

Appendix 1

Assessment of Potential Traveller Sites

The 20 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 Butcher's 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 18 criteria.

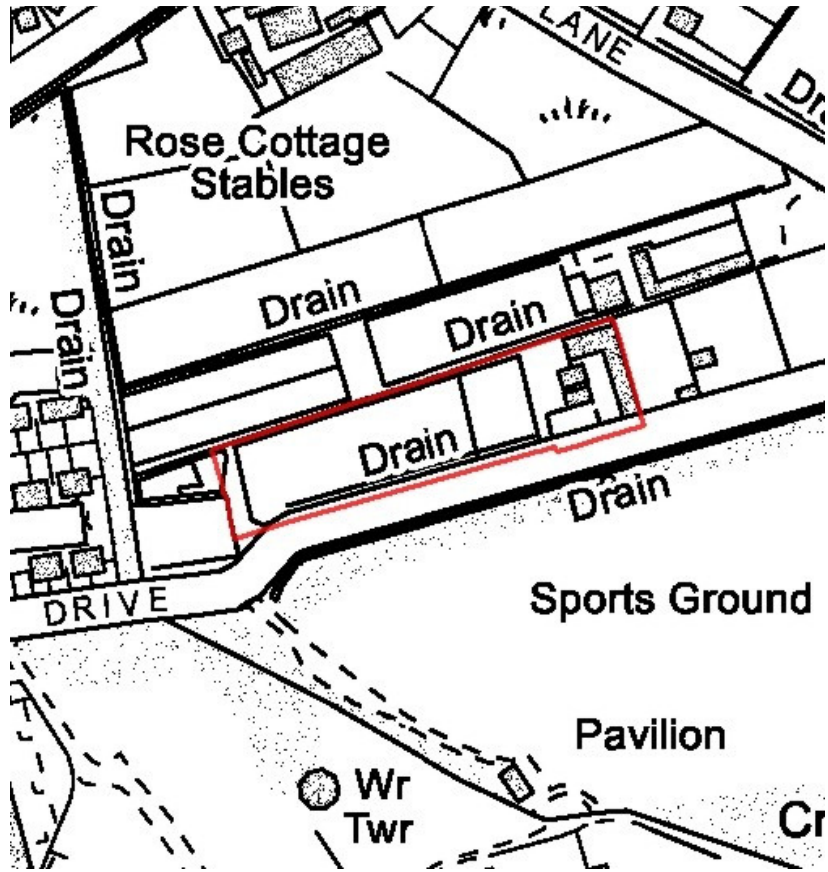
Possible responses are Yes ("Y"), No ("No"), Maybe ("M") or Unknown ("?").

Failure to meet any "Tier 1" criterion effectively rules out the site from further consideration.

Sites 1-2, 4-5, 7, 9-13, 15, 19-20 all fail to meet one or more of the "Tier 1" criteria.

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. Site effectively ruled out on account of its location in Flood Zone 3, and the dismissal of the appeal on the neighbouring site.

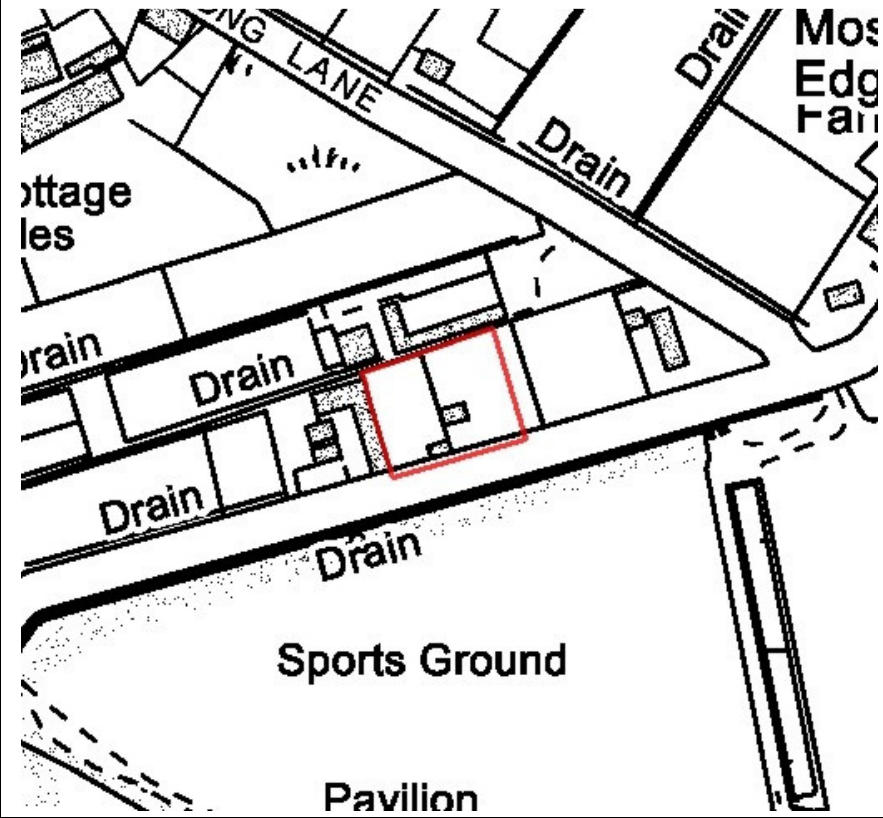


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site currently occupied by Travellers.
2. Is the site in Flood Zone 3?	Y	The site is located within Flood Zone 3.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Green Belt site, although less than 100m from Banks settlement boundary. Whilst screened to an extent by fencing, the site inevitably has impact on the openness of the Green Belt.
5. 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's occupants and the local settled community?	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. The site is already in use, and the Council is unaware of it dominating Banks.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	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.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known (apart from flood risk)
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	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. The site is currently in use, however, as a Traveller site.
9. Is the site in Flood Zone 2?	Y	Site is within Flood Zones 2 and 3.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close	N	No nature conservation designation in vicinity of site.

to (such that it would materially affect) any area of land subject to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	No historic environment or landscape designation in or close to the site.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Given the proximity of other houses, it is expected that water and electricity are available or could readily be made available. It should be possible to achieve satisfactory drainage.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Banks (North Meols) is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	N	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.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Given the size of the site in relation to the size of the nearby settlement, there should not be undue pressure on services such as health / education, nor on other infrastructure. This site is already occupied by Travellers.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is in a reasonably sustainable location, 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 the locality.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	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.
18. Can the site accommodate between 3 and 15 pitches?	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.

Site 2. Aveling Drive B, Banks

Appeal dismissed by Secretary of State on account of flood risk and harm to the Green Belt. Site ruled out as a result.

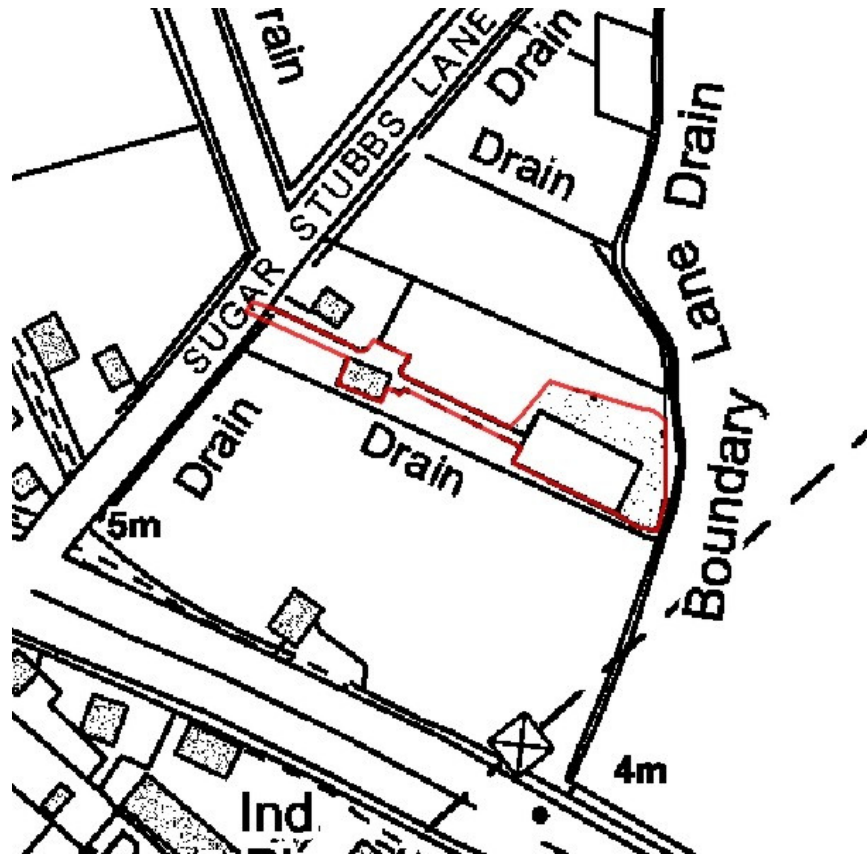


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	In hands of Travellers and in use as Traveller site
2. Is the site in Flood Zone 3?	Y	Flood Zone 3
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	Less than ideal highway access.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Green Belt site; approximately 200m from Banks settlement boundary.
5. 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's occupants and the local settled community?	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. Small site, so unlikely to dominate the settled community on account of their relative sizes.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	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.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No significant physical constraints known of (apart from flood risk).
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	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.
9. Is the site in Flood Zone 2?	Y	Site is within Flood Zones 2 and 3.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No nature conservation designation in vicinity of site.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close	N	No historic environment or landscape designation in vicinity of site.

to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	Y	
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Given the proximity of other houses, it is expected that these services are available or could readily be made available.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Banks (North Meols) is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	N	This site is not the easiest site for, say, a fire engine to access on account of the narrow lane.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Given the size of the site, there should not be undue pressure on services such as health / education, nor on other infrastructure. The site is already occupied by Travellers, and the Council is unaware of any issues relating to infrastructure or services resulting from the site's occupation.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is in a reasonably sustainable location, 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.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	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.
18. Can the site accommodate between 3 and 15 pitches?	N	Recent appeal was over one pitch; in theory capacity may exist for one further pitch on site.

