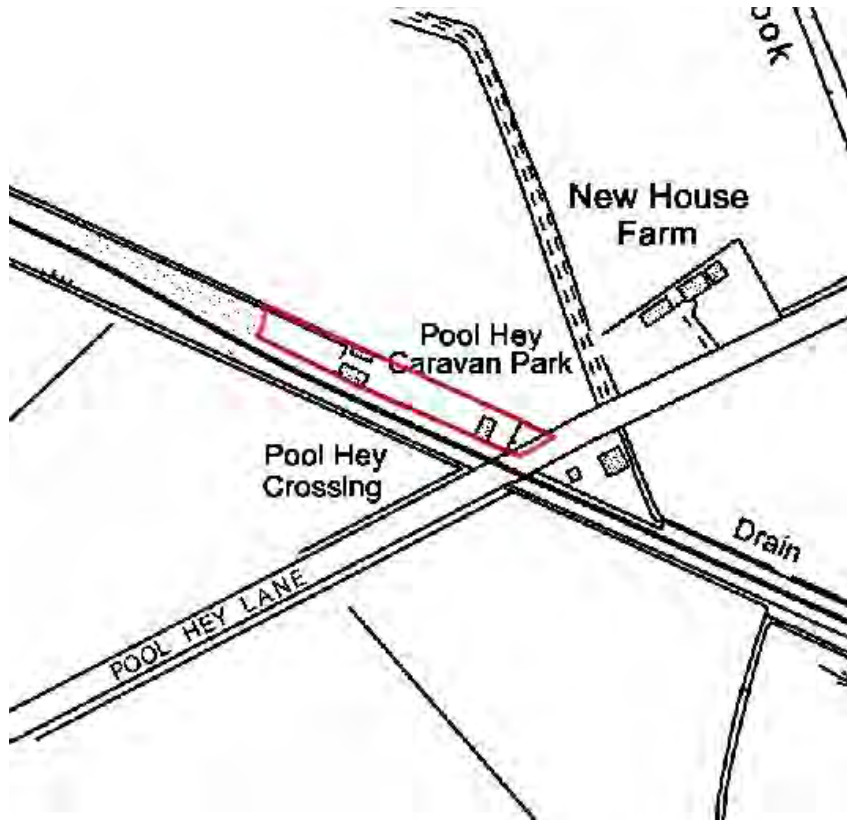
Criterion	Y/N/M/?	Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	N	The site is separated from the settled community by (currently) undeveloped countryside and / or industrial development. The site is close to the edge of the Yew Tree Farm Strategic Development Site, but it is expected that the western part of the Yew Tree Farm site will be employment uses, rather than residential.
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	N	The use of this site as a Travelling Showpeople yard should not place undue [extra] pressure on local roads or services.
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	Y/M	The site is 850m walk from the nearest bus stops on A59. The site is within walking distance of employment; retail development is planned less than 1km from site, but other services tend to be more than 1km from site.
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	Y/N	The site is adjacent to an industrial area, although this tends to be light industrial uses. Some existing properties on Lordsgate Lane nearby are less than 50m from similar industrial uses.
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	N	No contamination issues known about.
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	N	Site involves storage and manoeuvring of large vehicles. The site is adjacent to industrial uses and close to the edge of the Yew Tree Farm Strategic Development Site, where it is expected that employment uses will be located, and thus the movement and maintenance of vehicles and equipment should not impact unacceptably on neighbours.
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	N	No historic environment, landscape or nature conservation designation in vicinity of site.

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	?	The site is currently open, with just a low hedge on the road boundary. Allocating the site as a Travelling Showpeople site would mean an incursion into a "new" area of Green Belt, and particularly good and robust boundary treatment would be necessary. Given the green, open nature of the site, landscaping rather than fencing would be more appropriate, but this obviously takes longer to be established.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y	Site lies on the "spine road" through the Burscough Industrial Estate.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	N/Y	Site is currently undeveloped, but provision of services should be straightforward given neighbouring industrial areas.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	Site is within the Green Belt, but adjacent to the non-Green Belt area of Burscough Industrial Estate and the Yew Tree Farm Strategic Development Site.
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Sufficiently large to store Travelling Showpeople equipment to meet stated [draft] GTAA need (i.e. one plot; one yard).
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	?	Land is unregistered, thus unable to ascertain owner's views.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	?	Delivery of site depends on owner being willing to sell. Site is currently used for car boot sales.
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	None known of.
17. Are there any land stability issues?	N	None known of.
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of, but see above comments regarding ownership.

Criterion	Y/N/M/?	Comment
Main constraints or negative issues		Owner's views currently not confirmed. Open Green Belt location.
Most advantageous features		Access to road network and compatible neighbouring uses.

Site 8. Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick

Site has in use as a Traveller site for almost 20 years. Permission for one 'park home' tied to an individual; this permission has now expired. Current use unlawful but long-established.

