

**MEMBERS INTERESTS 2012**

A Member with a disclosable pecuniary interest in any matter considered at a meeting must disclose the interest to the meeting at which they are present, except where it has been entered on the Register.

A Member with a non pecuniary or pecuniary interest in any business of the Council must disclose the existence and nature of that interest at commencement of consideration or when the interest becomes apparent.

Where sensitive information relating to an interest is not registered in the register, you must indicate that you have an interest, but need not disclose the sensitive information.

Please tick relevant boxes

Notes

	<b>General</b>		
1.	I have a disclosable pecuniary interest.	<input type="checkbox"/>	<i>You cannot speak or vote and must withdraw unless you have also ticked 5 below</i>
2.	I have a non-pecuniary interest.	<input type="checkbox"/>	<i>You may speak and vote</i>
3.	I have a pecuniary interest <b>because</b> it affects my financial position or the financial position of a connected person or, a body described in 10.1(1)(i) and (ii) <b>and</b> the interest is one which a member of the public with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to prejudice my judgement of the public interest or it relates to the determining of any approval consent, licence, permission or registration in relation to me or a connected person or, a body described in 10.1(1)(i) and (ii) <b>and</b> the interest is one which a member of the public with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to prejudice my judgement of the public interest	<input type="checkbox"/>          <input type="checkbox"/>	<i>You cannot speak or vote and must withdraw unless you have also ticked 5 or 6 below</i>          <i>You cannot speak or vote and must withdraw unless you have also ticked 5 or 6 below</i>
4.	I have a disclosable pecuniary interest (Dispensation 16/7/12) or a pecuniary interest but it relates to the functions of my Council in respect of:  (i) Housing where I am a tenant of the Council, and those functions do not relate particularly to my tenancy or lease.  (ii) school meals, or school transport and travelling expenses where I am a parent or guardian of a child in full time education, or are a parent governor of a school, and it does not relate particularly to the school which the child attends.  (iii) Statutory sick pay where I am in receipt or entitled to receipt of such pay.  (iv) An allowance, payment or indemnity given to Members  (v) Any ceremonial honour given to Members  (vi) Setting Council tax or a precept under the LGFA 1992	<input type="checkbox"/>          <input type="checkbox"/>          <input type="checkbox"/>          <input type="checkbox"/>          <input type="checkbox"/>          <input type="checkbox"/>	<i>You may speak and vote</i>          <i>You may speak and vote</i>
5.	A Standards Committee dispensation applies (relevant lines in the budget – Dispensation 20/2/13 – 19/2/17)	<input type="checkbox"/>	<i>See the terms of the dispensation</i>
6.	I have a pecuniary interest in the business but I can attend to make representations, answer questions or give evidence as the public are also allowed to attend the meeting for the same purpose	<input type="checkbox"/>	<i>You may speak but must leave the room once you have finished and cannot vote</i>

**'disclosable pecuniary interest'** (DPI) means an interest of a description specified below which is your interest, your spouse's or civil partner's or the interest of somebody who you are living with as a husband or wife, or as if you were civil partners and you are aware that that other person has the interest.

**Interest**

Employment, office, trade, profession or vocation

Sponsorship

**Prescribed description**

Any employment, office, trade, profession or vocation carried on for profit or gain.

Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by M in carrying out duties as a member, or towards the election expenses of M.

	This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority— (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	Any tenancy where (to M's knowledge)— (a) the landlord is the relevant authority; and (b) the tenant is a body in which the relevant person has a beneficial interest.
Securities	Any beneficial interest in securities of a body where— (a) that body (to M's knowledge) has a place of business or land in the area of the relevant authority; and (b) either— (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

*"body in which the relevant person has a beneficial interest" means a firm in which the relevant person is a partner or a body corporate of which the relevant person is a director, or in the securities of which the relevant person has a beneficial interest; "director" includes a member of the committee of management of an industrial and provident society;*

*"land" excludes an easement, servitude, interest or right in or over land which does not carry with it a right for the relevant person (alone or jointly with another) to occupy the land or to receive income; "M" means a member of a relevant authority;*

*"member" includes a co-opted member; "relevant authority" means the authority of which M is a member;*

*"relevant period" means the period of 12 months ending with the day on which M gives notice to the Monitoring Officer of a DPI;*

*"relevant person" means M or M's spouse or civil partner, a person with whom M is living as husband or wife or a person with whom M is living as if they were civil partners;*

*"securities" means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.*

**'non pecuniary interest'** means interests falling within the following descriptions:

- 10.1(1)(i) Any body of which you are a member or in a position of general control or management and to which you are appointed or nominated by your authority;
- (ii) Any body (a) exercising functions of a public nature; (b) directed to charitable purposes; or (c) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union), of which you are a member or in a position of general control or management;
- (iii) Any easement, servitude, interest or right in or over land which does not carry with it a right for you (alone or jointly with another) to occupy the land or to receive income.
- 10.2(2) A decision in relation to that business might reasonably be regarded as affecting your well-being or financial position or the well-being or financial position of a connected person to a greater extent than the majority of other council tax payers, ratepayers or inhabitants of the ward, as the case may be, affected by the decision.

**'a connected person'** means

- (a) a member of your family or any person with whom you have a close association, or
- (b) any person or body who employs or has appointed such persons, any firm in which they are a partner, or any company of which they are directors;
- (c) any person or body in whom such persons have a beneficial interest in a class of securities exceeding the nominal value of £25,000; or
- (d) any body of a type described in sub-paragraph 10.1(1)(i) or (ii).

**'body exercising functions of a public nature'** means

Regional and local development agencies, other government agencies, other Councils, public health bodies, council-owned companies exercising public functions, arms length management organisations carrying out housing functions on behalf of your authority, school governing bodies.

A Member with a personal interest who has made an executive decision in relation to that matter must ensure any written statement of that decision records the existence and nature of that interest.

**NB** Section 21(13) of the LGA 2000 overrides any Code provisions to oblige an executive member to attend an overview and scrutiny meeting to answer questions.

**EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE HELD: 30 JANUARY 2014**

Start: 7.30pm

Finish: 9.15pm

**PRESENT:** Greenall (Chairman)

Councillors: Mrs Atherley J Hodson  
Baldock Jones  
Bell Kay  
Blane Moran  
Cropper Oliver  
Mrs R Evans O'Toole  
Furey Pope  
Gagen Savage  
G Hodson

Officers: Assistant Director Housing and Regeneration (Mr B Livermore)  
Deputy Borough Treasurer (Mr M Kostrzewski)  
Strategic Planning and Implementation Manager (Mr P Richards)  
Estates and Valuation Manager (Ms R Kneale)  
Assistant Solicitor (Mr M Hynes)  
Principal Overview and Scrutiny Officers (Mrs C A Jackson)

**36. APOLOGIES**

There were no apologies for absence.

**37. MEMBERSHIP OF THE COMMITTEE**

In accordance with Council Procedure Rule 2, Members noted the termination of membership of Councillors Cheetham, Pendleton and Wilkie and the appointment of Councillors Mrs Atherley, G Hodson and J Hodson, for this meeting only, thereby giving effect to the wishes of the Political Groups.

**38. URGENT BUSINESS**

There were no items of urgent business.

**39. DECLARATIONS OF INTEREST**

Councillors Mrs Atherley, Baldock, Bell, Blane, Mrs R Evans, J Hodson, Jones, Kay and Pope declared a non-pecuniary interest in relation to Item 11 (Medium Term Capital Programme) arising from their Parish Council membership.

**40. DECLARATIONS OF PARTY WHIP**

There were no declarations of Party Whip.

**41. MINUTES**

RESOLVED: That the minutes of the meeting held on 28 November 2013 be received as a correct record and signed by the Chairman.

**42. RELEVANT MINUTES OF CABINET**

Consideration was given to the minutes of the Cabinet held on 14 January 2014. Questions and comments were received in respect of the following item:

Minute 78 (Provision of a New Cycle and Pedestrian Link Footway Through the Tawd Valley in Skelmersdale Linking to West Lancashire College) – maintenance/improvements to Tawd Valley Park.

RESOLVED: That the minutes of the Cabinet meeting held on 14 January 2014 be noted.

**43. CALL-IN ITEMS**

There were no call-in items.

**44. BUSINESS PLAN 2014-2015 REFRESH**

Consideration was given to the joint report of the Managing Directors that gave details of the Business Plan 2014-15 Refresh (Appendix A – version dated 23 December 2013) as contained on pages 249 to 287 of the Book of Reports.

In the ensuing discussion Members made reference to changes affecting partnership arrangements; on-going support related to Community Transfer; minor wording and items awaiting confirmation.

It was noted that the final version the Plan was due to be considered by Council at its meeting on 26 February 2014.

At the conclusion of the discussion minor amendments to wording were put forward.

RESOLVED: A. That as a consequence of the discussion on the Business Plan 2014/15 Refresh, attached at Appendix A – version dated 23 December 2013), it was agreed that the following comments be referred to Council on 26 February 2014 for consideration:

- (a) Page 3, final paragraph, addition of “always” to read “Our 40<sup>th</sup> anniversary will see us continuing to re-shape services, not always out of choice but out of necessity . . . “
- (b) Page 13, additional wording at the end of the paragraph on “*Local Environmental Improvements*” to read “. . .for example that covered with brambles and also Japanese Knotweed.”

**45. DRAFT REVENUE BUDGET 2014-2015**

Consideration was given to the report of the Borough Treasurer as contained on pages 287 to 296 of the Book of Reports which provided a summary of the current General Revenue Account position.

In discussion Members made reference to the budget position; the medium term financial position and the observations of the external auditors and the local government settlement.

RESOLVED: That the budget position be noted.

**46. MEDIUM TERM CAPITAL PROGRAMME**

Consideration was given to the report of the Borough Treasurer as contained on pages 297 to 306 of the Book of Reports which set out a number of options for determining the medium term capital programme.

Members made comments in relation to:

- Asset Sale Proceeds – land and asset sales during the period.
- Capital Receipts Available – Net position.
- Capital Receipt Funding for Individual Schemes – Culvert Debris Screens.

In relation to a question relating to the consultation process on the Local Flood Risk Management Strategy for Lancashire currently being developed in partnership by LCC and Blackpool Council, the Assistant Director Housing and Regeneration made an undertaking to follow this up.

RESOLVED: That the medium term capital programme be noted.

**47. HOUSING ACCOUNT - REVENUE AND CAPITAL PROGRAMME**

Consideration was given to the report of the Assistant Director Housing and Regeneration as contained on pages 307 to 328 of the Book of Reports which provided a summary of the budget position for the Housing Account for the next financial year.

In discussion Members made reference to current and future investment in the housing stock and the impact of rights to buy sales.

RESOLVED: That the report be noted.

**49. YEW TREE FARM MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT OPTIONS PAPER**

Consideration was given to the report of the Assistant Director Planning as contained on pages 329 to 438 of the Book of Reports that provided details of the progress of the Yew Tree Farm Masterplan Supplementary Planning Document (SPD) and the "Options" version of the document for public consultation. The report had previously been considered by Cabinet on 14 January 2014 and the Planning Committee on 16 January 2014.

## **EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE HELD: 30 JANUARY 2014**

In discussion Members raised comments and questions in relation to:

- The print quality of the documentation.
- Consultation process – composition of stakeholder group.