Site 3. Sugar Stubbs Lane, Banks

Site with longstanding permission for one caravan. Static caravan and other caravans on site, occupied by Travellers.



Site from Sugar Stubbs Lane



Site from A565

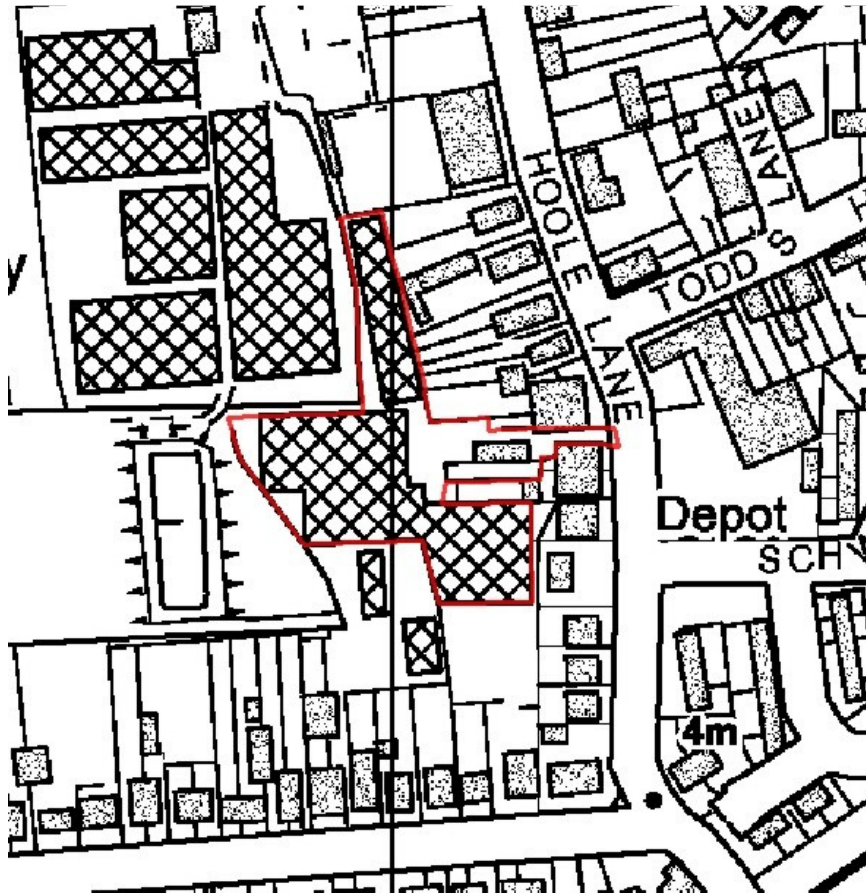


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site is in the hands of, and occupied by, Travellers.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	No significant physical constraints known.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Green Belt site, approximately 600m from Banks settlement boundary.
5. 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's occupants and the local settled community?	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 primary road network passing only two other properties.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	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). The site has already been occupied for a number of years.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No such constraints known about.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	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.
9. Is the site in Flood Zone 2?	Y	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No nature conservation designation applies to site or to land nearby.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	No historic environment or landscape designation applies to site; historic landscape of local importance starts 100m to east of site.

to any historic environment or landscape designation?		
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Given the proximity of other houses, it is expected that these services are available or could readily be made available.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Banks (North Meols) is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	M	Access for emergency vehicles appears possible (given the site entrance is set back up to 10m from Sugar Stubbs Lane), although not ideal.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Due to the relatively small size of the site and limited number of pitches, its use as a Traveller site should not place undue pressure on local infrastructure and services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	M	Reasonably sustainable site, approximately 500m / 700m from nearest bus stop (depending on bus direction), from which services in Banks, Tarleton and Southport can be accessed. Access on foot to facilities mentioned is not a realistic prospect due to location of site away from Banks village.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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, and at the north western part, to screen the site from Sugar Stubbs Lane and Boundary Lane.
18. Can the site accommodate between 3 and 15 pitches?	Y	Recent planning application for five caravans; existing static caravan also on site; 3 pitches at 2 caravans per pitch.

Site 4. Land west of Hoole Lane, Banks

Site in Flood Zone 3 and no longer available for Traveller development, thus fails on two Tier 1 criteria.

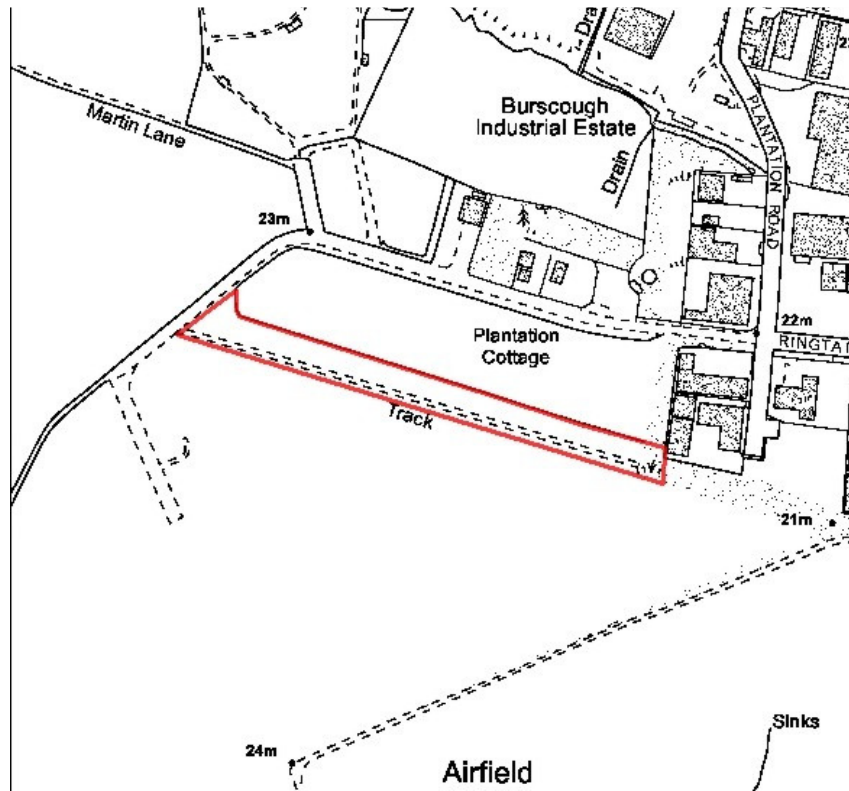


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	No
2. Is the site in Flood Zone 3?	Y	Yes
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None known of, but see access below (8)
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	N	
5. 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's occupants and the local settled community?	Y	The site is likely to cause issues with settled community due to its abutting several residential and other properties on Hoole Lane.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	Any "bad neighbour" uses would equally affect existing residential properties adjacent to the site.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	Existing derelict glasshouses would need to be removed in an appropriate manner if the site were to be allocated as a Traveller site. No others known about.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y/N	Site is on Hoole Lane, although it is not clear as to how access to site would be achieved, given existing properties fronting Hoole Lane.
9. Is the site in Flood Zone 2?	Y	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	No

12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Given the site's location within a settlement, it is expected that appropriate services could be provided.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	?	Site has access to Hoole Lane, but getting onto the land rear of Hoole Lane may be problematic.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	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.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is within 50m of bus stops on Hoole Lane. Access on foot possible to a number of services / facilities in Banks.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	Site overlooked by neighbouring two storey residential properties, although close board fencing already exists to screen some of the site from ground level. Western edge of the site leads to open land outside the settlement - planted screening more likely to be necessary here.
18. Can the site accommodate between 3 and 15 pitches?	Y	

Site 5. Land west of Ringtail Road, Burscough

Site considered only as a Travelling Showpeople site, not as a Gypsy and Traveller site. Green Belt site subject to unauthorised development, including storage of fairground equipment. Planning application for 6 park homes for use by Travelling Showpeople withdrawn December 2013.