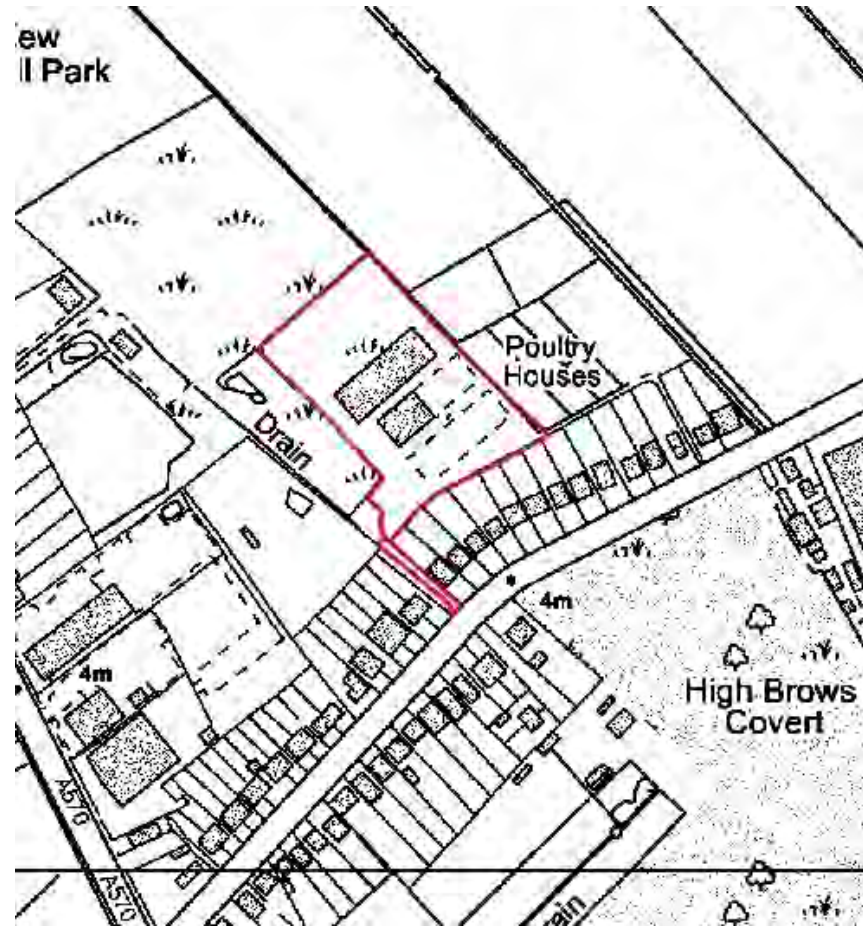


Criterion	Y/N/M/?	Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	N	Narrow linear site over 700m from the nearest residential area (although there are two properties close to the site). Site has been occupied by Travellers since the 1990s and the Council has no evidence of issues between the occupants of the site and the local settled community.
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	N	The Council is unaware of this site's occupation over recent years placing undue pressure on local infrastructure, services and roads.
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	N	The site is approximately 1.2km from the nearest bus stop. Access to health services, education, employment, shops, etc. would probably thus need to be by private motor vehicle.
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	N/Y	Site is adjacent to Southport - Manchester railway line, and beside a level crossing. These should not have any greater impact on residents of the site than on other existing residential uses in the locality close to the railway line.
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	N	No contamination issues known about.
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	N	WLBC is unaware of any significant issues arising from the site's continuing use as a Traveller site. The site is physically separate (field / road) from the nearest residential properties.
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	Y	Site lies within an Area of Landscape History of County Importance, and is directly adjacent to the Martin Mere Mosslands Biological Heritage Site.
<p>Suitability</p>		
<p>8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?</p>	Y	The site is largely screened on the south western side by the railway, and on the north eastern side by hedging; the front is screened by substantial wooden gates.

Criterion	Y/N/M/?	Comment
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	N/Y	This lane has accommodated typical Traveller traffic for a number of years, but Pool Hey Lane includes a narrow stretch of road with a passing place and is not an ideal access road to a Traveller site, plus is close to a level crossing.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	Land the other side of the railway is in Flood Zone 2, but the site itself is not in Flood Zone 2 or 3.
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Indicative capacity 6 pitches.
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	
17. Are there any land stability issues?	N	None known of.
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of.
Main constraints or negative issues		Highway access is not ideal.
Most advantageous features		Site is a long-established (although illegal) Traveller site with no evidence of significant problems arising from its use as such over recent years.

Site 9. High Brow Farm, Pool Hey Lane, Scarisbrick

Former poultry farm site subject to enforcement action in the past, due to occupation by Travellers.



Site access from Pool Hey Lane



Southern portion of site



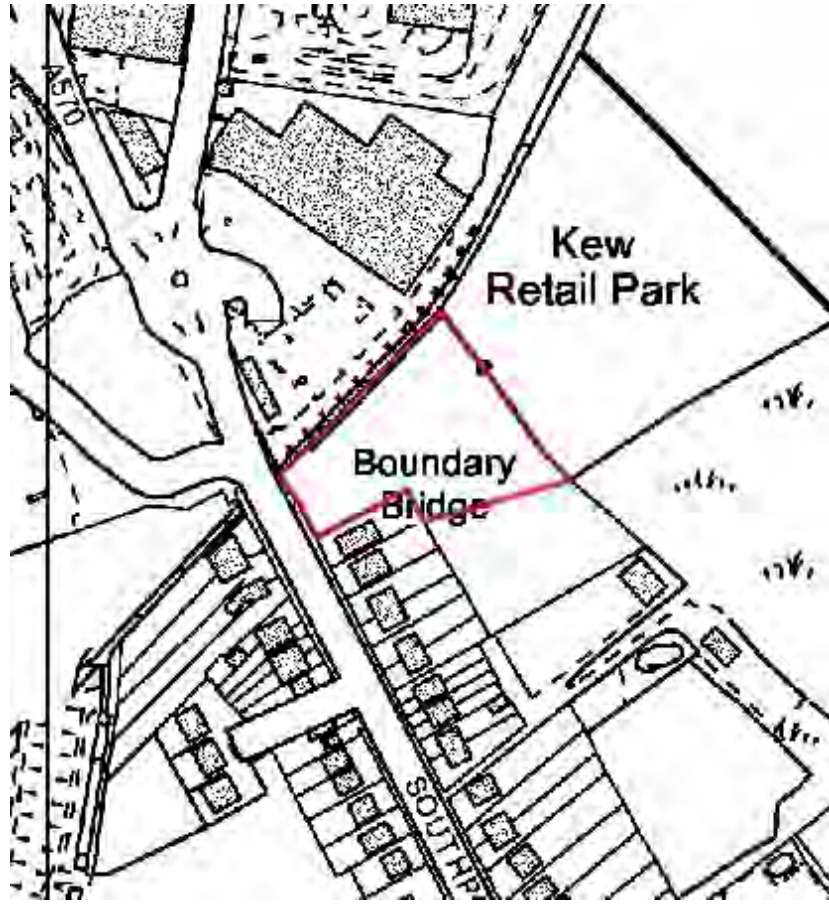
Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>Y The site is directly adjacent to a row of bungalows, but is subject to no other "natural surveillance". It is unlikely that peaceful and integrated co-existence could be achieved between the two uses.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N Given residential uses (and, by implication, services and infrastructure) in the proximity of this site, it is expected that its use for Travellers should not place undue pressure on local services or infrastructure, provided the site were not too large.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y The site is approximately 350m from bus stops on the A570; access to general facilities is on the whole beyond typical walking distances.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N No such processes, etc. are situated adjacent or close to the site. The closest part of Southport landfill site is approximately 500m from the site, but other residential properties are closer to the landfill site than this site is.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>M The site is adjacent to a former agricultural building (poultry shed) that, judging by appearance, may have roofing that contains asbestos. If the site were to be proposed for allocation, this would need to be subject to further careful investigation.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>Y The site is directly adjacent to an Area of Landscape History of County Importance.</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	M/N	Screening between the site and neighbouring residential properties (presumably close board fencing) would result in these properties losing their current open outlook, although the current view is somewhat interrupted by derelict poultry sheds. Fencing or screening between the site and the currently open countryside to the north east would have a visual impact and could affect an area of landscape history importance.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y	The site is close to the A570. Access would involve using a 250m stretch of Pool Hey Lane which is an unclassified residential road. However, commercial vehicles associated with the Kershaws Foods business, as well as farm traffic, use this part of Pool Hey Lane.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	Given the proximity to residential and commercial properties on Pool Hey Lane, it is assumed that provision of utilities and drainage should be achievable.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	Site abuts the Brown Edge settlement area.
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	Y	Site is wholly within Flood Zone 2; parts of the site are less than 50m from Flood Zone 3.
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	?	Site is currently being marketed. Whether or not the owner would sell as a Traveller site is not known.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	?	Site is currently being marketed. Whether or not the owner would sell as a Traveller site is not known.
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N/?	See above comment regarding environmental issues.
17. Are there any land stability issues?	N	Whilst there appear to have been some land stability issues on Scarisbrick New Road nearby, these are not considered to be sufficiently severe to prevent the use of this site as a Traveller site.
18. Is the site sloping to any great extent?	N	

Criterion	Y/N/M/?	Comment
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of.
Main constraints or negative issues		Site's proximity to residential properties is likely to lead to difficulties in ensuring peaceful co-existence between the settled and travelling community.
Most advantageous features		Proximity to bus route

Site 10. Land at 1-3 Southport Road, Kew

Site suggested as a potential location for a Traveller site, although not by owners.