The Strategic Planning and Implementation Manager attended the meeting and provided an overview of the consultation process and future consideration of the feedback resulting from that process.

At the conclusion of the discussion in relation to issues raised relating to stakeholder representation it was agreed that a comment should go forward in relation to better consultation with the Parish Council.

RESOLVED: That as a consequence of the discussion on the Yew Tree Farm Masterplan Options (Supplementary Planning Document Options Report) – February 2014, attached at Appendix A, it was agreed that the following comment be referred to the Assistant Director Planning:

“That there be better consultation and engagement with the Parish Council.”

### **50. DEVELOPMENT BRIEFS FOR HOUSING SITES AT GROVE FARM, ORMSKIRK AND FIRSWOOD ROAD, LATHOM/SKELMERSDALE**

Consideration was given to the report of the Assistant Director Planning as contained on pages 439 to 496 of the Book of Reports that gave details of the draft development briefs for the allocated housing sites at Grove Farm, Ormskirk and Firswood Road, Lathom / Skelmersdale for public consultation. The report had previously been considered by Cabinet on 14 January 2014 and the Planning Committee on 16 January 2014.

In discussion comments and questions were raised in relation to:

- Access issues - Firswood Road.
- Linear Park – explanation of this term.

RESOLVED: A. That as a consequence of the discussion on the Development Briefs for Housing Sites at Grove Farm, Ormskirk Firswood Road, Lathom/Skelmersdale, (versions dated December 2013), attached as Appendices A & B, it was agreed that the following comments be referred to the Assistant Director Planning:

- (a) “there is genuine concern that there be no entrance onto Firswood Road from the Development.
- (b) that the comment, recommendation B at Minute 69, Meeting of the Planning Committee held on 16 January 2014, be endorsed with the provision of an explanation of what a Linear Park is.”

**51. CONSULTATION ON DRAFT HOUSING STRATEGY - 2014-2019**

Consideration was given to the report of the Assistant Director Housing and Regeneration as contained on pages 497 to 541 of the Book of Reports that informed members of the Draft Housing Strategy 2014-2019 currently out for consultation. The consultation period was scheduled to end on 28 February 2014.

In discussion comments were made in respect of the following:

- Access to affordable housing – types/sizes available and/or being developed.
- Responding to community needs and managing aspirations – lack of availability of 1 bedroom property in the Borough.
- Housing market challenges.

**RESOLVED:** That as a consequence of the discussion on the Housing Strategy 2014 to 2019 (Consultation Draft – January 2014), attached at Appendix B, it was agreed that the following comment be referred to Cabinet for consideration:

“In the Strategy, look to be delivering the number of bedrooms people need.”

.....  
Chairman



**CABINET****HELD: 18 MARCH 2014**

Start: 7.30pm

Finish: 8.40pm

**PRESENT:**

Councillor I Grant (Leader of the Council, in the Chair)

Councillors	Mrs V Hopley	<u>Portfolio</u>
	M Forshaw	Landlord Services and Human Resources
	A Owens	Planning and Development
		Deputy Leader & Housing (Finance),
		Regeneration and Estates
	D Sudworth	Health, Leisure and Community Safety
	D Westley	Resources and Transformation

In attendance Councillors: Aldridge, Dereli, Oliver, Pendleton &amp; Wilkie

Officers  
Managing Director (People and Places) (Mrs G Rowe)  
Managing Director (Transformation) (Ms K Webber)  
Assistant Director Housing and Regeneration (Mr B Livermore)  
Assistant Director Planning (Mr J Harrison)  
Borough Treasurer (Mr M Taylor)  
Transformation Manager (Mr S Walsh)  
Head of Leisure & Cultural Services (Mr J Nelson)  
Planning Policy & Implementation Team Leader (Mr P Richards)  
Principal Planning Officer (Mr S Benge)  
Principal Member Services Officer (Mrs S Griffiths)**80. APOLOGIES**

There were no apologies for absence.

**81. SPECIAL URGENCY (RULE 16 ACCESS TO INFORMATION PROCEDURE RULES)/URGENT BUSINESS**

There were no items of special urgency.

**82. DECLARATIONS OF INTEREST**

Councillor Owens declared a non-pecuniary interest in agenda item 5(h) (Housing Strategy 2014-2019) as he is a trustee of the Birchwood Centre.

**83. MINUTES**

RESOLVED That the minutes of the meeting of Cabinet held on 14 January 2014 be approved as a correct record and signed by the Leader.

**84. MATTERS REQUIRING DECISIONS**

Consideration was given to the reports relating to the following matters requiring decisions as contained on pages 1407 to 2062 of the Book of Reports.

Note: With the agreement of Cabinet, the Leader varied the Order of Business as members of the public were in attendance at the meeting in relation to item 5(l) (Provision for Traveller Sites Development Plan Document (DPD): Options and Preferred Options). The decision in relation to this matter is recorded at minute no. 96.

**85. WEST LANCASHIRE INVESTMENT CENTRE - UPDATE**

Councillor Owens introduced the report of the Assistant Director Housing & Regeneration which provided an update on the current position of the West Lancashire Investment Centre.

A motion which was seconded was submitted by Councillor Owens.

In reaching the decision below, Cabinet considered the motion from Councillor Owens the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That the improved financial position of the Investment Centre be noted.
- B. That the delegation to the Assistant Director Housing and Regeneration at Constitution 4.2C(v) Property/Estates, paragraph 17, be amended as follows:-
- To take all necessary action to support the operation of the Investment Centre including leasing, subleases, licences, assignments, surrenders, terminations, rent reviews, variations, settlement of dilapidation claims and compensation payments (provided that in granting leases, sub-leases or licences and rent reviews, where the financial consideration is above £2000 per annum, then this shall be in consultation with the Leader and relevant Portfolio Holder), and in consultation with the Borough Solicitor to ensure the effective provision of legal services to support the Investment Centre.

**86. OPEN SPACE AND RECREATION PROVISION IN NEW RESIDENTIAL DEVELOPMENTS SUPPLEMENTARY PLANNING DOCUMENT**

Councillor Forshaw introduced the report of the Assistant Director Planning which recommended the draft Open Space and Recreation Provision in New Residential Developments Supplementary Planning Document for public consultation in April/May 2014.

Minute No. 86 of the Planning Committee held on 13 March 2014 and revised recommendations of the Assistant Director Planning were circulated at the meeting.

In reaching the decision below, Cabinet considered the minute of Planning Committee, the revised recommendations, and details set out in the report before it and accepted the reasons contained therein.

RESOLVED A. That the draft Open Space SPD (Appendix A to the report) be approved for public consultation from Thursday 3 April to Friday 16 May 2014, subject to the amendments outlined below:-

(a) page 1419 final paragraph delete "Thursday 10 April – Friday 23 May 2014" insert "Thursday 3 April – Friday 16 May 2014"

(b) page 1431 paragraph 6 be amended to read:-

"Existing features such as trees, hedgerows, changes in ground levels, and water features should be incorporated into the public open space wherever possible to add to the nature conservation and biodiversity value of the site, and to help create more individual, dynamic spaces. However, where water features are proposed as part of the development they will only count as part of a public open space provision where they provide a specific amenity function, for example a boating lake or strategically designed pond with amenity value".

B. That it be noted that there is no requirement for the final SPD to be adopted by Council and that it will be presented to the next Cabinet meeting on 1 July 2014 for a decision on whether to adopt.

**87. HOUSING ASSET MANAGEMENT - SECOND REVIVAL**

Councillor Owens introduced the report of the Assistant Director Housing & Regeneration which advised on the option appraisal work undertaken in relation to Beechtrees Flats and sought approval for the preferred revival option to be approved for public consultation.

Minute no. 35 of the Landlord Services Committee (Cabinet Working Group) held on 12 March 2014 was circulated at the meeting.

In reaching the decision below, Cabinet considered the minute of the Landlord Services Committee (Cabinet Working Group) the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That option 3 be adopted as the preferred option as set out in paragraph 6 to the report.
  - B. That the Assistant Director Housing and Regeneration be authorised to undertake public consultation on the preferred option and present a further report to Cabinet in due course.

#### **88. USE OF SECTION 106 MONIES IN BICKERSTAFFE AND ORMSKIRK**

Councillor Sudworth introduced the joint report of the Assistant Director Community Services and Assistant Director of Planning which considered requests from Bickerstaffe Parish Council and Ward Councillors representing Derby and Knowsley Wards regarding the use of monies received by the Borough Council from housing developers for the enhancement of public open space and recreation provision in their Parishes/Wards.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

- RESOLVED
- A. That the proposed project to provide new play equipment on Bickerstaffe village field adjacent to the Primary School on Hall Lane be approved and the Section 106 commuted sum of £11,819 generated in the Bickerstaffe area be made available for this project.
  - B. That the proposed project to provide improvement to open space provision at Westhead playing fields including play equipment for older children, shrub planting and the creation of a wooded area (to include access footpath), be approved and the Section 106 commuted sum of £60,000 generated in the Ormskirk area be made available for the project
  - C. That the proposal for improvements to Nursery Avenue open space to include tree planting and seating be approved and the Section 106 commuted sum of £5,000 generated in the Ormskirk area be made available for this project.

- D. That the proposal for improvements to access and drainage to Thompson Avenue playing field be approved and the Section 106 commuted sum of £5,000 generated in the Ormskirk Area be made available for this project.
- E. That the proposal for a new footpath around the Churchfields site in Ormskirk be approved and the Section 106 commuted sum of £25,000 generated in the Ormskirk Area be made available for this project.
- F. That the proposal for improvements to Hurlston Brook bank in Coronation Park, around the area adjacent to the sluice gate and to provide information signage to the wild flower meadow area be approved and the Section 106 commuted sum of £10,000 generated in the Ormskirk area be made available for this project.

**89. INSKIP MEETING ROOM**

Councillor Sudworth introduced the report of the Assistant Director Community Services which considered the future arrangements for Inskip Meeting Room.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

**RESOLVED** That Inskip Meeting room be added to the portfolio of commercial premises and advertised for commercial or community use by the Assistant Director Housing & Regeneration.

**90. CORPORATE PERFORMANCE MANAGEMENT 2014/2015**

Councillor Westley introduced the report of the Transformation Manager which sought approval for the Suite of Performance Indicators for adoption as the Council's Corporate PI Suite for 2014/15.

The Transformation Manager circulated a copy of a revised Appendix A (Appendix Ai).

Councillor Owens proposed an amendment to the Performance Indicator TS24a-BV212 GN Average time taken to re-let local authority housing (days) - General Needs.

In reaching the decision below, Cabinet considered the revised Appendix A (Ai) the comments of Councillor Owens and the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That the Suite of Performance Indicators 2014/15 (Appendix Ai) and targets be approved as being the most important in terms of delivering the Council's Corporate Priorities and adopted as the Council's Corporate PI Suite 2014/15, subject to the annual target for 2014/2015 for TS24a – BV212 GN Average time taken to re-let local authority housing (days) - General Needs being amended to 28 days.
- B. That the Transformation Manager, in consultation with the Portfolio Holder for Resources & Transformation, be authorised to finalise and amend the suite having regard to comments from the Executive Overview and Scrutiny Committee made on 3 April 2014, and to make any amendments to the suite in year in response to any issues that may arise, for example government policy or collection mechanisms.
- C. That call-in is not appropriate for this item as it is being considered at the next meeting of Executive Overview & Scrutiny Committee on 3 April 2014.