Eastern end of site from unadopted road (extension to Ringtail Road)



Unadopted road

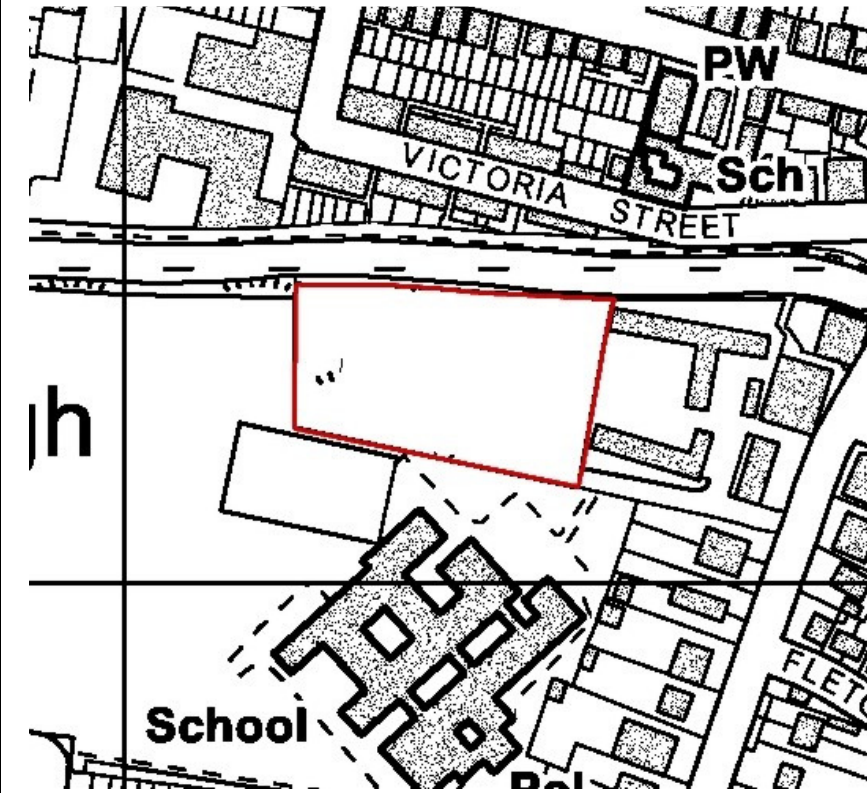


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Site originally submitted in Call for Sites, but subsequently declared to be no longer available for Traveller (Travelling Showpeople) development.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Green Belt, although adjacent to non-Green Belt industrial estate.
5. 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's occupants and the local settled community?	M	The site is physically separated from predominantly residential areas, although there is one residential property approximately 100m from the site. Neighbouring residents / occupiers of industrial units have raised concern regarding the moving of Travelling Showpeople equipment in relation to planning application 2013/0629; it may be possible to mitigate some of these issues e.g. via conditions on timing and frequency of moving / storage of equipment.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	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.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known of
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	?	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.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	

11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	M	Site does not have services at present, but it adjacent to industrial area with services.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Burscough is an area of Travelling Showpeople need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	?	Access can be achieved, but is not ideal.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	M	This site was originally 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.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	N	Site is approximately 2.4km 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.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	Site already well screened existing trees / bushes / buildings, many of them evergreen, although storage of significant amounts of fairground equipment likely to require more extensive screening.
18. Can the site accommodate between 3 and 15 pitches?	Y	Likely to be no more than 6 plots for Travelling Showpeople.

Site 6. Land west of The Quays, Burscough

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

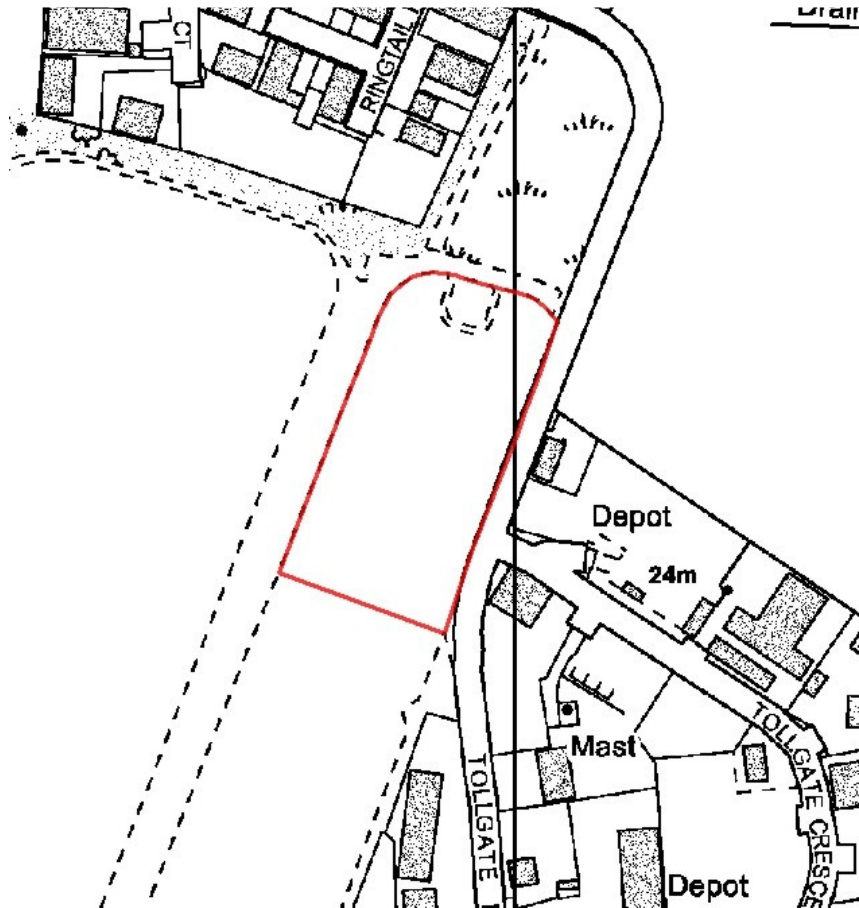


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Within the ownership of Travelling Showpeople. Availability limited to a particular group or family.
2. Is the site in Flood Zone 3?	N	No.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None known.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	N	
5. 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's occupants and the local settled community?	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.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	No issues relating to these matters.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No significant physical constraints known about.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	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.
9. Is the site in Flood Zone 2?	N	No.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	Y	Site is subject to an open space designation and is adjacent to the Leeds Liverpool Canal (wildlife corridor designation).
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	Y	Site is within a "finger" of land in Burscough subject to a designation of 'historic landscape of local importance'.

12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Site has been in use a number of years; these services are presumed to exist.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Burscough is an identified area of Travelling Showpeople need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	Access appears less than ideal, but site has been in use as a Travelling Showpeople site for a number of years. It is presumed that if articulated lorries can access the site, then so can emergency vehicles.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	WLBC is unaware of any evidence that the existing site is placing undue pressure on local infrastructure, services and roads.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Sustainably located site, less than 100m from Burscough Centre and its facilities; it is approx. 200m from bus stops and 500m from Burscough Bridge Station. Site is within walking distance of most services and facilities.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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.
18. Can the site accommodate between 3 and 15 pitches?	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.)

Site 7. Land west of Tollgate Road, Burscough

Green Belt site suggested (by Travelling Showpeople) as a possible Travelling Showpeople site. Owner confirmed site not available for consideration as a Gypsy or Traveller site.

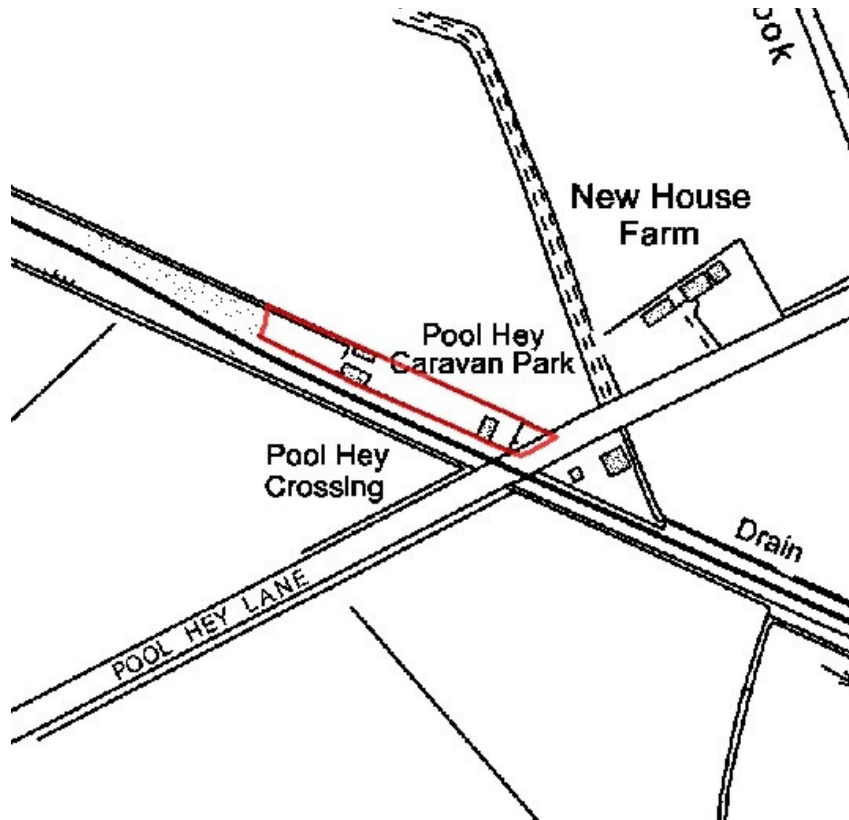


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Owner has confirmed the site is not available for Traveller development.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	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.
5. 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's occupants and the local settled community?	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 this part of the site will be developed for employment uses, rather than residential. 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 unacceptable on neighbours.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	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.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known about.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	Site lies adjacent to the spine road through Burscough Industrial Estate.
9. Is the site in Flood Zone 2?	N	

10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Site is currently undeveloped, but provision of services should be straightforward given neighbouring industrial areas.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Burscough is an area of Travelling Showpeople need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	The use of this site as a Travelling Showpeople yard should not place undue [extra] pressure on local roads or services, assuming its occupants relocate from elsewhere in Burscough, the area of need for Travelling Showpeople accommodation.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	The site is 900m walk from the nearest bus stops on A59. The site is within walking distance of employment; retail development (supermarket) has planning permission less than 1km from site, but other services tend to be more than 1km from site.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	?	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", open, 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.
18. Can the site accommodate between 3 and 15 pitches?	Y	

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.