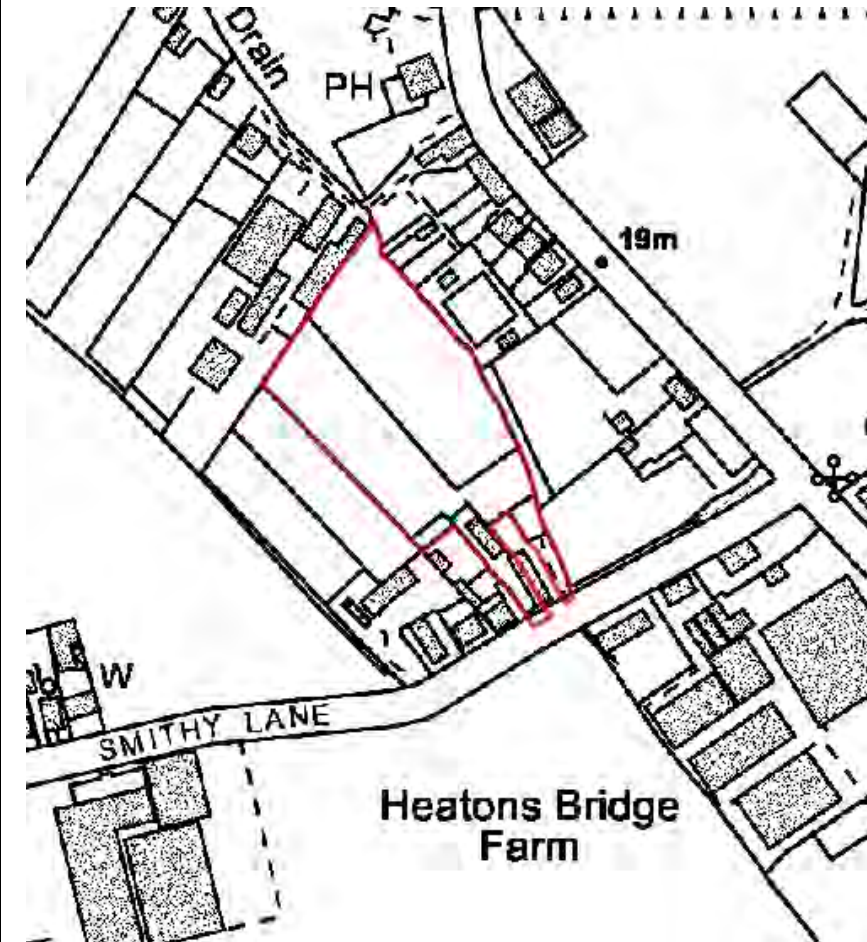
Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N/M The site is directly adjacent to one residential property, but given its location on a main road and neighbouring uses (including commercial), the overall impact of this site on neighbouring properties should be less than the overall impact of the High Brow Farm site nearby.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N The site is located close to the edge of a sizeable settlement with associated levels of infrastructure and services. The site's development should not place undue pressure on these services.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access:</p> <ul style="list-style-type: none"> - an appropriate health facility - education - employment - shops - other necessary services? 	<p>Y Site is adjacent to A570 with its bus services direct to Southport and Ormskirk centres. Site is within easy walking distance of supermarket and other shops. Other services are easy to access via public transport.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>Y Site is very 200m (as the crow flies) to waste disposal centre, with a landfill site beyond, although it is separated by a watercourse and retail units. Mitigation by way of appropriate screening should be possible. The site has been considered as a housing site, and these issues have not precluded the principle of housing on the site.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No such issues known about.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N Site is just over 100m from the edge of an area designated as Area of Landscape History of County Importance.</p>
<p>Suitability</p>	

Criterion	Y/N/M/?	Comment
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	Y	The dwelling adjacent to the site has a close board fence in place at the side and rear of the property. The north western boundary has trees / bushes. Land at the back of the site is overgrown / scrubland. Introduction of visual screening at the back of the site should not lead to an unacceptable visual impact on the site's surroundings. More careful attention would need to be paid to the front of the site, and to the boundary between the site and the adjacent residential property.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y	Site has direct access onto the A570.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	Site does not currently appear to have these services, but given its location, these services should be straightforward to provide.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	N/Y	Front part of the site is within Brown Edge settlement area; rear of site is within Green Belt.
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	The part of the site fronting the A570 is not in Flood Zone 2; south-eastern part of the site is in Flood Zone 2.
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Capacity of the site would be expected to be at the lower end of the scale, given adjacent residential use and proximity of Green Belt and Flood Zone 2.
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	N	Site has recently been sold; it is unclear whether the new owners would be willing to sell on the site as a Traveller site.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	?	Site has recently been sold; it is unclear whether the new owners would be willing to sell on the site as a Traveller site.
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	?	Site appears to consist of concrete hardstanding, some of which may need to be removed to accommodate Travellers. This may not be a "significant" constraint.
17. Are there any land stability issues?	M	There is evidence of land stability issues in the immediate area. Site is directly adjacent to a watercourse.
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of.

Criterion	Y/N/M/? Comment
Main constraints or negative issues	Willingness of owner to sell as a Traveller site is unclear.
Most advantageous features	Reasonably sustainable location.

Site 11. Land rear of 281 Smithy Lane, Scarisbrick

Site submitted as a potential Traveller site in the September 2013 Call for Sites exercise.