#### 91. CORPORATE PERFORMANCE INDICATORS Q3 2013-2014

Councillor Westley introduced the report of the Transformation Manager which presented performance monitoring data for the quarter ended 31 December 2013.

Councillor Westley drew Members attention to the updated revisions to paragraph 4.2 of the report in relation to the performance data for the 31 indicators for Q3 namely:-

- "16 met or exceeded target
- 5 indicators narrowly missed target; 7 were 5 % or more off target
- 1 is data only
- 2 indicators have data unavailable at the time of the report (N191: Residual household waste per household; N192: Percentage of household waste sent for reuse, recycling and composting)".

In reaching the decision below, Cabinet considered the comments of Councillor Westley and the details set out in the report before it and accepted the reasons contained in it.

- RESOLVED
- A. That the Council's performance against the indicator set for the quarter ended 31 December 2013, set out in the updated Appendix A at pages 1631-1635, be noted.
- B. That the call-in procedure is not appropriate for this item as the report was considered by the Corporate & Environmental Overview & Scrutiny Committee on 20 February 2014.

**92. HOUSING STRATEGY 2014-2019**

Councillor Mrs. Hopley introduced the report of the Assistant Director Housing & Regeneration which sought approval for the Housing Strategy 2014-2019.

Minute no. 36 of the Landlord Services Committee (Cabinet Working Group) held on 12 March 2014 was circulated.

In reaching the decision below, Cabinet considered the minute of the Landlord Services Committee (Cabinet Working Group) the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That the Housing Strategy 2014 – 2019 as shown at Appendix 5 to the report be endorsed.
  - B. That the Housing Strategy 2014 – 2019 Action Plan as shown at Appendix 3 to the report be endorsed.
  - C. That the Assistant Director Housing and Regeneration be authorised, after consultation with the relevant Portfolio Holder, to make any further minor amendments to the Housing Strategy 2014 – 2019 and Year 1 Action Plan.
  - D. That the Assistant Director Housing and Regeneration be authorised, after consultation with the relevant Portfolio Holder, to develop, on an annual basis, a housing strategy action plan for years 2 to 5 inclusive.

**93. CAPITAL PROGRAMME MONITORING**

Councillor Westley introduced the report of the Borough Treasurer which provided an update on the current position of the 2013/2014 Capital Programme.

The Borough Treasurer circulated revised recommendations at the meeting.

In reaching the decision below, Cabinet considered the revised recommendations and the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That the current position in respect of the 2013/2014 Capital Programme be noted.
  - B. That an allocation of £120,000 from the Environmental/Town and Village Centre Improvement Budget to a scheme for the improvement of Ormskirk Town Centre Car Parks be endorsed.

- C. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 3 April 2014.

#### 94. RISK MANAGEMENT

Councillor Westley introduced the report of the Borough Treasurer which set out details on the Key Risks facing the Council and how they are managed.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

RESOLVED That the progress made in relation to the management of the risks shown in the Key Risks Register (Appendix A) be noted and endorsed.

#### 95. REVENUE BUDGET MONITORING

Councillor Westley introduced the report of the Borough Treasurer which provided a projection of the financial position on the General and Housing Revenue Accounts to the end of the financial year.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

RESOLVED A. That the financial position of the Revenue Accounts be noted.  
B. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 3 April 2014.

#### 96. PROVISION FOR TRAVELLER SITES DEVELOPMENT PLAN DOCUMENT (DPD): OPTIONS AND PREFERRED OPTIONS

Councillor Forshaw introduced the report of the Assistant Director Planning which recommended the Provision for Traveller Sites Development Plan Document: Options and Preferred Options document for public consultation in April-May 2014.

A motion which was seconded was circulated by Councillor Forshaw.

In reaching the decision below, Cabinet considered the report before it and the motion from Councillor Forshaw.

RESOLVED That the Assistant Director Planning explore the possibility of identifying a single deliverable site in a suitable and sustainable location along the M58 corridor to meet the Borough's identified needs for Travelling communities (excluding travelling showpeople) to 2028 in a way which minimises the impact on the Borough's Green Belt and the non-travelling community.

**97. EXCLUSION OF PRESS AND PUBLIC**

RESOLVED That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of that Act and as, in all the circumstances of the case, the public interest in maintaining the exemption under Schedule 12A outweighs the public interest in disclosing the information.

**98. MATTER REQUIRING DECISION**

Consideration was given to the report relating to the following matter requiring a decision as contained on pages 2063 to 2068 of the Book of Reports.

**99. SITE OF THE FORMER WESTEC HOUSE, DERBY STREET, ORMSKIRK**

Councillor Owens introduced the report of the Assistant Director Housing & Regeneration which provided details of further information that had been received from potential purchasers and sought authority to proceed with the disposal of the site.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

RESOLVED That the Assistant Director Housing & Regeneration effects a disposal of the subject site identified on the plan attached to the report, to RHA North West Ltd and takes all necessary actions and obtains all necessary consents to facilitate the sale.

Note

No representations had been received in relation to the above item being considered in private.

.....  
LEADER





**AGENDA ITEM: 8**

**EXECUTIVE OVERVIEW &  
SCRUTINY COMMITTEE:  
3 April 2014**

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**Report of: Borough Solicitor**

**Relevant Managing Director: Managing Director (People and Places /  
Managing Director (Transformation)**

**Contact for further information: Mrs S Griffiths (Extn. 5097)  
(E-mail: susan.griffiths@westlancs.gov.uk)**

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**SUBJECT: CALLED IN ITEM – PROVISION FOR TRAVELLER SITES  
DEVELOPMENT PLAN DOCUMENT (DPD): OPTIONS AND  
PREFERRED OPTIONS**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To advise the Executive Overview and Scrutiny Committee of the reason for the call in of the decision on the above item set out in Minute No. 96 of the Cabinet Meeting held on 18 March 2014.

**2.0 RECOMMENDATIONS**

- 2.1 That the Committee determines whether it wishes to ask for a different decision.
- 2.2 That if the Committee does wish to ask for a different decision, the Committee indicates which of the options set out a paragraph 5.1 it wishes to pursue.

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**3.0 DETAILS RELATING TO THE CALL IN**

- 3.1 The report attached as an Appendix to this report was considered at a meeting of Cabinet on 18 March 2014.
- 3.2 The decision of Cabinet reads as follows:

**“96. PROVISION FOR TRAVELLER SITES DEVELOPMENT PLAN DOCUMENT (DPD): OPTIONS AND PREFERRED OPTIONS**

Councillor Forshaw introduced the report of the Assistant Director Planning which recommended the Provision for Traveller Sites Development Plan Document: Options and Preferred Options document for public consultation in April-May 2014.

A motion which was seconded was circulated by Councillor Forshaw.

In reaching the decision below, Cabinet considered the report before it and the motion from Councillor Forshaw.

RESOLVED            That the Assistant Director Planning explore the possibility of identifying a single deliverable site in a suitable and sustainable location along the M58 corridor to meet the Borough’s identified needs for Travelling communities (excluding travelling showpeople) to 2028 in a way which minimises the impact on the Borough’s Green Belt and the non-travelling community.”

3.3    The following reason for call in was given in the requisition:

“That the Public should be given the opportunity to express their views/opinions on the location of Travellers sites.”

3.4    The requisition also provided an alternative decision which was:

“A.    That Cabinet have regard to the three documents provided in Appendices B-D in their decision on the recommendation at B below which will be publicly available for comment as part of the consultation on the Traveller Sites DPD: Options and Preferred Options.

B.    That the provision for Traveller Sites DPD: Options and Preferred Options (Appendix A to the report) be approved for a six week Public Consultation Exercise, subject to any minor amendments made by the Assistant Director Planning “.

3.5    The following Members of the Executive Overview & Scrutiny Committee signed the requisition for call-in in accordance with the provisions of Overview & Scrutiny Committee Procedure Rule 15:

Councillor Pendleton  
Councillor Gibson  
Councillor Furey  
Councillor Moran  
Councillor Savage

## **COMMENTS OF THE ASSISTANT DIRECTOR PLANNING**

4.1 I have no comments on this called-in item.

### **5.0 CONCLUSION**

5.1 Following consideration of the decision of Cabinet, the requisition for call in the Executive Overview and Scrutiny Committee can decide if it wishes to ask for a different decision. If the Committee does not wish to ask for a different decision then the decision of Cabinet takes immediate effect. If the Committee does wish to ask for a different decision, it may:

- a. refer the decision back to Cabinet (as the decision making body) for reconsideration, setting out the different decision: or
- b. refer the matter to Council. If the matter is referred to Council and Council does not object, then the decision of Cabinet will take effect immediately from that Council meeting date. If the Council does object, then the decision and the objection will be referred back to Cabinet (as the decision making body) for reconsideration.

5.2 The Secretary of State in his Guidance recommends that Overview & Scrutiny Committees should only use the power to refer matters to the full Council if they consider that the decision is contrary to the policy framework or contrary to or not wholly in accordance with the budget.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore no Equality Impact Assessment is required.

### **Appendices**

Report of the Assistant Director Planning





**AGENDA ITEM: 5(I)**

**CABINET:**  
**18 March 2014**

**PLANNING COMMITTEE:**  
**10 April 2014**

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**Report of:** Assistant Director Planning

**Relevant Managing Director:** Managing Director (Transformation)

**Relevant Portfolio Holder:** Councillor M Forshaw

**Contact for further information:** Mr S Benge (Extn. 5274)  
(Email: [stephen.benge@westlancs.gov.uk](mailto:stephen.benge@westlancs.gov.uk))

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**SUBJECT: PROVISION FOR TRAVELLER SITES DEVELOPMENT PLAN  
DOCUMENT: OPTIONS AND PREFERRED OPTIONS**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To recommend the Provision for Traveller Sites Development Plan Document ('Traveller Sites DPD'): Options and Preferred Options, and its supporting documentation, for public consultation in April - May 2014.

**2.0 RECOMMENDATIONS TO CABINET**

2.1 That Cabinet have regard to the three documents provided in Appendices B-D in their decision on the recommendation at 2.2, which will be publicly available for comment as part of the consultation on the Traveller Sites DPD: Options and Preferred Options.

2.2 That the Provision for Traveller Sites DPD: Options and Preferred Options (Appendix A to this report) be approved for public consultation from 17 April to 30 May 2014, subject to any authorised minor amendments made by the Assistant Director Planning, following agreed comments from Planning Committee, as per recommendation 2.3 below.

2.3 That the Assistant Director Planning, be authorised, in consultation with the Portfolio Holder, to make any necessary minor amendments to the Provision for Traveller Sites DPD: Options and Preferred Options, in the light of agreed

comments from Planning Committee, before the document is published for consultation.

### **3.0 RECOMMENDATION TO PLANNING COMMITTEE**

- 3.1 That the content of this report be considered and that agreed comments be referred to the Assistant Director Planning, in order that any necessary minor amendments can be made to the DPD and its accompanying documents, in consultation with the Portfolio Holder, before the start of the public consultation period.