(Site viewed from across railway line)



(Site lies beyond the field in the foreground)

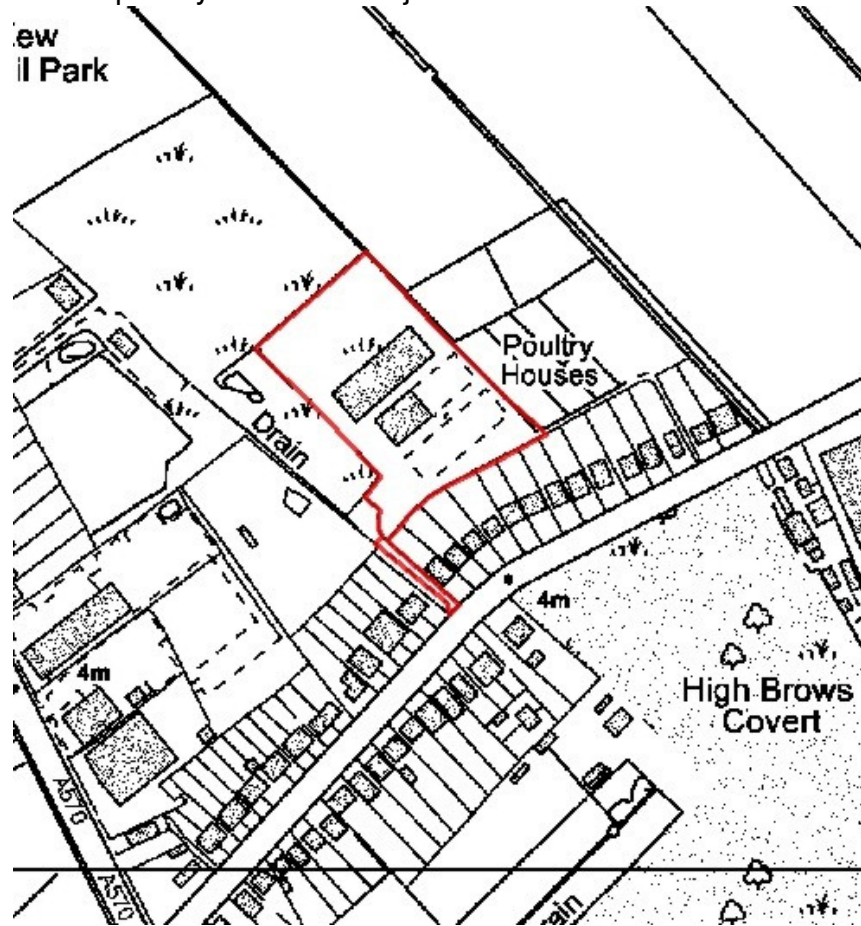


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site is in the hands of, and occupied by, Travellers.
2. Is the site in Flood Zone 3?	N	No.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None known of.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	The site is located within the Green Belt.
5. 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's occupants and the local settled community?	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.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	M	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.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No physical constraints known about.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	M	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. However, this lane has accommodated typical Traveller traffic for a number of years, and the Council is unaware of any significant highways issues resulting from the occupation of the site.
9. Is the site in Flood Zone 2?	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.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	Y	Site is directly adjacent to the Martin Mere Mosslands Biological Heritage Site.

11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	M	The site lies within an Area of Landscape History of County Importance. However, screening planting around three sides of the site is well-established.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	These services exist.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Scarisbrick is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	M	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 which is not ideal for emergency vehicles, although is passable.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	The Council is unaware of this site's occupation over recent years placing undue pressure on local infrastructure, services and roads.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Despite its isolated location, the site is approximately 1.3km from the nearest bus stop (A570), from which health services, education, employment, shops, etc. can be accessed.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	Y	The site is largely screened on the south western side by the railway and hedging, and on the north eastern and north western side by hedging. The front is screened by substantial wooden gates.
18. Can the site accommodate between 3 and 15 pitches?	Y	Indicative capacity 5 pitches.

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

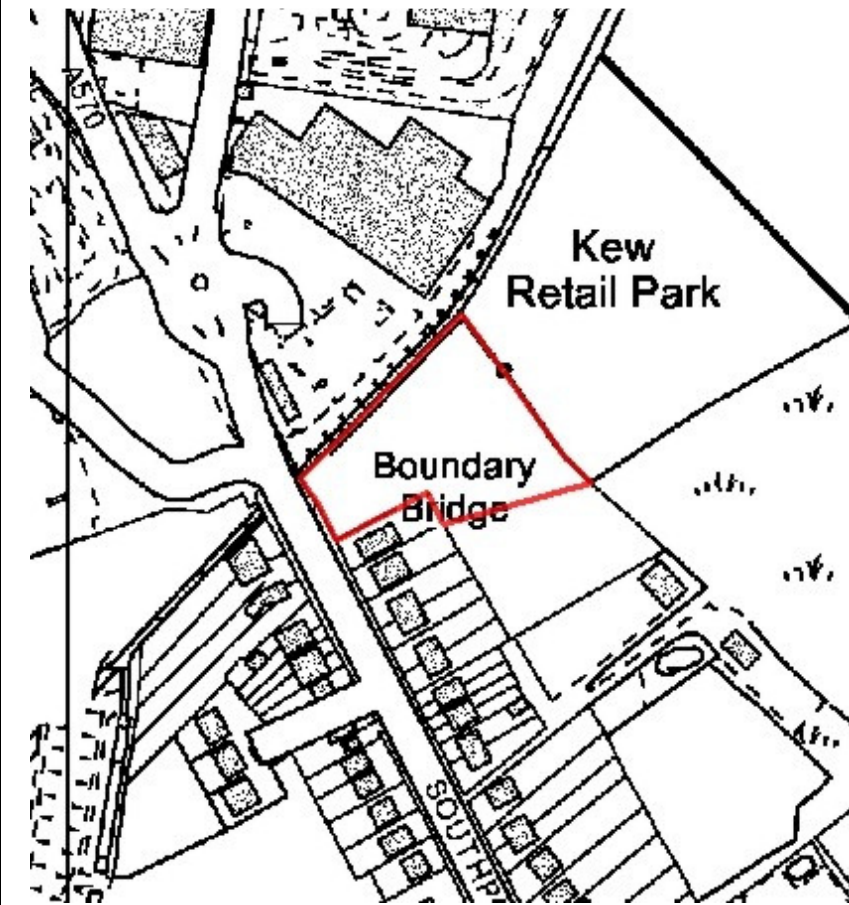


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Site was previously marketed, but is no longer for sale.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None known of.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Site abuts the Brown Edge settlement area.
5. 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's occupants and the local settled community?	M	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.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	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.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	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.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	The site is within 250m of the A570. Access would involve using a stretch of Pool Hey Lane which is an unclassified residential road. However, commercial vehicles associated with the Kershaws Foods business further along Pool Hey Lane, as well as farm traffic, use this part of Pool Hey Lane.
9. Is the site in Flood Zone 2?	Y	Site is wholly within Flood Zone 2; parts of the site are less than 50m from Flood Zone 3
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	None.

to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	Y	The site is directly adjacent to an Area of Landscape History of County Importance.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be 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.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Scarisbrick is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	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.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	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.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	The site is approximately 350m from bus stops on the A570; access to general facilities is on the whole beyond typical walking distances.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	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.
18. Can the site accommodate between 3 and 15 pitches?	Y	

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

Site originally suggested as a potential Traveller site, but is no longer available.