Rear of site viewed from further west along Smithy Lane



Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>Y Site is directly adjacent to a number of residential properties.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>? The site is within a semi-rural area with several residential and a small number of commercial properties nearby, and thus it is expected that there is adequate infrastructure provision in the area to 'absorb' the use of the site for Travellers. There are few local services, however.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y Site is within 150m of bus stops on Heaton's Bridge Road with hourly services in each direction to Ormskirk and Southport. The services listed in the criterion are generally beyond typical walking distance, and would need to be accessed by public transport or private motor vehicle.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N The only nearby use that could be considered to have negative impacts is a mushroom farm (150m away), but there are several residential properties as close, or closer, to this use.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No such issues known about.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>Y Site is within an Area of Landscape History of Local Importance.</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	M	Achieving visual and acoustic privacy would probably entail close board fencing which may be in keeping with boundary fences for neighbouring residential uses, but not with the more open land to the south west of the site, which would be likely to require planting.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y/N	Site is close to the B-classified Heaton's Bridge Road, although has less than ideal access onto Smithy Lane, especially for larger vehicles associated with Travellers. Access to the site would be directly beside a residential property (283 Heaton's Bridge Road)
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	The site is within an area with several residential and a small number of commercial properties, and thus it is expected that there is adequate utility infrastructure provision in the area to also serve this site.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Given the size of the site, it would be expected to accommodate closer to 3 rather than 15 pitches.
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Site submitted in "Call for Sites" as a potential Traveller site.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	None known of, but see comments on access above.
17. Are there any land stability issues?	N	None known of.
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None specified in Call For Sites form.

Criterion	Y/N/M/?	Comment
Main constraints or negative issues		Proximity to residential properties; access not ideal.
Most advantageous features		Site is available.

Site 12. Former Depot, A565, Mere Brow

Site considered as a potential Traveller site on account of its proximity to Banks and limited availability of sites in Banks not subject to flood risk. Site is triangular in shape, with the 'eastern apex' of the triangle a former depot, with a number of derelict buildings and a row of trees forming a roust 'inner western boundary'. Beyond this 'inner western boundary' is an open area in agricultural use, in separate ownership.



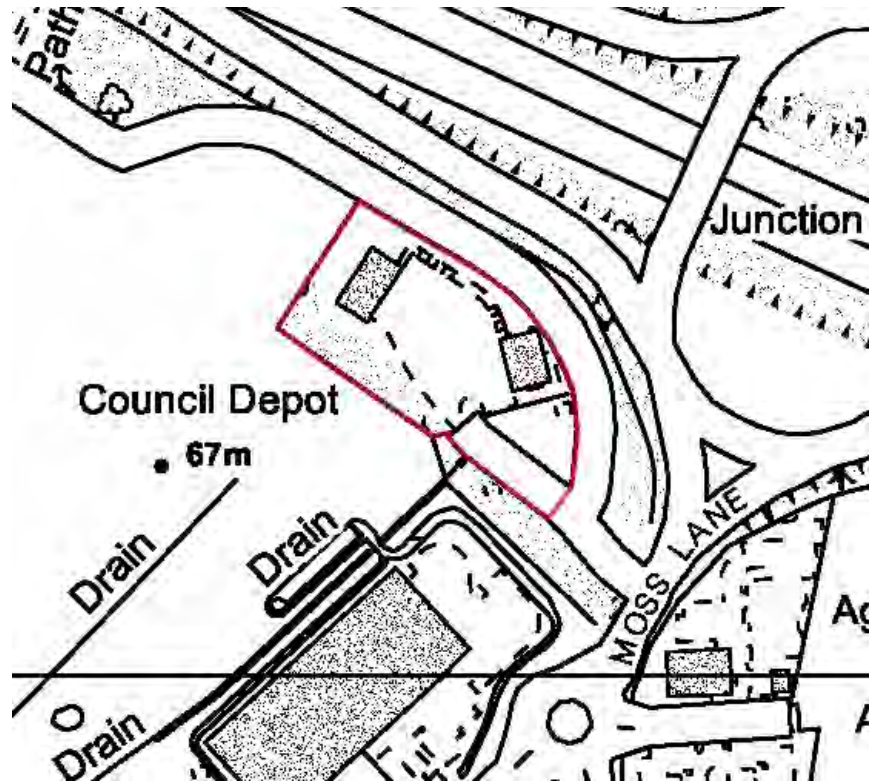
Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N/M Site is adjacent to the small settlement of Mere Brow, but is separated from residential properties by the A565 dual carriageway. This physical barrier may increase the possibility of peaceful co-existence, but not integrated co-existence.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N The site should not place undue pressure on local infrastructure, services and roads. As local services are limited, it is likely the site's occupants will travel to access services elsewhere (e.g. Banks, if this site is to meet Traveller accommodation needs arising in Banks).</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access:</p> <ul style="list-style-type: none"> - an appropriate health facility - education - employment - shops - other necessary services? 	<p>Y Site is within 550m of bus stops on A565 (and within 300m of bus stop on Mere Brow Lane). Limited facilities within walking distance at Mere Brow; access to the majority of facilities would be likely to require public transport or private motorised transport.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N With the exception of power cables (although not high tension (>100kV) power lines) over the site, none of the stated uses are next or near to the site. Site is adjacent to the A565 dual carriageway, but a number of other residential properties in the area are equally close to the same road.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination known of, although minor contamination may be present on account of site's previous use as a County Council depot.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No such issues known about.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	M	The site is mostly screened from the adjacent A565 by hedging. Vegetation along the Tarleton Runner watercourse screens the majority of the site from the east, and vegetation along the 'inner western boundary' screens the site from the west. Full acoustic privacy unlikely to be achievable from the adjacent A565 without more significant impact on the surroundings.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y/N	Site lies directly on the A565. Although it has previously been used as a highways depot, direct access onto this 50mph speed limit section of the A565 dual carriageway may be problematic, given vehicles accessing the site may be slowing to almost a standstill.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	M	Presumably the previous depot had mains water and electricity; given the proximity to Mere Brow village, connection to these services should be feasible in future.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	Site is within the Green Belt, but adjacent to the Mere Brow settlement.
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	Y	Land beside Tarleton Runner is in Flood Zones 2 (typically 20-25m from the watercourse) and 3 (typically 15-20m from the watercourse). This would not preclude the use of the site as a Traveller site, but would require caravans to be located away from the Flood Risk area, significantly decreasing the net developable area and the site capacity.
13. Can the site accommodate between 3 and 15 pitches / plots?	N	See comments on ownership below. Only the eastern part of the site is considered a deliverable Traveller site, but given the area at risk of flooding, this site would only be able to accommodate a small number of pitches (possibly no more than 2).
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	N?	The willingness of the owner of the eastern section of the site to sell as a Traveller site is unknown. The owner of the open, western section of the site has stated that they are not willing for this part of the site to be considered as a Traveller site.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	N?	Availability of the eastern part of the site unknown. Western part not available.
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	None known of.
17. Are there any land stability issues?	N	None known of.
18. Is the site sloping to any great extent?	N	

Criterion	Y/N/M/?	Comment
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of.
Main constraints or negative issues		Owner's views unknown. Direct access onto A565 dual carriageway likely to be problematic. Flood risk areas reduce the site's capacity.
Most advantageous features		Brownfield site able to accommodate a small number of pitches to help meet unmet needs arising in the Banks area.