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### **4.0 BACKGROUND**

#### The need for a Traveller site DPD

- 4.1 The West Lancashire Local Plan 2012-2027 was adopted by Council on 16 October 2013. Earlier versions of this Local Plan (i.e. Preferred Options, January 2012, and Publication, August 2012) contained a policy on Gypsies and Travellers and Travelling Showpeople (referred to hereafter as 'Travellers'). This policy, Policy RS4, was a criteria-based policy whose purpose was to direct Traveller development to the most appropriate places in the Borough, and to provide a means by which planning applications or enforcement cases relating to Traveller development could be judged.
- 4.2 During the Local Plan Examination in early 2013, the Local Plan Inspector advised that he could not find Policy RS4 sound, as it did not allocate specific deliverable sites to provide a five year supply of land to meet Traveller accommodation needs as required by national policy (as set out in the Department for Communities and Local Government's Planning Policy for Traveller Sites document, published March 2012). In order for the West Lancashire Local Plan as a whole to be found sound, the Inspector recommended that Policy RS4 be deleted in its entirety from the Local Plan, and that the Council commit to preparing a separate Development Plan Document (DPD) to allocate sufficient deliverable sites to meet Traveller accommodation needs over the Local Plan period.
- 4.3 The Council is acting upon the Local Plan Inspector's recommendation, and has set out a timetable in its Local Development Scheme for preparing a Provision for Traveller Sites DPD. The target milestones for the document's preparation are as follows:

Regulation 18 Scoping Consultation	September – October 2013
Preferred Options Consultation	March – April 2014
Publication	August - September 2014
Submission to Secretary of State	September 2014
Examination	September 2014 – February 2015
Adoption by WLBC	March 2015

- 4.4 The Provision for Traveller Sites DPD is to comprise the following elements:
- A statement of Traveller accommodation needs;
  - A criteria-based policy against which planning applications for Traveller sites can be assessed (these criteria would also be relied upon in enforcement and appeal cases);
  - Site-specific allocations for Gypsies and Travellers, and for Travelling Showpeople, both permanent and transit sites.
- 4.5 Until the Provision for Traveller Sites DPD is adopted, the saved Policy DE4 of the West Lancashire Replacement Local Plan 2006 remains extant. However, the weight to be attributed to WLRLP Policy DE4 in development management is likely to be low, as this policy is no longer consistent with national policy.

#### Traveller accommodation needs

- 4.6 The now-abandoned Policy RS4 of the West Lancashire Local Plan 2012-2027 relied upon a Gypsy and Traveller Accommodation Assessment (GTAA) undertaken in conjunction with the North West Regional Strategy. Based on this GTAA and locally-agreed targets that were considered to represent the Borough's Traveller accommodation needs, Policy RS4 sought to provide 21 permanent pitches for Gypsies and Travellers, 14 transit pitches and 7 permanent plots for Travelling Showpeople by 2027.
- 4.7 The Borough Council has recently participated in a more up-to-date GTAA with the five Merseyside local authorities. This GTAA has been carried out on the authorities' behalf by consultants, who were appointed in March 2013. The report is in draft form at present, with completion expected in spring 2014.
- 4.8 The draft Merseyside and West Lancashire GTAA concludes that the need for new Traveller accommodation in West Lancashire, additional to that which already has permission, is as follows:
- 14 pitches on permanent Gypsy and Traveller sites by 2018, rising to 20 pitches by 2028;
  - 4 transit pitches; and
  - One yard for Travelling Showpeople with at least one residential plot.
- 4.9 The general term "pitch" refers to an area of land which would accommodate a Traveller household. Government guidance advises that, in general, a pitch should have space for a touring and static caravan, as well as for parking and an ablutions block. Typically, therefore, one would expect two caravans per pitch.
- 4.10 Given the GTAA is currently in draft form, the above figures may be subject to minor variation when the final report is published. Any changes can be taken into account in the preparation of the Publication version of the DPD, which is expected to be produced later in 2014.

#### Work to date on Provision for Traveller Sites DPD

- 4.11 Work on the Provision for Traveller Sites DPD started in spring 2013, following the Local Plan Examination Hearings. One of the initial tasks has been to compile a list of sites for consideration as potential Traveller sites, using the following sources:
- Sites known to the Council on account of previous or current planning applications, appeals, and / or enforcement action;
  - Sites submitted to the Council during a 'Call for Sites' exercise undertaken during September 2013;
  - Sites submitted to the Council in conjunction with its ongoing Strategic Housing Land Availability Assessment, where the owner (or agent acting for the owner), in response to a letter sent from the Council in September 2013, has expressed a willingness for the site to be considered as a possible Traveller site;
  - Sites identified by, or brought to the attention of, Council officers on account of their potentially suitable location and / or size.
- 4.12 In order to assess the suitability, availability and achievability of the potential candidate sites, a list of site assessment criteria has been drawn up. These criteria have been prepared using the Department for Communities and Local Government's National Planning Policy Framework (March 2012), Planning Policy for Traveller Sites (PPTS, March 2012), and the Designing Gypsy and Traveller Sites Good Practice Guide (May 2008), as well as the criteria set out in the now-deleted Local Plan Policy RS4. The resulting site assessment criteria, whilst based upon national policy, have been tailored to local circumstances where appropriate, and have been categorised into sustainability, suitability, availability and achievability criteria.
- 4.13 The criteria for site assessment have two purposes. Firstly, they have been used to 'sift' the original list of potential candidate Traveller sites resulting from the Council's site assembly work as described in paragraph 4.11 above. Secondly, the criteria have formed the basis of a policy within the Provision for Traveller Sites DPD, against which planning applications for Traveller sites can be assessed, and which can be taken into consideration in appeals and enforcement cases.
- 4.14 The Town and Country Planning (Local Planning) (England) Regulations 2012 ('the Regulations') set out the process by which a DPD must be prepared. The first step in a DPD's preparation is covered by Regulation 18, under which the local planning authority must notify certain specified bodies (for example, the Highways Agency) that the DPD is being prepared, and invite representations from them about what the document should contain.
- 4.15 Accordingly, in September 2013, the Council wrote to the specified bodies, as per Regulation 18, as well as a number of other organisations who were considered to have a particular interest in the DPD. Twelve responses were received. The Consultation Report and Duty to Co-operate Statement appended to this report (Appendix D) summarises the responses made to the Council's letter, and the Council's proposed action in the light of the responses.

- 4.16 In preparing DPDs, the Council is bound by the 'Duty to Co-operate', set out in the Localism Act and the NPPF. It is intended that the Council will co-operate fully with neighbouring local authorities and other relevant organisations throughout the preparation of the Traveller Sites DPD. So far, at this early stage in the document's preparation, the Council has written to the 'prescribed bodies' (as listed in Regulation 4), setting out what it considers to be the cross-boundary issues relating to Travellers, and inviting comments on / additions to this list of issues. Once again, the Consultation Report and Duty to Co-operate Statement appended to this report (Appendix D) summarises the responses that the Council has received to its letter, and any other relevant dialogue that has taken place so far under the Duty to Co-operate.
- 4.17 The Provision for Traveller Sites DPD: Options and Preferred Options has been subject to an initial Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA). The SA has covered both the criteria-based policy for assessing sites, plus the sites considered as having potential for Traveller accommodation, as well as a number of reasonable alternatives. The SA and HRA reports are appended to this report (Appendices B and C).

## **5.0 CURRENT POSITION**

- 5.1 A Provision for Traveller Sites DPD: Options and Preferred Options has been prepared, drawing on the work outlined in Section 4 above, and is appended to this report as Appendix A. Consistent with paragraph 4.4 above, the document comprises:
- A statement of Traveller accommodation needs;
  - A criteria-based policy against which planning applications for Traveller sites can be assessed (these criteria would also be relied upon in enforcement and appeal cases);
  - Proposed criteria for site selection;
  - A list of potential candidate Traveller sites resulting from the Council's site assembly process undertaken in autumn 2013;
  - An assessment of the potential candidate Traveller sites against the site selection criteria;
  - In the light of the site assessment, proposed site-specific allocations for Gypsies and Travellers and Travelling Showpeople, both permanent and transit sites; and
  - Alternative options for providing Traveller sites in West Lancashire.
- 5.2 The site assembly process has yielded 20 potential candidate Traveller sites across West Lancashire, the sites being located in Aughton, Banks, Bickerstaffe, Burscough, Mere Brow, Ormskirk, Scarisbrick and Skelmersdale. Of these 20 sites, 3 have been proposed as 'Preferred Options' to meet the identified need of 20 permanent pitches for Gypsies and Travellers, as follows:
1. Sugar Stubbs Lane, Banks; permanent Gypsy site, 3 pitches.
- This is a site currently owned and occupied by Travellers, and has an extant permission for one mobile home, granted in 2003. There is a planning application for a certificate of lawfulness for five caravans on the site

currently pending a decision. If allocated for three pitches, this site would have an expected maximum of six caravans on site (assuming two caravans per pitch), one more caravan than the five currently on site. It is considered possible to accommodate 3 pitches on the site without any expansion of the site beyond its present boundaries. The site is reasonably well screened from its surroundings. Access to the primary road network involves a short journey of 115m along the unclassified Sugar Stubbs Lane. There are few residential properties in close proximity to the site, although the site is within easy reach of Banks village and bus stops on the A565. There are no records of any issues with, or complaints against, the resident travellers since they have occupied the site.

2. Pool Hey Caravan Park, Scarisbrick; permanent Gypsy site, 6 pitches.

This is an existing Traveller site that has been occupied since the mid-1990s. Data from aerial photographs and the twice-yearly count of Gypsy and Traveller caravans indicates that between four and eleven caravans have been situated on the site over the past 10 years. A temporary 'personal' permission for one park home on the site existed from 1999-2005; this has now lapsed. The occupants of the site have indicated that 6 pitches (12 caravans) could be satisfactorily accommodated on the site without any expansion of the site beyond its current boundaries. The site is well screened from the surrounding area, the occupants have forged ties with the nearby settled community, and there are no records of any issues with, or complaints against, the residents during the two decades they have occupied the site, other than the fact that they do not possess planning permission for the use of the site as a Traveller site.

3. White Moss Road South "B", Skelmersdale; permanent Gypsy site, 11 pitches.

Skelmersdale is an established area of Traveller accommodation needs. The site is in the ownership of Travellers. Permission for stables, a sand paddock and hardstanding area was granted in December 2013. The site has access to Junction 4 of the M58 along White Moss Road South, and is within easy reach of Skelmersdale and its facilities. However, it is physically separated from the town by the M58 motorway, meaning that the site should not dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community.

5.3 In terms of meeting the needs for transit pitches, the options are very limited, given the identified area of need for transit pitches (i.e. the M58 corridor), and the nature and distribution of the potential candidate sites. The preferred location is the White Moss Road South "B" site (i.e. the same site as 5.2(3) above); this would require transit and permanent pitches being located on the same piece of land.

5.4 Whilst the co-location of both permanent and transit pitches on the same site can lead to potential difficulties (for example the possibility of disputes between the two groups of site occupants), such a combination is not out of the question.