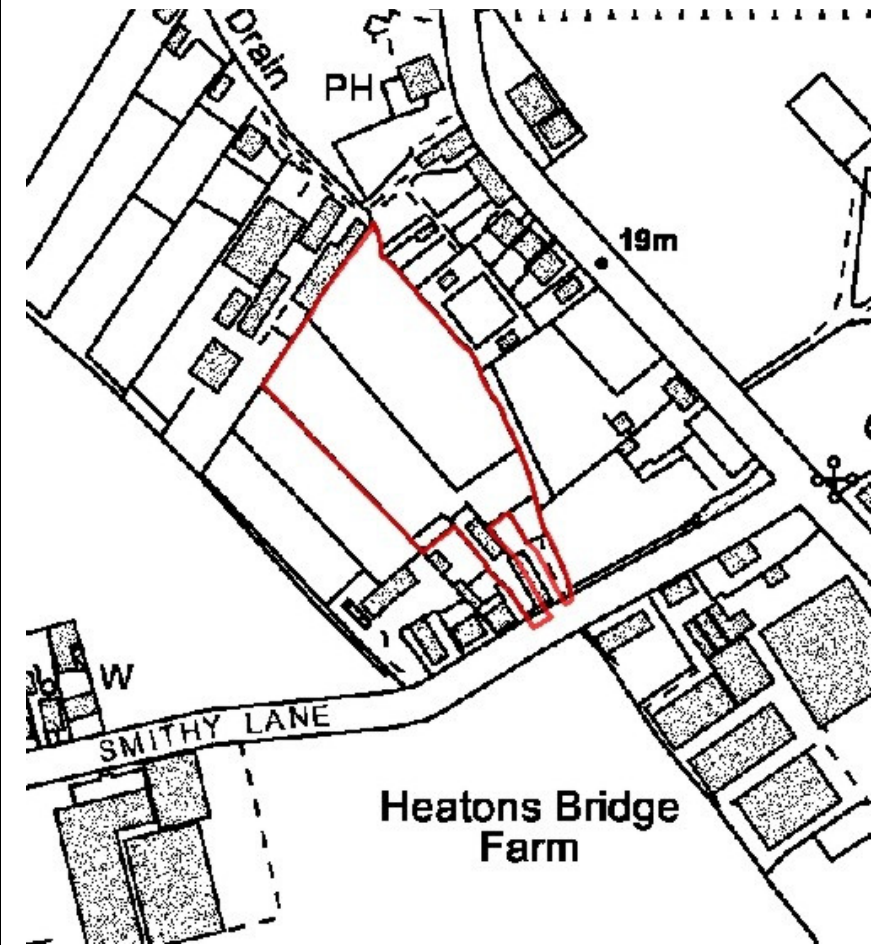


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Site purchased on behalf of a developer with a view to development for housing; site is not available for consideration as Traveller accommodation.
2. Is the site in Flood Zone 3?	N	Land beyond site is in Flood Zone 3, but not the site itself.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	Site has physical constraints, but these can be overcome.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	N	Adjacent to Green Belt, but not within it.
5. 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's occupants and the local settled community?	N	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.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	M	Site is 200m (as the crow flies) from Foul Lane 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.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	M	Site has extensive hardstanding and there is evidence of land stability issues in the immediate area. Site is directly adjacent to a watercourse.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	Site lies directly on the A570.
9. Is the site in Flood Zone 2?	Part	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.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	Site is just over 100m from the edge of an area designated as Area of Landscape History of County Importance.

to any historic environment or landscape designation?		
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Site does not currently appear to have these services, but given its location, these services should be straightforward to provide.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Scarisbrick is an identified area of Traveller need; this site lies on the edge of Scarisbrick.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	Site has direct access onto the A570.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	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.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	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.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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.
18. Can the site accommodate between 3 and 15 pitches?	Y	Capacity of the site would be expected to be at the lower end of the scale (possibly 4 pitches), given adjacent residential use and proximity of Green Belt and Flood Zone 2.

Site 11. Land rear of 281 Smithy Lane, Scarisbrick

Site submitted as a potential Traveller site in the September 2013 Call for Sites exercise, but owner subsequently informed the Council that the site is no longer available for consideration as a potential Traveller site.



Rear of site viewed from further west along Smithy Lane

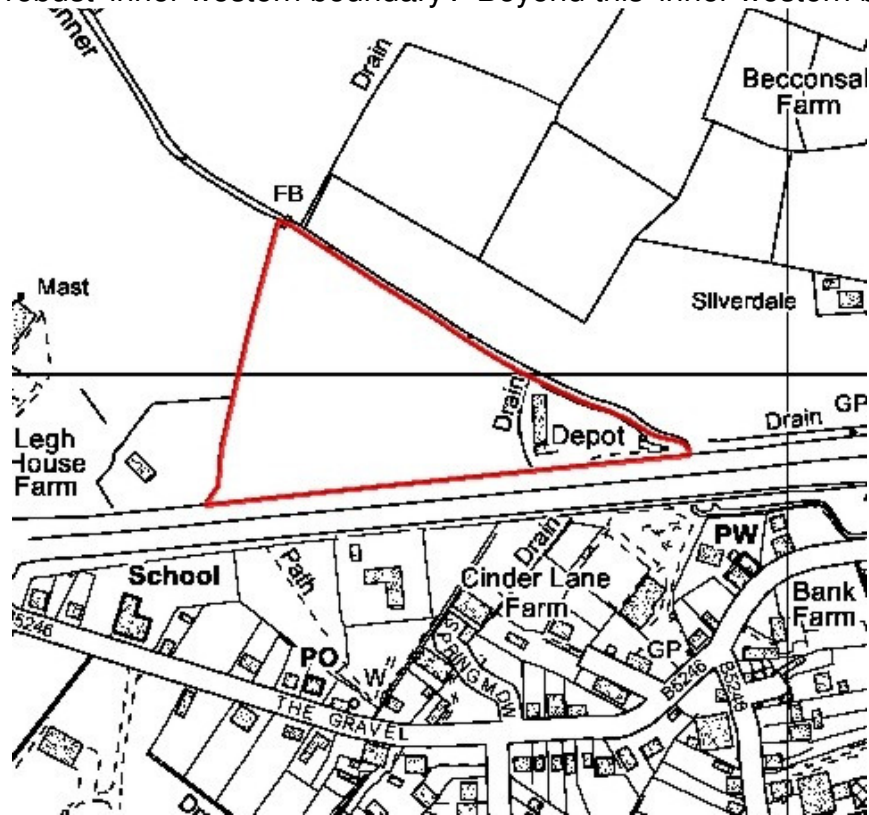


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	
5. 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's occupants and the local settled community?	Y	Site is directly adjacent to a number of residential properties.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	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.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known about
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y/N	Site is close (<100m) to the B-classified Heatons Bridge Road, although has less than ideal access onto Smithy Lane, especially for larger vehicles associated with Travellers. Access to the site is narrow and would be directly beside a residential property (283 Heaton's Bridge Road). Site submitted has raised the possibility of the demolition of 281 Smithy Lane to aid access.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	

to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	Y	Site is within an Area of Landscape History of Local Importance.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be 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.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Scarisbrick is an area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	N	Access to the site is narrow and would be directly beside a residential property (283 Heaton's Bridge Road). Site submitted has raised the possibility of the demolition of 281 Smithy Lane to aid access.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	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, especially as the site is relatively small and would not accommodate a significant number of pitches (unlikely to be no more than 4). There are few local services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	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.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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, needing time to become established.
18. Can the site accommodate between 3 and 15 pitches?	Y	Given the size and nature of the site, it would be unlikely to accommodate more than 4 pitches.

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 robust 'inner western boundary'. Beyond this 'inner western boundary' is an open area in agricultural use, in separate ownership.

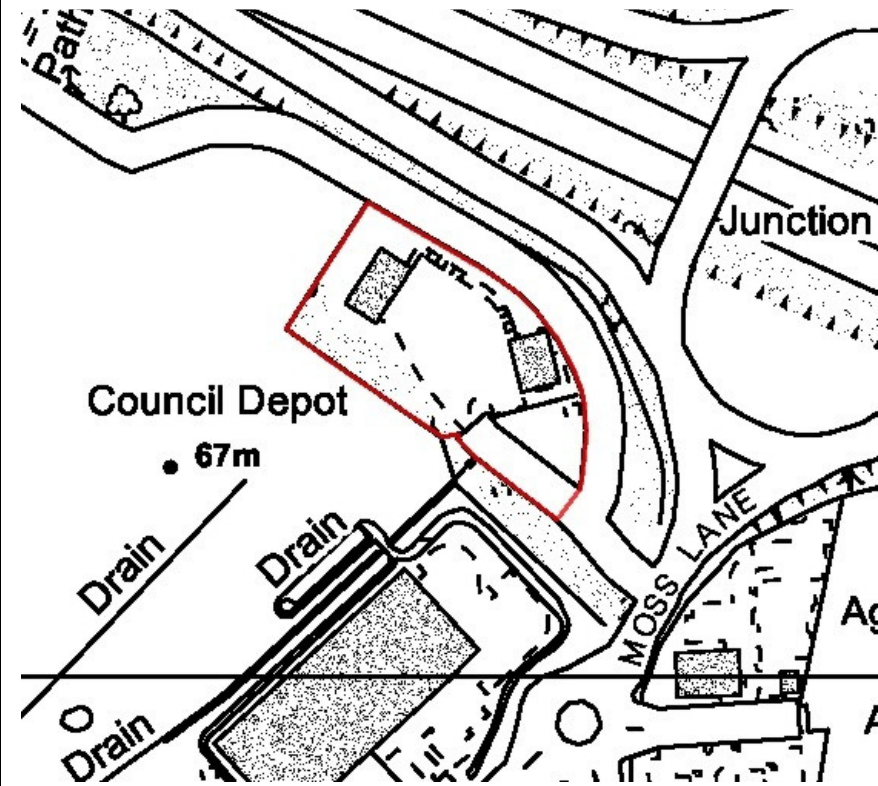


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	The owner of the eastern section of the site has not indicated any willingness to sell the land as a Traveller site. The owners 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.
2. Is the site in Flood Zone 3?	Part	The site is within Flood Zone 2 and Part within Flood Zone 3, therefore reducing the developable area.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	M	Access likely to rule out this site.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Site is within the Green Belt, although adjacent to the Mere Brow settlement
5. 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's occupants and the local settled community?	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 the possibility of integrated co-existence is not a foregone conclusion.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	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.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No contamination known of, although minor contamination may be present on account of site's previous use as a County Council depot.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y/N	Site lies directly on the A565. However, direct access onto this 50mph speed limit section of the A565 dual carriageway is likely to be problematic, given vehicles accessing the site may be slowing to almost a standstill.
9. Is the site in Flood Zone 2?	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.