Site 13. Land at White Moss Road South, Skelmersdale (A)

Site brought to the attention of the Council by the travelling community; being considered only as a transit site / authorised stopping-off site.



Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N Site is physically separate from nearest settled community.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N? Site is away from "typical residential" infrastructure and services; its proposed use as a Transit site should result in the site only being occupied occasionally. Being close to a business area, it is expected that its use would not place undue pressure on local infrastructure.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>N Site is just over 1km on foot from bus stops on Railway Road; this involves crossing a motorway junction. Access to facilities is thus likely to require private motorised transport.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>Y Site is less than 100m from the M58 motorway and within 500m of a waste facility.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination known of, although minor contamination may be possible on account of site's previous use as a Highways Agency depot.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N Use of this site as a transit site should have no greater visual impact than the site's previous highways-related use. Site is screened by trees from neighbouring business park and motorway junction.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site, apart from M58 (designated as a major wildlife corridor - but this site's use as a Traveller site should not impact upon any nature conservation attributes of the M58).</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	Y	Site is surrounded by an existing security fence and is screened by a belt of (deciduous) trees from the neighbouring business park and motorway junction uses.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y	Site has direct access to Junction 4 of the M58.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	It is expected that these services exist as a result of the site's previous use, or if not, they should be readily achievable given the business park nearby.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	Site abuts the non-Green Belt White Moss Business Park.
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Site appears to have the capacity to accommodate 15 transit pitches.
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	N	Site owner has indicated that. although vacant, the site is not currently for sale.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	N	See above.
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	None known of.
17. Are there any land stability issues?	N	There do not appear to be any land stability issues.
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of.
Main constraints or negative issues		Owner not currently willing to sell. Site is close to an office-based business park. Relatively unsustainable location (although this may not be such a significant issue for a transit site).
Most advantageous features		Good location for a transit site, close to M58, fenced off and with hardstanding.

Site 14. Land at White Moss Road South, Skelmersdale (B)

Site in the hands of Travellers, subject to a planning application for stables in 2013.



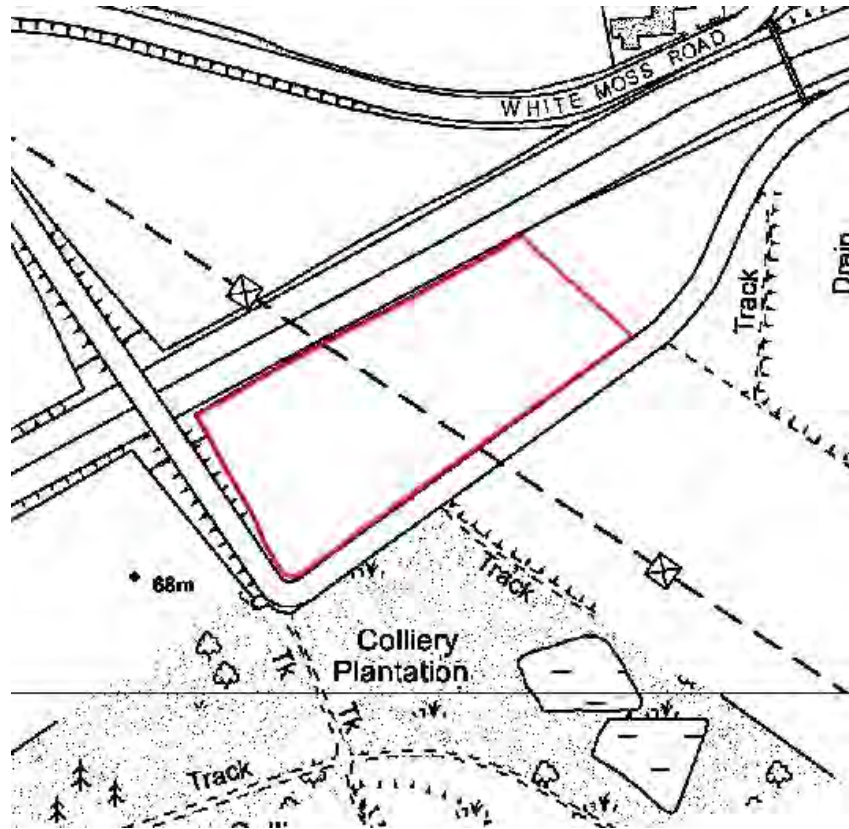
Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N Site is physically separate from nearest settled community. There is just one residential property approximately 300m along White Moss Road South; residential properties on White Moss Road are closer as the crow flies, and whilst separated by the M58, there is a footbridge close to the site.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N/A There is very little local infrastructure / services.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y/N Site is 650m / 750m from bus stops on Liverpool Road (using the footbridge over the M58). However, given the generally "detached" location of this site, it is probably that access to services and facilities would be reliant on private motorised transport.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>Y Site is adjacent to M58 motorway and within 200m of a waste facility.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N Site has no immediate neighbours. Site is reasonably screened (provided existing trees, etc. are retained), and the adjacent motorway already has significant visual and acoustic impact, so the impact of the site should be limited and can be mitigated.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site, apart from M58 (designated as a major wildlife corridor - but this site's use as a Traveller site should not impact upon any nature conservation attributes of the M58).</p>
<p>Suitability</p>	

Criterion	Y/N/M/?	Comment
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	Y/N	Site is reasonably well screened by existing vegetation; this should be retained and added to in order to provide visual privacy. Given the location adjacent to the M58, acoustic privacy would be difficult to obtain without substantial close board fencing, which would look incongruous at this location, even against the backdrop of the motorway.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	?	White Moss Road South is narrow and of sub-optimal quality. However, a significant stretch of the road is used by landfill HGVs. Other than these, the road is relatively quiet; it should thus be able to accommodate typical Traveller vehicles, although being narrow, it is not ideal.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	N/?	The site does not currently have these utilities / drainage given its separation from other built development. It is unclear how easy it would be to provide mains water / electricity / drainage.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Site has been subject to a planning application for stables by an agent on behalf of Travellers.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	Y	No obvious constraints, but see comments above regarding nearby landfill use.
17. Are there any land stability issues?	N	None known of.
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of.

Criterion	Y/N/M/?	Comment
Main constraints or negative issues		Proximity to M58.
Most advantageous features		Site is in the hands of Travellers.

Site 15. Land at White Moss Road South, Skelmersdale (C)

Site identified by Council officers.