- 5.5 In terms of sites for Travelling Showpeople and their equipment, a need has been identified in the Burscough area, given links between Travelling Showpeople and the local community, such as children attending local schools. There is a longstanding authorised Travelling Showpeople site west of The Quays, possessing an extant permission for 10 Travelling Showpeople plots, 4 of them permanent and 6 seasonal. The inclusion of the site as a preferred site reflects the current status of the site. It does not thus represent a new or additional site allocation, neither does it contribute towards the GTAA-identified need figure for Travelling Showpeople accommodation.
- 5.6 To meet the GTAA-identified need of one site for Travelling Showpeople in the Burscough area, incorporating space for storage of equipment and at least one residential plot, the site assembly process described above yielded just two potential candidate sites, both adjacent to Burscough Industrial Estate:
- a) Land at Ringtail Road / Plantation Road;
  - b) Land west of Tollgate Road.
- 5.7 Following assessment of the above two sites, both sites have attributes that are conducive to the accommodation of Travelling Showpeople and their equipment. The Ringtail Road / Plantation Road site is well screened from its surroundings, and its owner submitted the site during the September 2013 Call for Sites exercise as a Travelling Showpeople site. The Tollgate Road site has direct access onto the “spine road” through the Employment Area and there are no residential properties in close proximity. Both sites are in an established area of Travelling Showpeople accommodation need, are of a suitable size to provide the necessary accommodation to meet Travelling Showpeople needs in West Lancashire, and are adjacent to the Burscough Employment Area, where the storage of lorry trailers would be a compatible use.
- 5.8 Overall, in planning policy terms the Tollgate Road site is considered the more suitable site. However, it has not been possible to make contact with the owner of this site (the land is unregistered), and thus there is, at present, uncertainty over its deliverability. In contrast, the Ringtail Road / Plantation Road site owner has expressed willingness for the site to be considered as a Travelling Showpeople site. As a result, it is proposed that neither site be treated as a ‘preferred’ site at present, but that stakeholder and public comments be invited on both sites.
- 5.9 The locations of the sites referred to above are shown on maps contained within the Provision for Traveller Sites Development Plan Document: Options and Preferred Options (Appendix A to this report).
- 5.10 Regulation 18 of the 2012 Regulations contains a requirement that the local planning authority carry out a formal public consultation exercise on a draft DPD and the Council’s Statement of Community Involvement states that the Council will undertake a six week public consultation exercise at Preferred Options stage when preparing DPDs. Therefore, in order to satisfy these requirements, and to ascertain the public’s views on the important matter of Traveller sites provision, it is proposed that the Provision for Traveller Sites DPD: Options and Preferred Options be consulted upon publicly for six weeks.

## **6.0 NEXT STEPS**

- 6.1 Assuming that Cabinet approve the DPD for consultation, the consultation will take place for six weeks, from Thursday 17 April to Friday 30 May 2014.
- 6.2 Following the consultation period, all comments submitted to the Council will be processed, responses will be made where necessary, and a Publication version of the DPD will be prepared. It is anticipated that the Publication version of the DPD will be brought to Cabinet and Council later in 2014, with authorisation sought to consult upon the Provision for Traveller Sites DPD: Publication Version, and thereafter to submit the DPD to the Secretary of State for examination.

## **7.0 SUSTAINABILITY IMPLICATIONS / COMMUNITY STRATEGY**

- 7.1 Sustainability criteria have formed a significant part of the process whereby potential Traveller sites have been assessed. Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA) have been undertaken on the proposed site assessment policy and set of potential Traveller sites to assess their possible impacts. The SA and HRA did not identify any significantly increased impacts on sustainability or international sites of habitat importance. The SA and HRA reports are appended to this document (Appendices B and C).
- 7.2 Providing suitable sites for the travelling community will, directly or indirectly, help to meet two of the key objectives of the Sustainable Community Strategy, namely "Improved health for all" (to improve health outcomes, promote social wellbeing for communities and improve health for everyone) and "Affordable housing" (to provide more appropriate ... housing to meet the needs of local people). It is important that the provision of Traveller sites be undertaken in such a way as to minimise the fear of crime amongst local people.

## **8.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 8.1 The preparation of the Provision for Traveller Sites DPD (and consultation on it) can be resourced through the Strategic Planning & Implementation Team's revenue budgets. However, in the longer term, the examination of the DPD will incur more significant costs which it is proposed will be resourced through a Budget Growth Bid for 2014/15.

## **9.0 RISK ASSESSMENT**

- 9.1 The authority is required by national planning policy to ensure that enough sites in West Lancashire are made available to meet the objectively assessed needs of the travelling community. If the Council does not comply with this obligation, it will be more vulnerable to the establishment of illegal encampments and sites in the Borough. The lack of allocated sites weakens the ability of the Council to

take quick and effective action to secure the removal of such encampments and sites. It also weakens the ability of the Council to defend refusals of planning permission for Traveller sites at appeal if the Council cannot demonstrate a five-year supply of Traveller sites.

- 9.2 Failure to address this matter could create adverse comments in relation to the Council's Equality and Diversity work and could lead to future adverse external assessments for the Council.
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### **Background Documents**

- Planning Policy for Traveller Sites (CLG, March 2012)
- Designing Gypsy and Traveller Sites – Good Practice Guide (May 2008)

### **Equality Impact Assessment**

There is a direct impact on members of the public, and on the Travelling community. Therefore an Equality Impact Assessment is required. A formal equality impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report. An Equality Impact Assessment of the Provision for Traveller Sites DPD itself is required under legislation and such an assessment will be carried out as the preparation of the DPD progresses.

### **Appendices**

- A. Provision for Travellers Sites Development Plan Document: Options and Preferred Options
- B. Sustainability Appraisal Report
- C. Habitats Regulations Assessment
- D. Consultation Report and Duty to Co-operate Statement
- E. Equality Impact Assessment
- F. Minute of Cabinet 18 March 2014 (Planning Committee only)



# **Provision for Traveller Sites Development Plan Document Options and Preferred Options**

**March 2014**

**John Harrison, DipEnvP, MRTPI  
Assistant Director Planning  
West Lancashire Borough Council**



Draft

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## **Preface**

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

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

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

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

Draft

## 1 Introduction

### The Need for a Traveller Sites DPD

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

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

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

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

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

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

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

## Terminology

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

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

1.7 Similarly, PPTS defines Travelling Showpeople as:

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

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

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

## Site Assembly Process

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

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

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

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

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

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

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

### **National Planning Policy**

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

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

- (i) Local planning authorities (LPAs) should work collaboratively with neighbouring LPAs to set pitch and plot targets for Travellers which address the likely permanent and transit site accommodation needs of Travellers in their area.
- (ii) LPAs should identify and update annually, a supply of deliverable<sup>2</sup> sites sufficient to provide five years' worth of sites against their own set targets, and a supply of

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

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

- specific, developable<sup>3</sup> sites or broad locations for growth, for six to ten years time, and, if possible, for eleven to fifteen years time.
- (iii) LPAs should relate the number of pitches or plots to the circumstances of the specific size of the Traveller site in question and to the size and density of the surrounding population, and should protect local amenity and environment.
  - (iv) Criteria should be used to guide land allocations, and criteria-based policies prepared to provide a basis for decisions on Traveller site planning applications.
  - (v) PPTS paragraph 11 requires that LPAs ensure their policies:
    - (a) promote peaceful and integrated co-existence between the site and the local community;
    - (b) promote, in collaboration with commissioners of health services, access to appropriate health services;
    - (c) ensure that children can attend school on a regular basis;
    - (d) provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment;
    - (e) provide for proper consideration of the effect of local environmental quality on site occupants or others as a result of new development;
    - (f) avoid placing undue pressure on local infrastructure and services;
    - (g) do not locate sites in areas at high risk of flooding;
    - (h) reflect the extent to which traditional lifestyles (whereby some Travellers live and work in the same area) can contribute to sustainability.

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

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

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

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

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

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

## **Sustainable Community Strategy**

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

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

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

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

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

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

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

## **Planning Regulations**

1.25 The Town and Country Planning (Local Planning) (England) Regulations 2012 (referred to hereafter as 'the 2012 Planning Regulations') set out the process that must be followed when preparing a local plan<sup>4</sup>. The first statutory stage for preparing a document is covered by Regulation 18, which requires that the LPA notify certain specified bodies of the subject of the local plan and invite them to make representations about what a local plan with that subject ought to contain.

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

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

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

### Statement of Community Involvement

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

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

1.30 In terms of preparing a development plan document such as this Traveller sites DPD, the Council's SCI refers to an "Options" stage and a "Preferred Options" stage. However, given the WLLP Inspector's requirement that the Traveller Sites DPD be prepared as a matter of urgency, and, if at all possible, more quickly than set out in the LDS<sup>5</sup>, it is considered expedient to combine the Options and Preferred Options stages of this DPD's preparation into a single stage, whereby options for providing Traveller sites are set out, an indication of the Council's preferred options is given, and people are invited to comment on both the options and preferred options, and to submit their own options and / or preferred options. This matter is set out more fully in Chapter 7 of this document.

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<sup>5</sup> See the Inspector's Report into the WLLP, paragraphs 192-193, p38, available on the Council's website at: [http://www.westlancs.gov.uk/planning/planning\\_policy/the\\_local\\_plan/the\\_local\\_plan\\_2012-2027/local\\_plan\\_preparation\\_stages/stage\\_4\\_-\\_submission\\_and\\_exami.aspx](http://www.westlancs.gov.uk/planning/planning_policy/the_local_plan/the_local_plan_2012-2027/local_plan_preparation_stages/stage_4_-_submission_and_exami.aspx)

Paragraphs 192 and 193 state:

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

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

## Duty to Co-Operate

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

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

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

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

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

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

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

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

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

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

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

### **Sustainability Appraisal**

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

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

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

## 2. Traveller Accommodation Needs

### Assessing Traveller Accommodation Needs

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

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

#### North West Regional GTAA 2006

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

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

#### North West RSS Partial Review

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

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

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

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

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

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

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

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

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

### **Merseyside and West Lancashire GTAA 2013-2014**

2.12 West Lancashire Borough Council has recently participated in a more up-to-date GTAA with the five Merseyside local authorities. This GTAA has been carried out on the authorities' behalf by the consultants Arc<sup>4</sup>, who were appointed in March 2013. At the time of writing this document, the GTAA report is in draft form, with completion expected in early 2014. Given the need to progress with this Traveller sites DPD in accordance with the timescale submitted to the Local Plan Inspector and contained in the Council's Local Development Scheme, it has not been possible to await the publication of the final version of the GTAA before proceeding with this Options and Preferred Options paper.

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

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

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

### 3. Traveller Sites Policy

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

#### **Policy GT1**

#### **Assessment of Proposals for Gypsy and Traveller and Travelling Showpeople Sites**

##### Broad Locations

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

##### Site-Specific Criteria

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

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

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

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

## Justification

### Broad Locations

3.2 Policy GT1 is intended to direct Traveller development to areas where there is a need for such accommodation, as demonstrated by robust evidence. As a first recourse, the Council will rely on the findings of the most up-to-date Gypsy and Traveller Accommodation Assessment (GTAA) covering West Lancashire<sup>6</sup>. Any planning application that departs from the findings of the most up-to-date GTAA will require to be backed up by robust evidence justifying this departure, either an unequivocal demonstration of need in a different area, or a clear demonstration that no sites are realistically available within the GTAA-identified areas of Traveller need.

3.3 In the light of the findings of the 2014 Merseyside and West Lancashire GTAA<sup>7</sup>:

- Permanent sites should be located in, or as close as reasonably possible to the settlements of Skelmersdale, Scarisbrick or Banks;
- Transit sites should be located along the M58 corridor;
- Land for Travelling Showpeople should be located within the Burscough area.