10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	None known.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	None known.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	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.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	N	Mere Brow is not in itself an identified area of Traveller need, but it is close to Banks / North Meols, an area of need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	M	Site lies directly on the A565; site should be accessible by emergency vehicles, although the site is probably too small for a fire engine to drive into, and move around, the site
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	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 the Banks / North Meols area).
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	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.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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.
18. Can the site accommodate between 3 and 15 pitches?	N	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).

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

Site brought to the attention of the Council by the travelling community; was considered only as a transit site / authorised stopping-off site. Owners subsequently informed the Council that the site was not available.

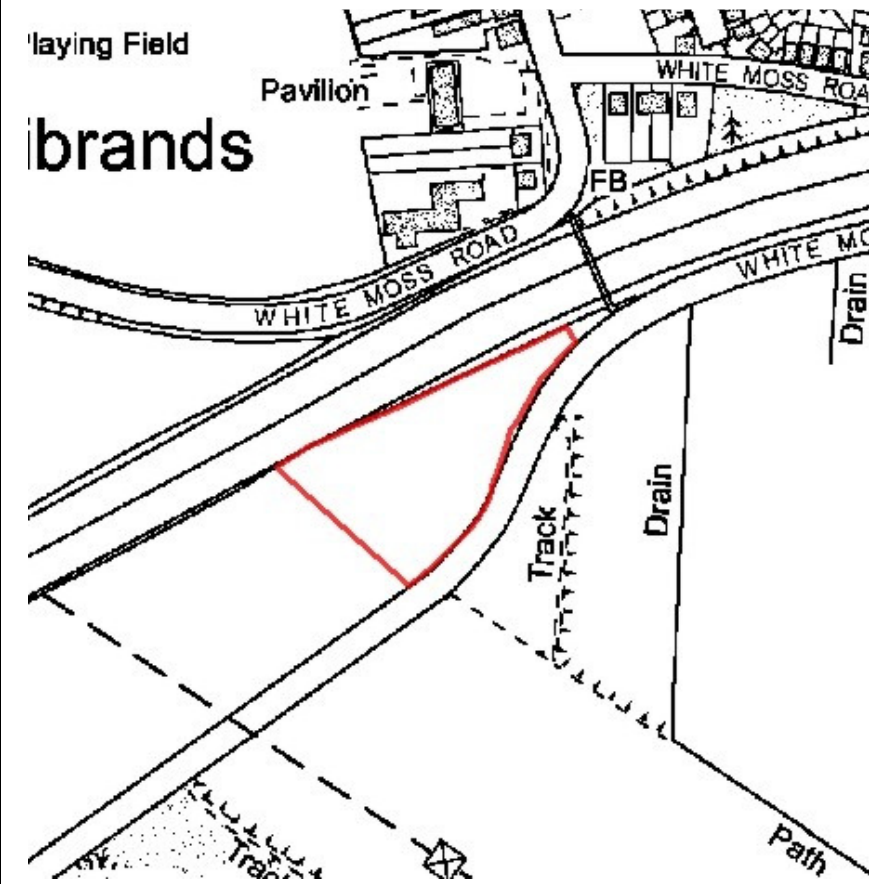


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Site owners (Highways England) have advised that the site is not available for sale.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Site abuts the non-Green Belt White Moss Business Park.
5. 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's occupants and the local settled community?	M	Site is physically separate from nearest settled community. The site's use as a Traveller site is likely to impact on the 'flagship' White Moss Business Park nearby. 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.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	Y	Site is less than 100m from the M58 motorway and within 500m of a hazardous waste facility.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	Y	Site has extensive hardstanding, and currently appears derelict. Minor contamination may be possible on account of site's previous use as a Highways Agency depot.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	Site has direct access to Junction 4 of the M58.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	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).

11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be 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.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Skelmersdale is an identified area of Traveller need, in particular Transit accommodation.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	Site has direct access to Junction 4 of the M58.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	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.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	M	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.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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.
18. Can the site accommodate between 3 and 15 pitches?	Y	

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

Site in the hands of Travellers in 2013; submitted in Call for Sites in 2015 as a potential Traveller site.

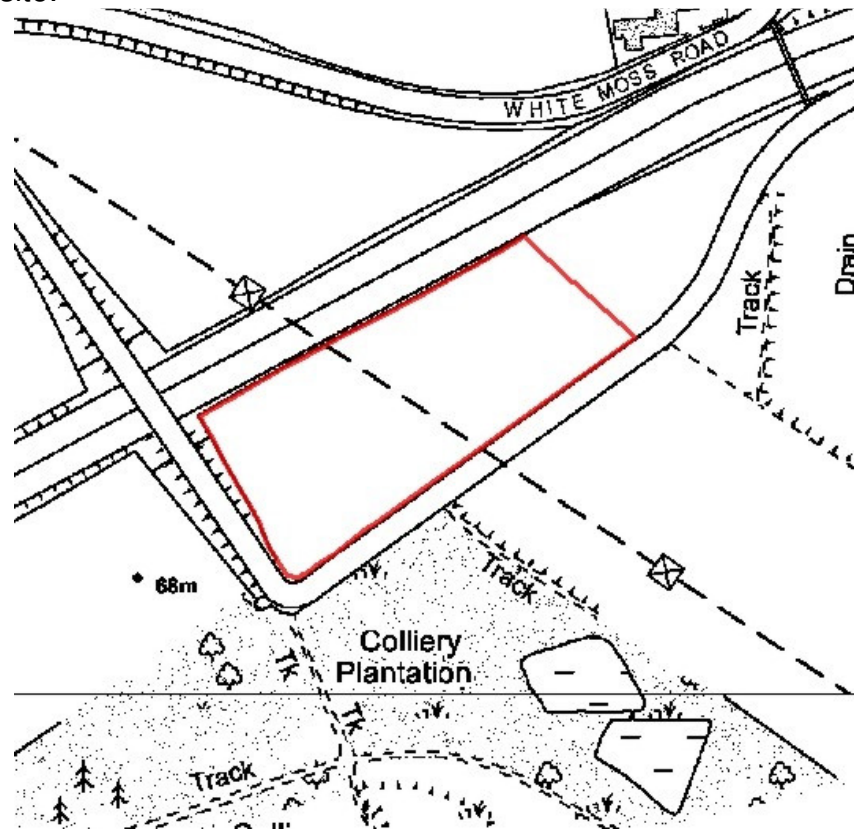


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site submitted for Traveller use during the 2015 Call for sites exercise.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	Y	Western boundary of the site coincides with an underground petrochemical pipeline, categorised as a Major Hazardous Installation; this has significant buffer zones that rule out most of the site from consideration.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	The site is located within the Green Belt
5. 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's occupants and the local settled community?	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. 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.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	Y	Site is adjacent to M58 motorway and within 200m of a Whitemoss Landfill Hazardous Waste site, which has recently been granted development consent to expand and continue operations until 2035.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	Whilst the site itself has no known constraints, it is surrounded by unneighbourly uses (motorway, landfill, pipeline).
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	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 being narrow, it is not ideal.
9. Is the site in Flood Zone 2?	N	Not in Flood Zone 2

10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No nature conservation issues.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	No historic environment or landscape designation.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	M	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, although they exist nearby.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Skelmersdale is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	White Moss Road South is narrow and of sub-optimal quality. However, a significant stretch of the road is used by landfill HGVs, and thus presumably emergency vehicles could also access the site.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	There is very little local infrastructure / services in the immediate area. Skelmersdale has ample facilities / services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	M	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 probable that access to services and facilities would be reliant on private motorised transport.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	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.
18. Can the site accommodate between 3 and 15 pitches?	?	In theory, the site could accommodate between 3 and 15 pitches, but the Major Hazardous Installation constraint rules out the majority of the site and the shape of the site is such that it would be unlikely to be able to accommodate more than 2 pitches.

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

Site identified by Council officers. Owners have subsequently informed the Council that the site is not available for consideration as a Traveller site.