View over site from M58 bridge



Site from White Moss Road South



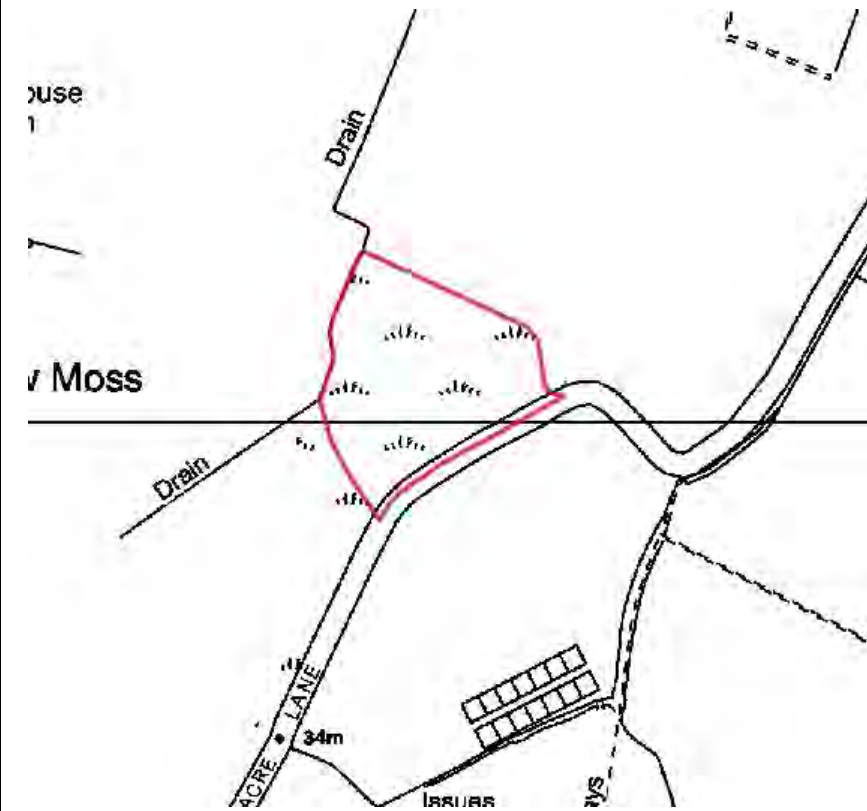
Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N Site is physically separate from nearest settled community. There is just one residential property approximately 400m along White Moss Road South; residential properties on White Moss Road are closer as the crow flies, and whilst separated by the M58, there is a footbridge close to the site.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N/A There is very little local infrastructure / services.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y/N Site is 700m / 800m from bus stops on Liverpool Road (using the footbridge over the M58). However, given the generally "detached" location of this site, it is probably that access to services and facilities would be reliant on private motorised transport.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>Y Site is adjacent to M58 motorway and within 300m of a waste facility.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N Contamination unlikely given current agricultural use and classification as prime agricultural land.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>Y Site is open and in agricultural use; its use as a Traveller site would have visual impact and lead to loss of Grade 1 agricultural land. Screening by appropriate planting possible in theory, but would take several years to become established.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site, apart from M58 (designated as a major wildlife corridor - but this site's use as a Traveller site should not impact upon any nature conservation attributes of the M58).</p>
<p>Suitability</p>	

Criterion	Y/N/M/?	Comment
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	N	This rectangular site is currently open on its "long sides". Achieving visual and acoustic privacy in the short term would require close board fencing (or more significant measures, given proximity to M58) which would look incongruous at this location. Planting would take several years to become sufficiently established to screen the site / fencing.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y/?	White Moss Road South is narrow and of sub-optimal quality. However, a significant stretch of the road is used by landfill HGVs. Other than these, the road is relatively quiet; it should thus be able to accommodate typical Traveller vehicles, although is not ideal.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	N/?	The site does not currently have these utilities / drainage given its separation from other built development. It is unclear how easy it would be to provide mains water / electricity / drainage.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	N	Site in agricultural use. Owner's views not known.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	?	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	Y	No obvious constraints, but see comments above regarding nearby landfill use.
17. Are there any land stability issues?	N	None known of.
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of.

Criterion	Y/N/M/?	Comment
Main constraints or negative issues		Proximity to M58, pylons cross site; current agricultural use.
Most advantageous features		Within M58 corridor and reasonably separate from residential uses.

Site 16. Land at Blackacre Lane, Ormskirk

Site brought to the Council's attention by the travelling community.



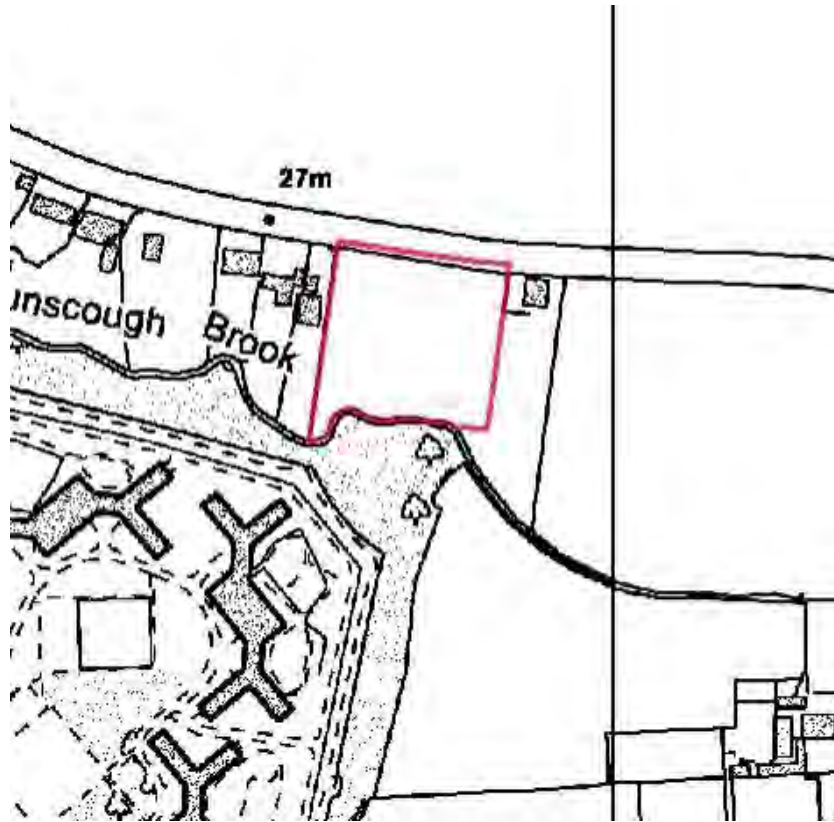
Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N Site is physically separate from the built-up area of Ormskirk, although relatively close by (350m to the nearest housing). Provided the site were not large-scale, it should not dominate the settled community.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N Given proximity to Ormskirk and all its services / infrastructure, it is unlikely that the use of this site for Travellers would place undue pressure. However, see comment below on road access.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y Site is 600-650m from nearest bus stops. Ormskirk has a full range of facilities; site is within walking distance of education and local shops; other services accessible via public transport.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N Former sewage works nearby, but this use ceased several years ago and not considered to have any significant impact on the site.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No environmental issues known of that would impact unacceptably on neighbours, but see comments on visual impact below.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site.</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	N?	Site is a metre or so higher than Blackacre Lane, so to provide visual and acoustic privacy would result in greater visual impact on the site's generally flat surroundings than a site level with the road. There is no natural screening between the site and Blackacre Lane at present.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	?	Blackacre Lane is a narrow lane (not much wider than single track) and not likely to be suitable for the larger vehicles typically associated with Travellers. Access from Ormskirk (A570 via Heskin Lane, or A59 via Grimshaw Lane) would be easier than access from Burscough (A59 / B5242 Pippin Street) as this would entail less distance travelled along Blackacre Lane, but would mean Traveller traffic passing through residential areas of Ormskirk. Site lies on a bend on the lane, but at present has two gated accesses.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	N/Y?	Site does not currently have these services. It is unclear whether they could easily be provided, but it is noted that the site is within 400m of the urban area of Ormskirk with its services / utilities.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Site is owned by Travellers; currently used for grazing horses.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	None known of.
17. Are there any land stability issues?	N	None known of.
18. Is the site sloping to any great extent?	N	Site is generally flat, although the edge of the site gently slopes down approximately a meter in height towards Blackacre Lane.