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

### Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Options and Preferred Options Consultation Question 1**

#### **Policy GT1**

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

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

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

**Do you have any other comments on Policy GT1?**

#### 4. Criteria for Site Assessment

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

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

#### **Suitability**

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

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

### **Availability**

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

### **Achievability**

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

### **Derivation of Site Assessment Criteria**

- 4.2 The process by which the 19 criteria were arrived at is outlined below. Firstly, the specific policy requirements of PPTS and the site design / layout recommendations in the Good Practice Guide were listed individually, then grouped into the following topic areas:
  - a) Sustainability (i.e. economic, social and environmental sustainability<sup>9</sup>) – for example, how easy it is to access education or health services from the site;
  - b) Suitability – for example, whether highway access to the site is adequate;
  - c) Availability;
  - d) Achievability – for example, whether there are any significant physical constraints to the site's possible development.
- 4.3 Where necessary, minor adjustments were made to the national criteria (e.g. to specify the Council's understanding of the word "near"). A small number of additional criteria were added, based primarily on the site assessments used in the Council's Strategic Housing Land Availability Assessment (SHLAA). One amendment to criterion (vii) was added following comments made on the "scope" of the Traveller sites DPD received from Natural England as part of the Regulation 18 consultation.

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

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

**Table 4.1 Analysis of site assessment criteria from national policy**

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

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

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

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

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

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

\*\*\* West Lancashire Borough Council

**Options and Preferred Options Consultation Question 2**

**Criteria for Site Selection**

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

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

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

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

## 5. Potential Traveller Sites

### Site Assembly Process

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

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

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

#### The Banks area

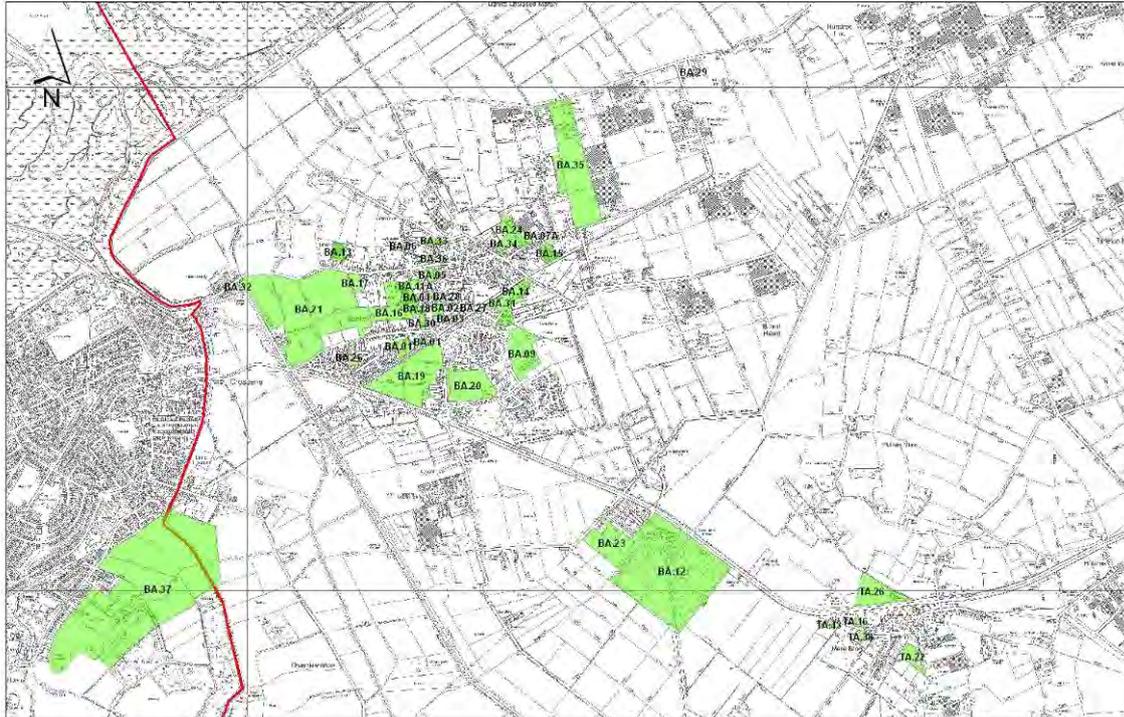
5.3 The initial site search process yielded four sites in Banks, three of the sites known to the Council's Planning Division by virtue of recent planning applications and / or enforcement action (two sites at Aveling Drive, one site at Sugar Stubbs Lane), and one site contained in the SHLAA (Hoole Lane),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

5.4 Much of the land in the Banks area is in Flood Zone 3; national policy states that caravans should not be permitted in such locations. Of the four Banks sites, only one is not in Flood Zone 3, and this site was not considered sufficiently large to meet all accommodation needs in Banks. It was thus considered necessary to extend the site search further to identify any other potential sites. The starting point for this search was SHLAA sites in non-flood risk areas whose owners had not expressly informed the Council that they were unwilling for the site to be considered as potential Traveller sites<sup>10</sup>, initially in, or within 1km of Banks village, and subsequently further afield. Figure 5.1 below shows the location of SHLAA sites in the Banks area.

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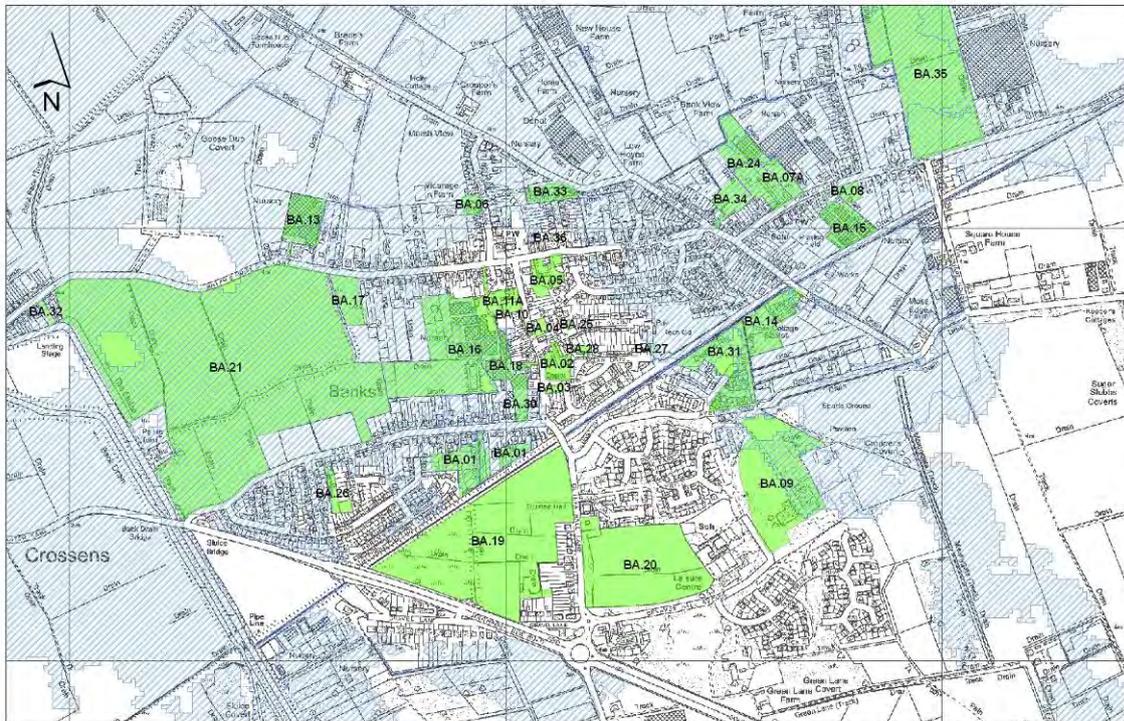
<sup>10</sup> As highlighted in Chapter 1, letters were sent to all known owners of SHLAA sites, asking whether they were willing to consider the possibility of their site being allocated as a Traveller site. Some owners replied, confirming whether or not they were willing for their sites to be considered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

**Figure 5.1 SHLAA sites in the Banks area**



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**Figure 5.2 SHLAA sites and Flood Zone 3 in Banks**

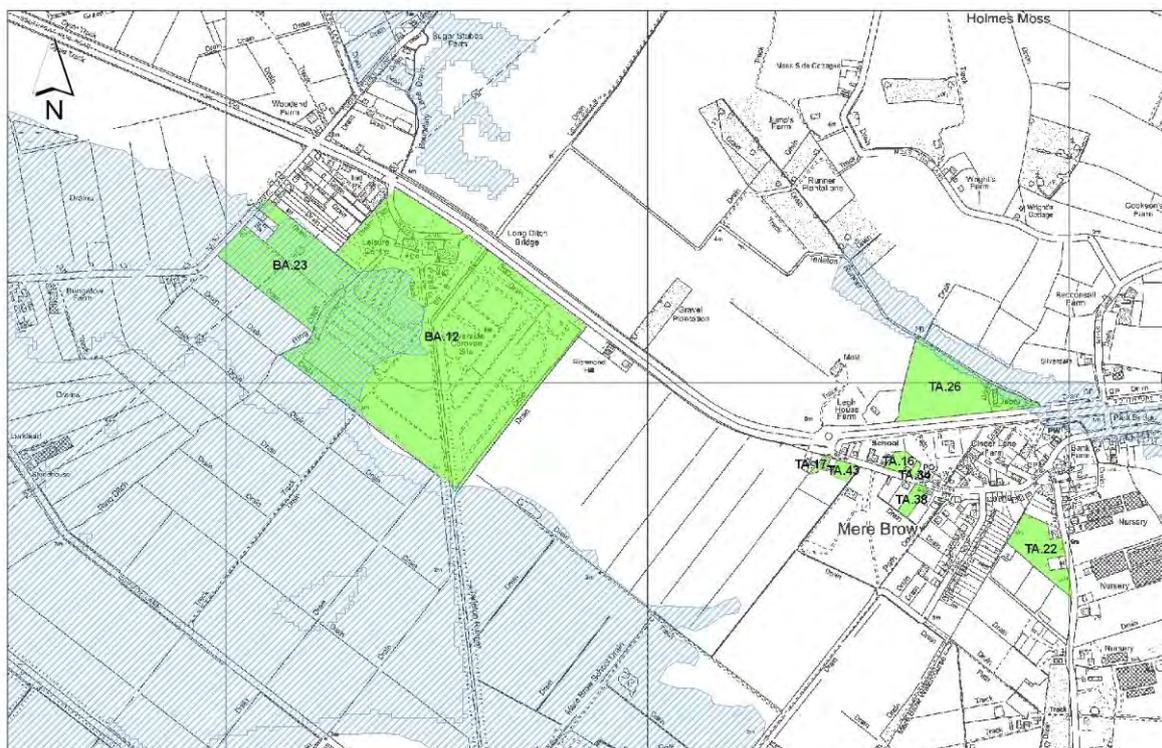


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the Council that they are not willing for the site to be considered as a Traveller site. The smaller sites within the built-up area of Banks were not considered suitable locations for potential Traveller sites for a number of reasons including existing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

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

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



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

### Scarisbrick

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

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

### Skelmersdale area

5.9 Within the Skelmersdale area, the initial site search process yielded two sites. One site (White Moss Road South (B)) is known to the Council as it has been subject to a planning application made by Travellers; the other site (White Moss Road South (A)) was brought to the Council's attention during the call for sites exercise as a possible Travelling Showpeople site. In addition, the site at the former Bickerstaffe Colliery was discussed at the West Lancashire Local Plan examination hearings as a potential site<sup>11</sup>.