View over site from M58 bridge



Site from White Moss Road South

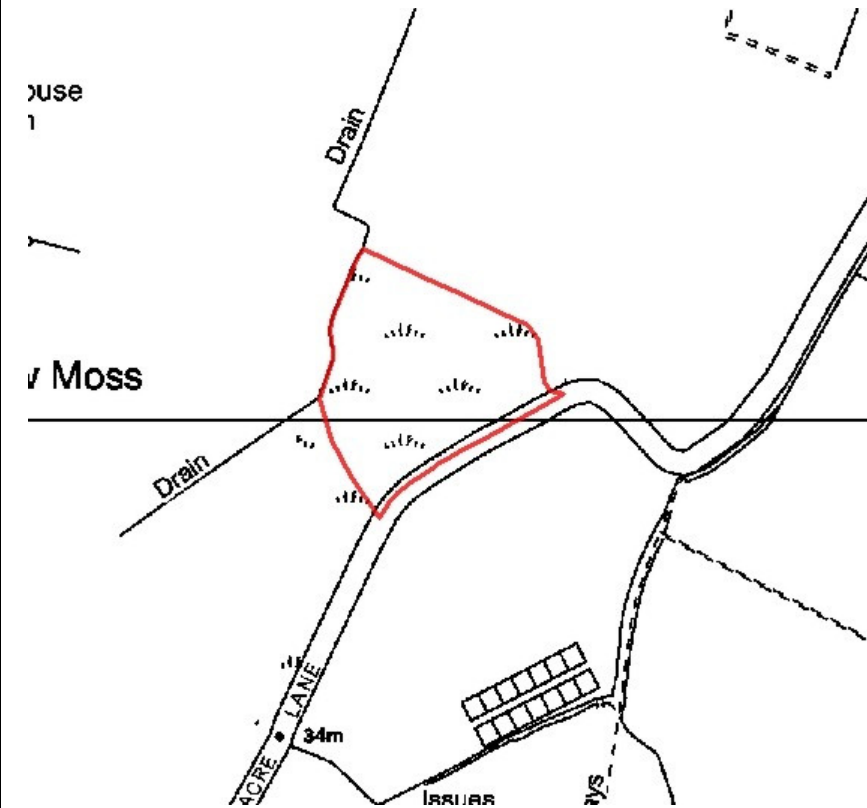


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	Y	Oil and high pressure pipelines run close to the site, declared by Health and Safety Executive to be a Major Hazardous Installation; site is included within the buffer zones.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	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.
5. 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's occupants and the local settled community?	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.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	Y	Site is adjacent to M58 motorway and within 300m of a hazardous waste facility. An ethylene pipeline runs close to the eastern boundary of the site. High tension electrical wires cross the western half of the site.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	Y	Contamination unlikely given current agricultural use. See comment about (criterion 3) re. oil and high pressure gas pipelines.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	White Moss Road South is narrow and relatively quiet; it should thus be able to accommodate typical Traveller vehicles, although is not ideal.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	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).
11. Is the site within, adjacent to (i.e. within 25 metres of), or close	N	

to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?		
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be 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.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Skelmersdale is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	M	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.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	?	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.
18. Can the site accommodate between 3 and 15 pitches?	Y	If the whole site were used, it could possibly accommodate 15 pitches; however, given constraints such as the overhead power lines, a more appropriate capacity would be in the order of 8 pitches.

Site 16. Land at Blackacre Lane, Ormskirk

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

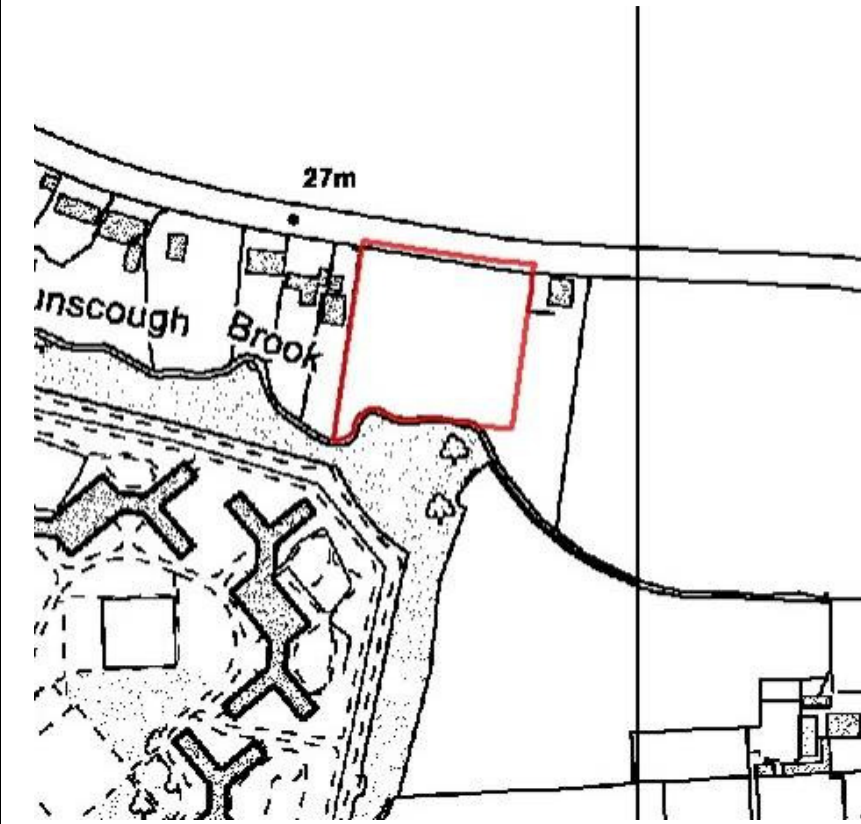


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site is owned by Travellers; currently used for grazing horses.
2. Is the site in Flood Zone 3?	N	The site is not within Flood Zone 3.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None known of.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	The site is within the Green Belt. Its open and slightly elevated nature means that its use as a Traveller site would have a significant visual impact, as well as the inevitable impact on openness.
5. 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's occupants and the local settled community?	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.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	Former sewage works nearby, but this use ceased several years ago and not considered to have any significant impact on the site.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known of.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	N	Blackacre Lane is a narrow lane (not much wider than single track) with a number of bends, 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.
9. Is the site in Flood Zone 2?	N	The site is not within Flood Zone 2.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close	N	No nature conservation sites in the vicinity.

to (such that it would materially affect) any area of land subject to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	No historic environment or landscape designations affecting the site.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	M	Site does not currently have these services. It is unclear how easily they could be provided, but it is noted that the site is within 400m of the urban area of Ormskirk with its services / utilities.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	N	Ormskirk is not an identified area of Traveller need. The nearest area is Burscough, >2km by road.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	N	Blackacre Lane is a narrow lane (not much wider than single track) and not likely to be suitable for the larger vehicles.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	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 above on road access.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	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.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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.
18. Can the site accommodate between 3 and 15 pitches?	Y	

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.

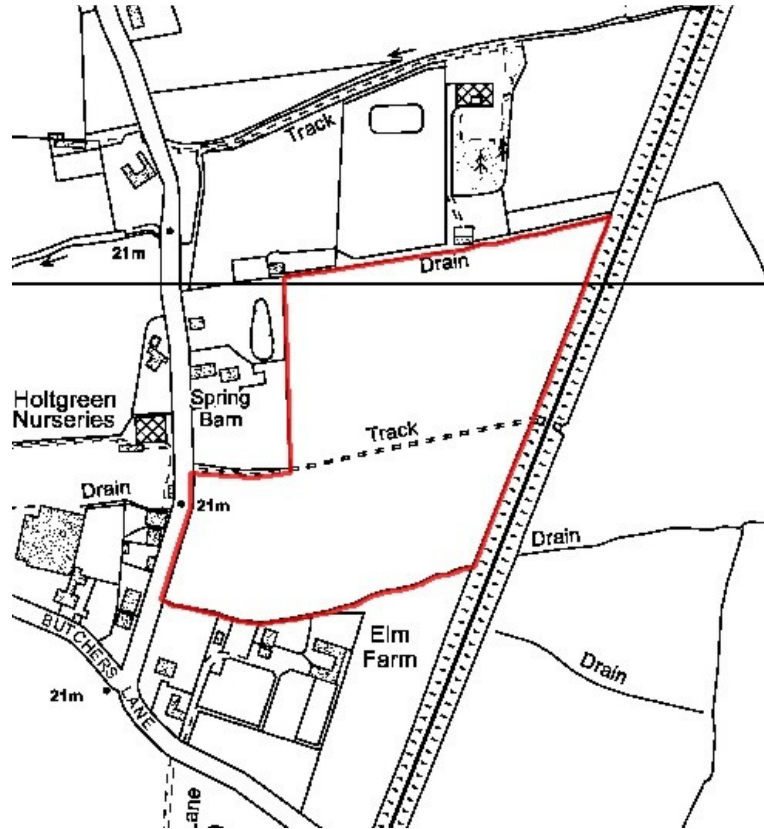


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site is not in the hands of Travellers but the owner expressed willingness for the site to be considered as a Traveller site as part of the SHLAA site owners consultation.
2. Is the site in Flood Zone 3?	Part	15% of the site is within Flood Zone 3.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None know of.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	The site is located within the Green Belt.
5. 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's occupants and the local settled community?	Y	Site lies between, and adjacent to, residential properties.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	No such process / land use known of, although site is within 100m of Ashworth Hospital
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known of.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	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.
9. Is the site in Flood Zone 2?	Part	Rear of site (about 15% of site) is within Flood Zone 2, by virtue of the adjacent watercourse.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No nature conservation sites in the vicinity of the site.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	No historic environment or landscape designation in the vicinity of site.

to any historic environment or landscape designation?		
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be 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.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	N	South Aughton is not an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	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
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	There is little local infrastructure / services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	N	Site is 1.8km (Springfield Road) from the 311 bus service connecting to Ormskirk. Very few local accessible services.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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.
18. Can the site accommodate between 3 and 15 pitches?	Y	Small site; possibly 3 pitches, given the flood risk constraint affecting part of the 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.