Criterion	Y/N/M/?	Comment
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	Y	Site is on the line of the proposed Ormskirk Bypass. Site subject to a financial "clawback" clause which could impact upon deliverability.
Main constraints or negative issues		Site not in a recognised area of historic Traveller need; access road is narrow.
Most advantageous features		In the hands of Travellers; reasonably sustainable location, but separate from residential properties.

Site 17. Land at Butchers Lane, Aughton

SHLAA site whose owner has indicated a willingness for the site to be considered as a potential Traveller site.

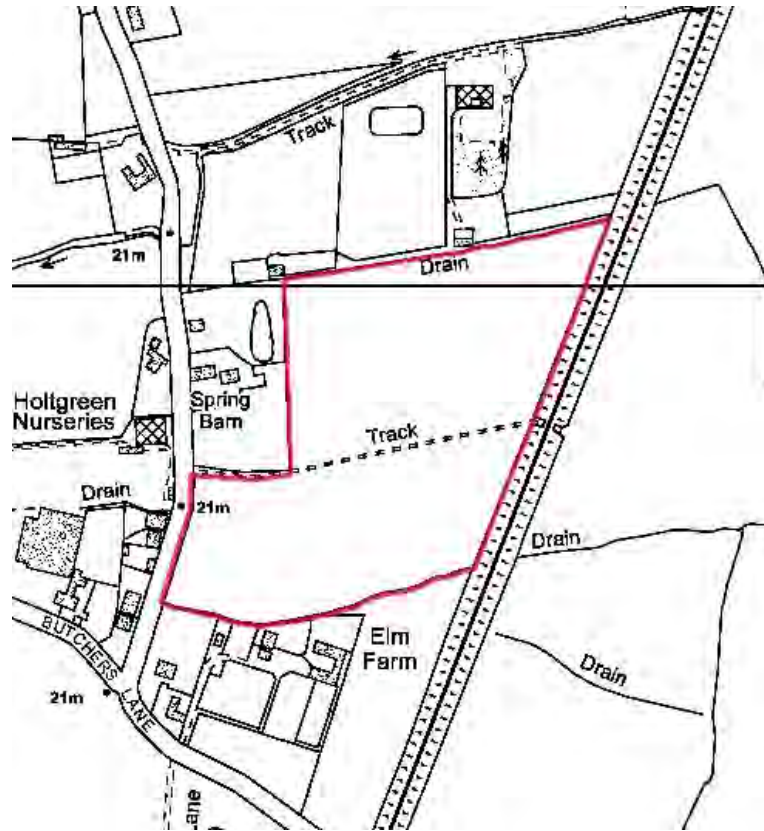


Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>M Site is in a rural area, but lies between residential properties.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N/A There is little local infrastructure / services.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>N Site is 1.8km (Springfield Road) from the 311 bus service connecting to Ormskirk. Very few local accessible services.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N No such process / land use known of, although site is within 100m of Ashworth Hospital.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No environmental issues known about.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site.</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	N	Site is located in a gap between residential properties. Any fencing to achieve visual / acoustic privacy would be likely to have a negative visual impact upon neighbours, who currently have predominantly open views to the side / front.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	M	Whilst Butchers Lane is unclassified, it is wide enough to accommodate typical Traveller vehicles. The site is large enough for adequate access to be achieved.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	Y	Site does not currently have these services, but it is assumed that they can be provided given residential properties either side of the site.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N/Y	Rear of site (about 15% of site) is within Flood Zone 2, by virtue of the adjacent watercourse.
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	Small site; closer to 3 than to 15 pitches.
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Site is not in the hands of Travellers but the owner has expressed willingness for the site to be considered as a Traveller site.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	None known of.
17. Are there any land stability issues?	N	Stability issues unlikely at road frontage of site, but rear of site slopes towards a watercourse.
18. Is the site sloping to any great extent?	N	Rear of site slopes gently towards a watercourse.
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of
Main constraints or negative issues		Unsustainable Green Belt location away from regular public transport and from recognised areas of Traveller need.
Most advantageous features		Owner willing to consider site as a Traveller site

Site 18. Land east of Brookfield Lane, Aughton

SHLAA site whose owner has indicated a willingness for the site to be considered as a potential Traveller site.



Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>M Site is in a rural area, close to a small number of residential properties.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N/A There is little local infrastructure / services.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>N Site is just over 1km from bus stop on Springfield Road. Few local accessible services.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N Site is within 100m of railway embankment, but this is not considered a constraint in terms of impact upon the residents of the site.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No environmental issues known about.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site.</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	N	Site is within open countryside. Whilst it is screened to an extent by existing trees / hedging, to achieve visual and acoustic privacy for the whole site would mean visual impact on this Green Belt area. The visual impact of the site from the adjacent railway embankment would be very difficult to mitigate in the short-medium term.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	N	Brookfield Lane is narrow and unlikely to be suitable for typical Traveller vehicles.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	N/M	Site does not currently have these services; there are some residential properties nearby, so it is assumed that services can be provided, although it is unclear how easy it would be to provide them.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Site is not in the hands of Travellers but the owner has expressed willingness for the site to be considered as a Traveller site.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	None known of.
17. Are there any land stability issues?	N	None known of.
18. Is the site sloping to any great extent?	N	
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of.
Main constraints or negative issues		
		Unsustainable Green Belt location; not in recognised area of Traveller need.
Most advantageous features		
		Owner willing to consider site as a Traveller site

Site 19. Land east of Middlewood Drive, Aughton

SHLAA site whose owner has indicated a willingness for the site to be considered as a potential Traveller site.



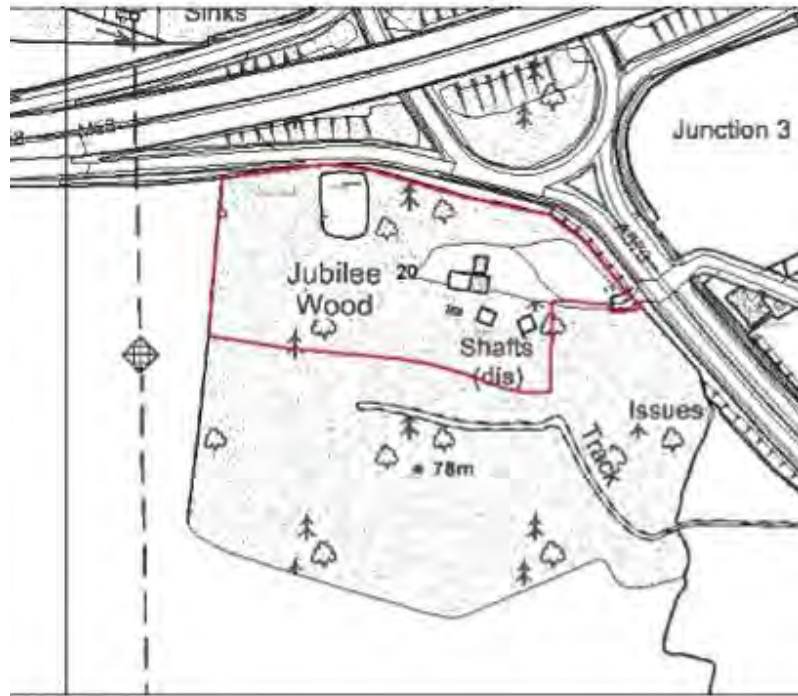
View over site from western edge



Criterion	Y/N/M/? Comment
<p>Sustainability</p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>Y Site is adjacent to a significant number of residential properties; access to the site would be such that wherever it was taken from (all options involve using quiet residential streets), it would be likely to not promote peaceful and integrated co-existence.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N Given its location on the edge of an urban area, it is likely that local services can accommodate a small additional Traveller population.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?</p>	<p>Y Site is close to Town Green Station (distance depends on access point) and a limited number of local services at Town Green.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No environmental issues known about.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site.</p>

Criterion	Y/N/M/?	Comment
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	N	Site comprises open countryside on the edge of an urban area. To provide visual and acoustic privacy to the site's occupants would be likely to cause unacceptable visual impact as a result of close board fencing, etc.
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	N	Likely access would be Middlewood Road or Middlewood Drive, both narrow cul-de-sacs with significant on-street parking. Access by emergency vehicles would be likely to be difficult.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	N/Y	Site has no services, but it is probable these could readily be provided given the proximity to an urban area.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	Green Belt site adjacent to settlement area.
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	Y	Site is not in the hands of Travellers but the owner has expressed willingness for the site to be considered as a Traveller site.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	Y	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	N	None known of.
17. Are there any land stability issues?	N	None known of.
18. Is the site sloping to any great extent?	N	Site slopes gently in parts.
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	N	None known of.
Main constraints or negative issues		Green Belt location with poor access and adjacent to a significant number of residential properties; not in a recognised area of Traveller need.
Most advantageous features		Owner willing to consider site as a Traveller site

Site 20. Former Bickerstaffe Colliery, Jubilee Wood, Bickerstaffe



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Criterion	Y/N/M/?	Comment
Sustainability 1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?	N	Site is predominantly separate from settled community, and is screened by trees.
2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?	N/A	There is little local infrastructure / services.
3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access: - an appropriate health facility - education - employment - shops - other necessary services?	Y	Site is 450m from bus stops on the A570, although walking to these bus stops entails crossing Junction 3 of the M58 (roundabout / under a flyover). Few local services, so most services would need to be accessed via bus or by private motor vehicle.
4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?	Y	Site is within 100m of M58 motorway, although screened by woodland.
5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?	N/M	No precise detail of contamination are known, although site has been used as a colliery in the past and thus contamination may be an issue in certain areas.
6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?	Y	Much of site is wooded; development / use of the site (or part of the site) as a Traveller site may impact upon the woodland, although this could be mitigated through appropriate fencing / planning conditions.
7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?	N	Site is not subject to any historic environment, landscape or nature conservation designation.
Suitability		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	Y/N	Site is surrounded by woodland, which provides natural screening. Acoustic privacy would be more difficult to achieve, given the nearby M58 motorway.

Criterion	Y/N/M/?	Comment
9. Is the site accessible by a public highway of an appropriate standard? Can adequate access onto and from the site be achieved, both by the occupants, and by visitors (including emergency services)?	Y/?	Site is accessible from A570 Rainford Bypass and close to M58, although access is not ideal (direct access onto a dual carriageway, less than 100m from motorway junction roundabout). Access point also used by LCC for woodland operations.
10. Does the site have mains water, drainage and electricity, or could these services be provided or satisfactory drainage achieved?	N/M	It is unclear how easy it would be to provide services, although it is noted that there are commercial and residential buildings within 100m of the site, so it is assumed that services exist in the vicinity of the site.
11. Is the site in the Green Belt? (i.e. would the site require removal from the Green Belt to be allocated as a Traveller site?)	Y	
12. Is the site in Flood Zone 2 (in which case the site must be shown to meet the Exceptions Test) or Zone 3 (in which case caravans should not be permitted)?	N	
13. Can the site accommodate between 3 and 15 pitches / plots?	Y	
Availability		
14. Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	N	Owner has indicated in early 2014 an unwillingness to sell the site as a Traveller site.
15. Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	N	
Achievability		
16. Are there any significant physical constraints to the site's development as a Traveller site?	Y	Surrounding woodland is likely to be a constraint in terms of minimising impact on the woodland, although there is in theory potential for part of the site to be used.
17. Are there any land stability issues?	M	Site has disused mineshafts in places.
18. Is the site sloping to any great extent?	N	Site slopes gently at access point, but majority of site does not slope to any great extent.
19. Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	M	If site were to be put forward for allocation, careful attention would need to be given to access to the site. Access is also needed to the wooded part of the site (for forestry operations / emergency vehicles) south of the area under consideration as a potential Traveller site. Whether a joint access is possible whilst maintaining security for the two potential uses would require investigation.
Main constraints or negative issues		Owner not willing to sell as a Traveller site; access may be problematic.
Most advantageous features		Proximity to M58 motorway; site is well screened.