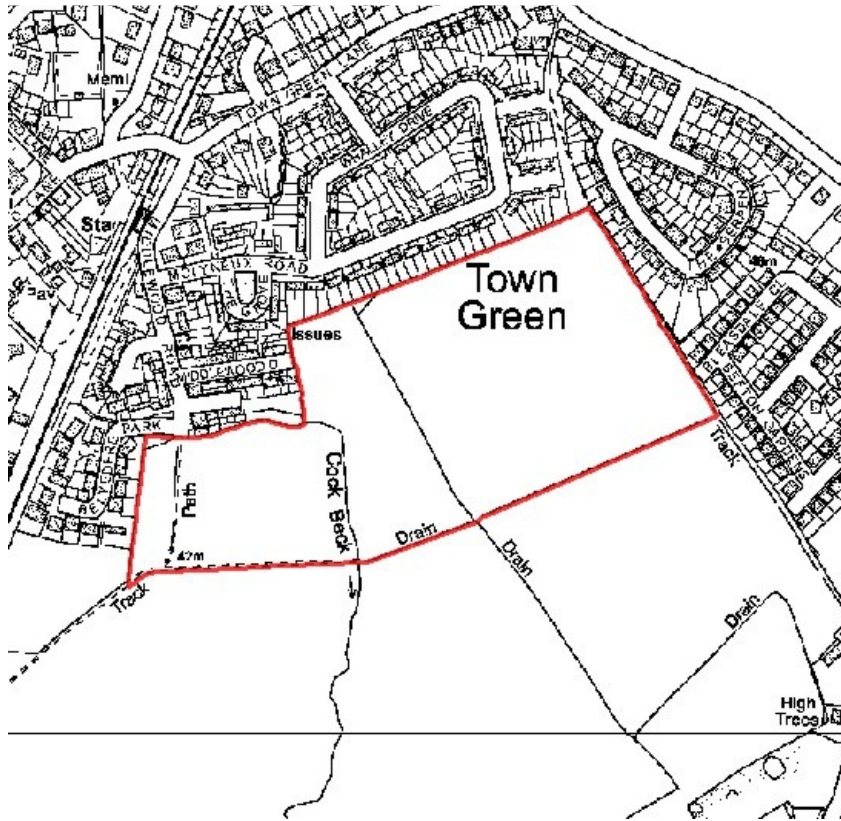


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site is not in the hands of Travellers but the owner expressed willingness for the site to be considered as a Traveller site as part of the SHLAA site owners consultation.
2. Is the site in Flood Zone 3?	N	The site is not within Flood Zone 3.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None know of.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	The site is located within the Green Belt. As well as the inevitable impact on openness, were it to be developed as a Traveller site, the site's remoteness, flatness, and visibility from the railway means its visual impact and impact on the perceived openness of the Green Belt would be likely to be substantial, and would be very difficult to mitigate in the short-medium term.
5. 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's occupants and the local settled community?	M	Site is in a rural area, but is close / adjacent to a small number of residential properties
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	Site is close to railway embankment. This is not considered a constraint in terms of impact upon the residents of the site, but the existence of the railway embankment means that the site would be highly visible from the Ormskirk – Liverpool line.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known of.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	N	Brookfield Lane is narrow and unlikely to be suitable for typical Traveller vehicles
9. Is the site in Flood Zone 2?	N	The site is not within Flood Zone 2.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	Y	Site close to railway embankment, a major wildlife corridor.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close	M	Site is within open countryside. Whilst it is screened to an extent by

to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?		existing trees / hedging, to achieve visual and acoustic privacy for the whole site would mean visual impact on this Green Belt area.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	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.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	N	South Aughton is not an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	N	Brookfield Lane is narrow and unlikely to be suitable for emergency vehicles.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	There is little local infrastructure / services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is 1.3km from bus stop on Springfield Road. There are very few local accessible services.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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. In particular, the adjacent railway embankment means that the achievement of visual and acoustic privacy would be very difficult.
18. Can the site accommodate between 3 and 15 pitches?	Y	

Site 19. Land east of Middlewood Drive, Aughton

SHLAA site; owner initially indicated a willingness for the site to be considered as a potential Traveller site, but subsequently confirmed the site is not available.



View over site from western edge

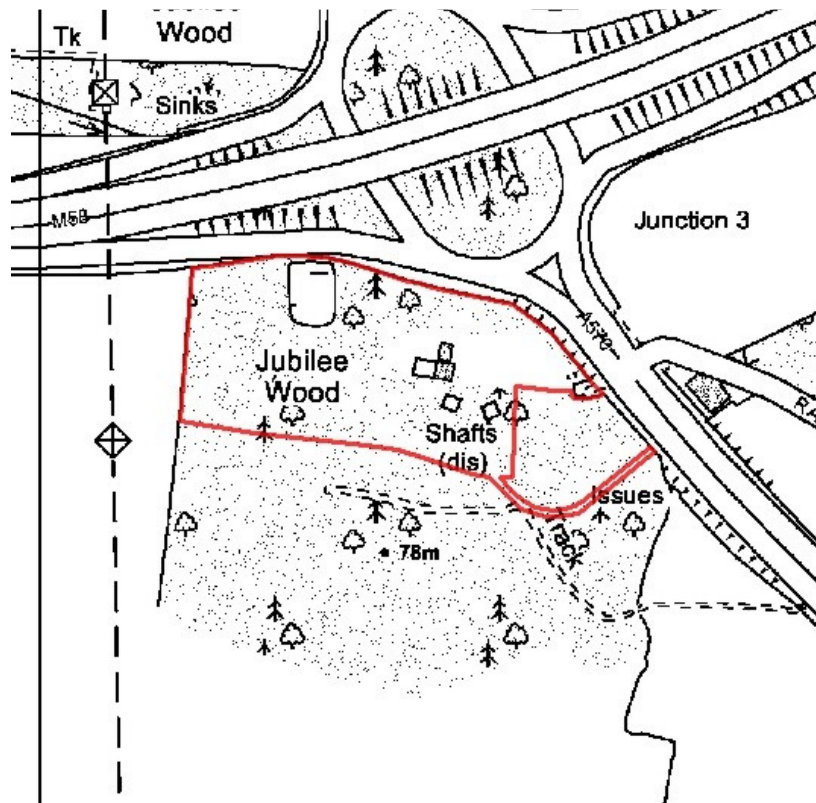


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Owner initially expressed a willingness for the land to be considered for Traveller accommodation, but subsequently confirmed the land is not available.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Green Belt adjacent to settlement area
5. 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's occupants and the local settled community?	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.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known of
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	N	Likely access would be Middlewood Road, Middlewood Drive, or Bleasdale Close, all narrow roads with significant on-street parking.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	

12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Site has no services, but it is probable these could readily be provided given the proximity to an urban area.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	N	Aughton is not an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	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.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Given its location on the edge of an urban area, it is likely that local services can accommodate a small additional Traveller population.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is close to Town Green Station (distance depends on access point) and a limited number of local services at Town Green.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	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 high close board fencing, etc.
18. Can the site accommodate between 3 and 15 pitches?	Y	

Site 20. Former Bickerstaffe Colliery, Jubilee Wood, Bickerstaffe

Site identified by Council officers as a potential Traveller site. Owner has since indicated that the site is not available for consideration as a Traveller site.



Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	?	May be issues with mineshafts / pollutants, although it is expected these constraints may be able to be overcome.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Site is approximately 1km as the crow flies from the edge of Skelmersdale.
5. 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's occupants and the local settled community?	N/M	Site is separate from settled community. Much of site is wooded; development / use of the site (or part of the site) as a Traveller site may impact upon the woodland and any potential 'users' of the woodland (mountain biking facility in adjacent woodland). This could be mitigated through appropriate fencing / planning conditions.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	M	Site is within 100m of M58 motorway, although screened by woodland.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	Y	Anecdotal evidence of polluted ponds on site; site has been used as a colliery in the past; disused mineshafts.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y/?	Site is accessible from A570 Rainford Bypass and close to M58, although access would require attention (dual carriageway, less than 100m from motorway junction roundabout); access 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, and for users of the mountain biking facility.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	

to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	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.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	M58 corridor is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	?	See comments at 8 above.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	-	There is little local infrastructure / services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - 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 services would need to be accessed by bus or private motor vehicle.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	Y	Site is surrounded by woodland, which provides natural screening. Acoustic privacy difficult to achieve given the proximity of the M58 motorway, but residential properties elsewhere lie equally close to the motorway.
18. Can the site accommodate between 3 and 15 pitches?	Y	