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

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

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

### Burscough

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

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<sup>11</sup> See document Ref EX.238 on the Council's website at [http://www.westlancs.gov.uk/planning/planning\\_policy/the\\_local\\_plan/the\\_local\\_plan\\_2012-2027/local\\_plan\\_preparation\\_stages/stage\\_4\\_-\\_submission\\_and\\_exami/documents\\_submitted\\_during\\_t-1.aspx](http://www.westlancs.gov.uk/planning/planning_policy/the_local_plan/the_local_plan_2012-2027/local_plan_preparation_stages/stage_4_-_submission_and_exami/documents_submitted_during_t-1.aspx)

## Candidate Traveller Sites

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

**Table 5.1 Candidate Traveller Sites.**

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

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

## Potential Site Uses and Capacities

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

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

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

**Table 5.2 Potential site uses and capacities**

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

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

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

**Options and Preferred Options Consultation Question 3**

**Proposed Candidate Traveller Sites**

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

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

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

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## 6. Preferred Options to Meet Traveller Accommodation Needs

### Assessment of Candidate Traveller Sites

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

#### **Options and Preferred Options Consultation Question 4**

##### **Assessment of Candidate Traveller Sites**

**Is the assessment of the candidate Traveller sites correct?**

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

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

### Preferred Options

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

#### **Preferred Options to Meet Traveller Accommodation Needs**

##### **(a) Permanent Gypsy and Traveller Accommodation**

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

The preferred sites are:

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

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

(i) Site 3: Sugar Stubbs Lane, Banks

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

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

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

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

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

(b) Transit Site

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

The preferred site is:

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

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

(c) Travelling Showpeople Site

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

i) Land at Ringtail Road / Plantation Road;

ii) Land west of Tollgate Road.

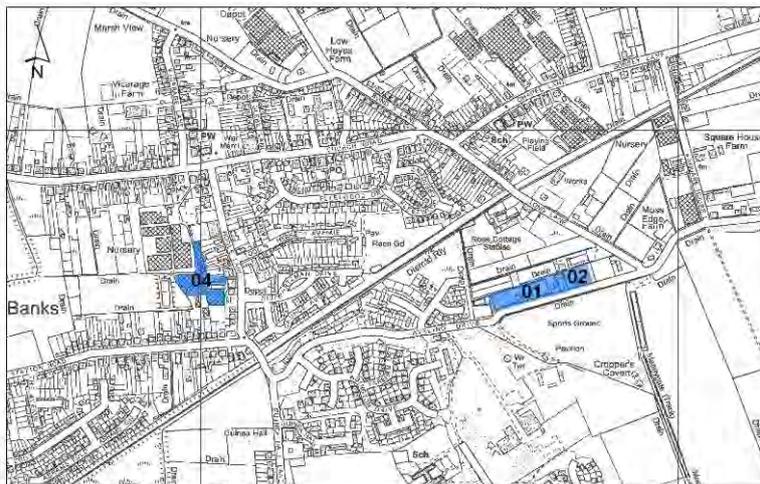
Following assessment of the above two sites, in planning policy terms the Tollgate Road site is considered the more suitable site. However, it has not been possible to make contact with the owner of this site (the land is unregistered), and thus there is at present no certainty over its deliverability.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

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

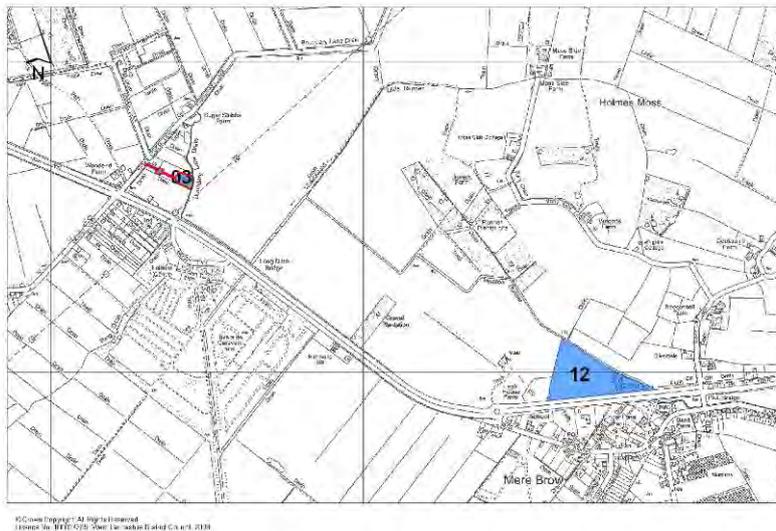
Whilst it is accepted that there are issues with all of the above sites, the issues overall are considered less significant than other candidate sites. In terms of the sites’ location within the Green Belt, whilst this is less desirable than non-Green Belt locations in policy terms, the fact is only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

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

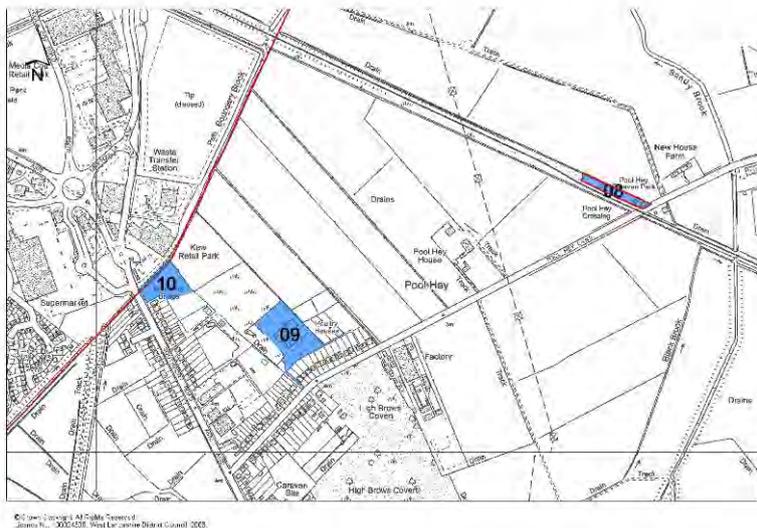
**Figure 6.1 Candidate Traveller sites in Banks village**



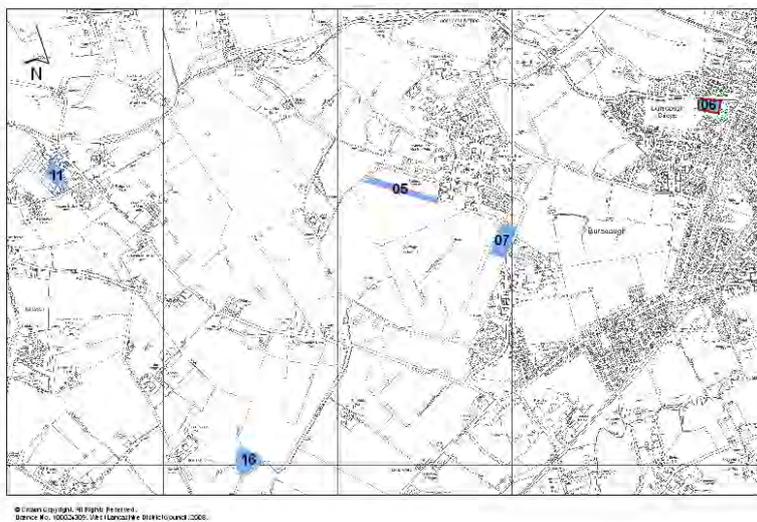
**Figure 6.2 Candidate and Preferred Traveller Sites East of Banks Village**



**Figure 6.3 Candidate and Preferred Traveller Sites in West Scarisbrick**



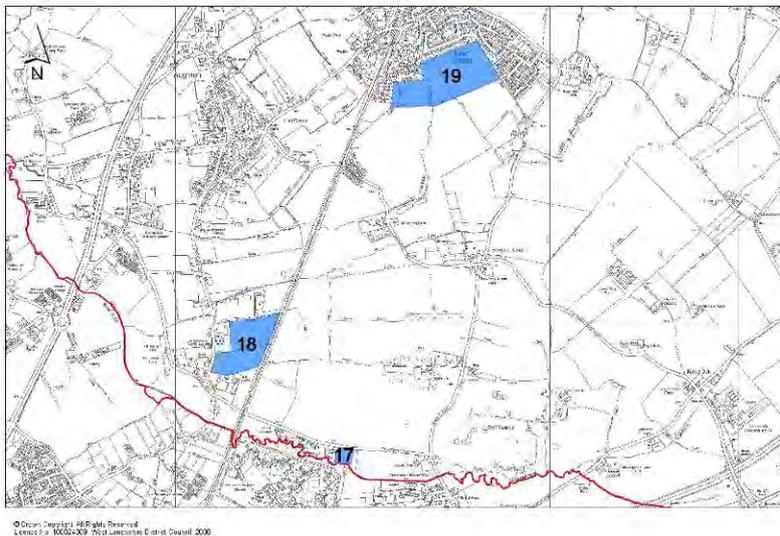
**Figure 6.4 Candidate and Preferred Traveller Sites in East Scarisbrick / West Burscough**



**Figure 6.5 Candidate and Preferred Sites in Skelmersdale / Bickerstaffe**



**Figure 6.6 Candidate Sites in Aughton**



**Key to Sites**

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

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

### **Options and Preferred Options Consultation Question 5**

#### **Preferred Options for Traveller Sites**

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

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

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

## Alternative Options

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

### Alternative Option 1

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

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

### Alternative Option 2

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

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

### Alternative Option 3

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

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

### Alternative Option 4

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

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

#### Alternative Option 5

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

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

### **Options and Preferred Options Consultation Question 6**

#### **Alternative Options for Traveller Sites**

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

**Do you have any other comments on the alternative options?**

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

## 7. How to comment

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

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

Comments may be made in the following ways:

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

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

By post: Please post comments forms to:

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

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

### Equality Act 2010

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

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

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

## **Appendix 1**

### **Assessment of Potential Traveller Sites**

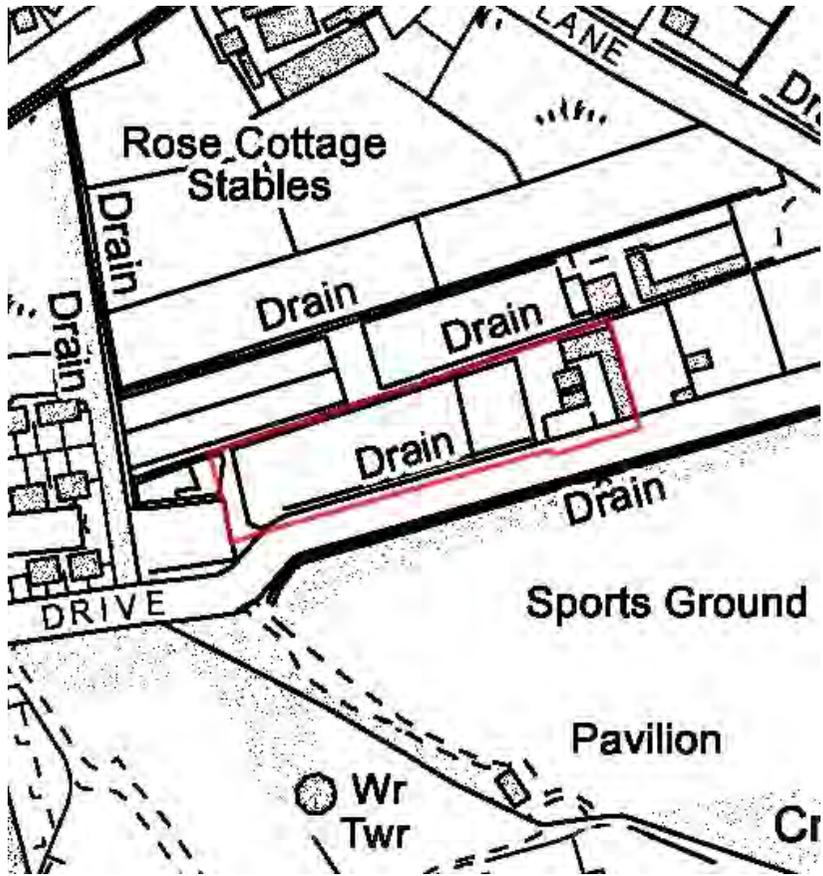
The 20 potential Traveller sites that have been assessed are as follows:

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

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

**Site 1. Aveling Drive A, Banks**

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



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

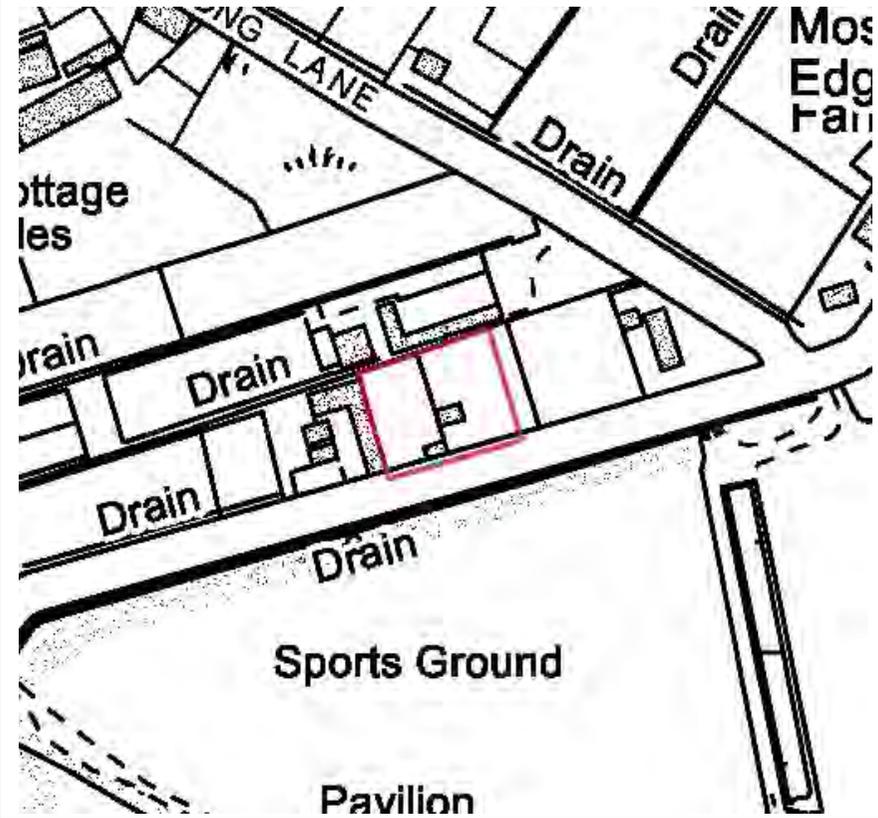
Criterion	Y/N/M/?	Comments
<b>Suitability</b>		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	?	The existing caravans are screened by close board wooden fencing. Given the generally open nature of the surrounding area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

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

**Site**

**2. Aveling Drive B, Banks**

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

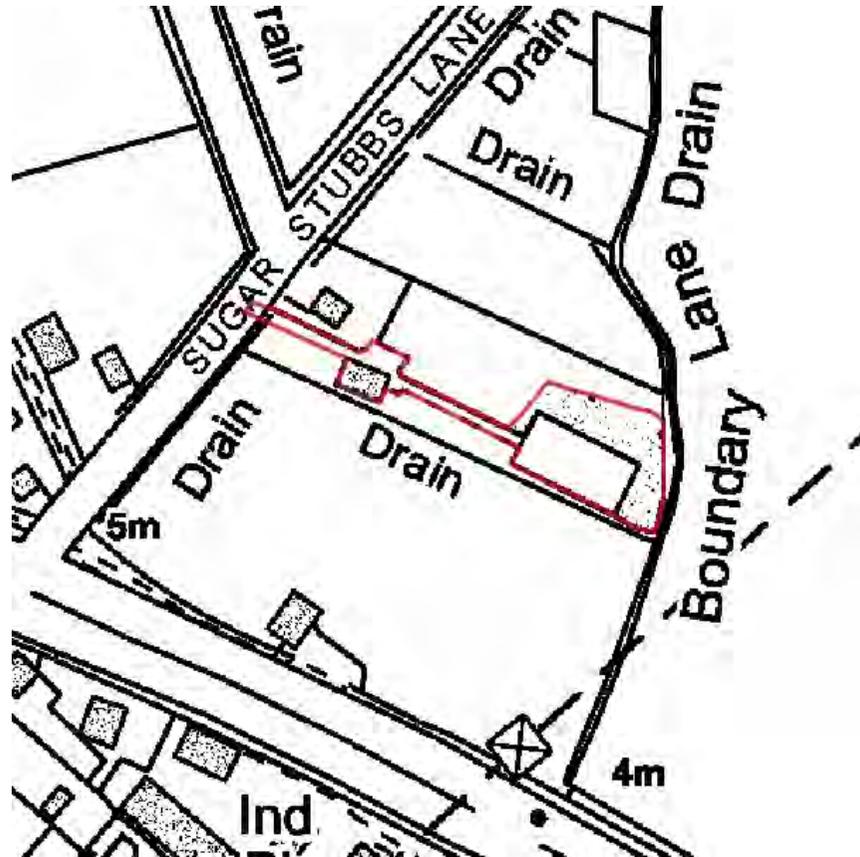


Criterion	Y/N/M/? Comments
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N The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

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

**Site 3. Sugar Stubbs Lane, Banks**

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



Site from Sugar Stubbs Lane



Site from A565



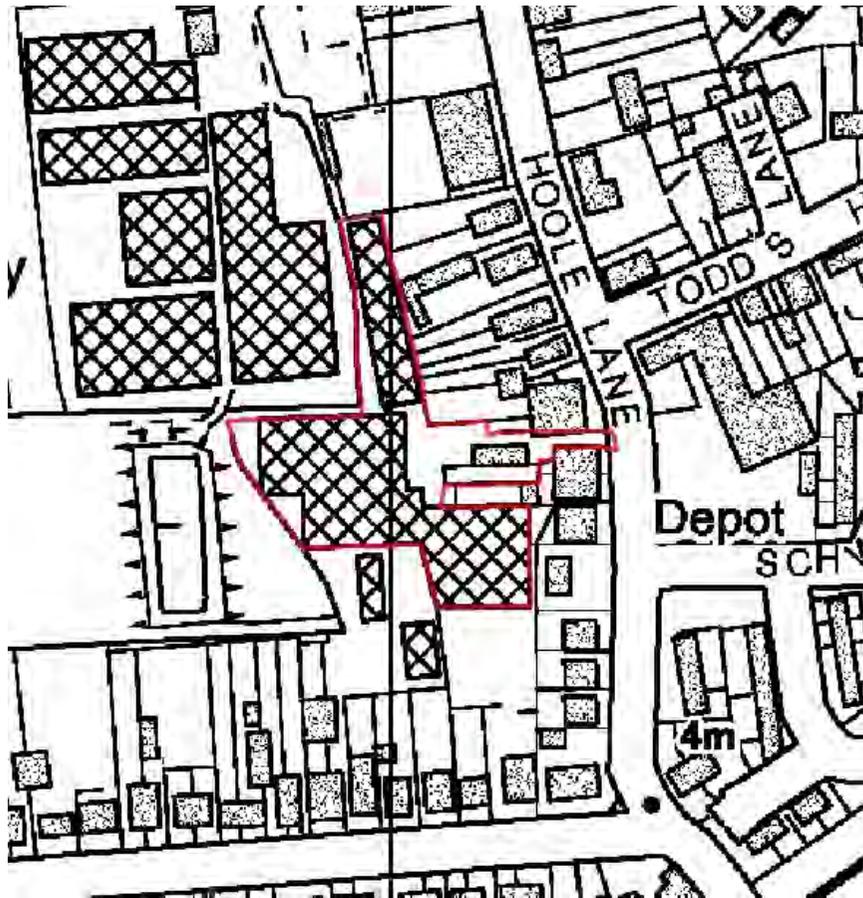
Criterion	Y/N/M/? Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N This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

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

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

**Site 4. Land west of Hoole Lane, Banks**

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

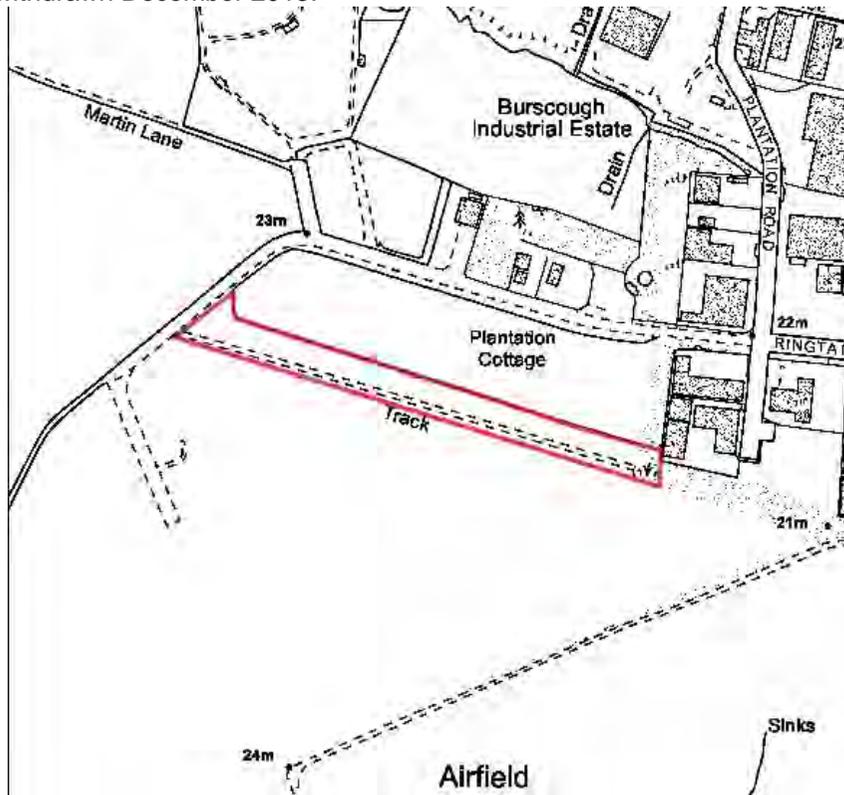


Criterion	Y/N/M/? Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>Y     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

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

### Site 5. Land west of Ringtail Road, Burscough

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



Eastern end of site from Plantation Road (unadopted)



Unadopted Plantation Road

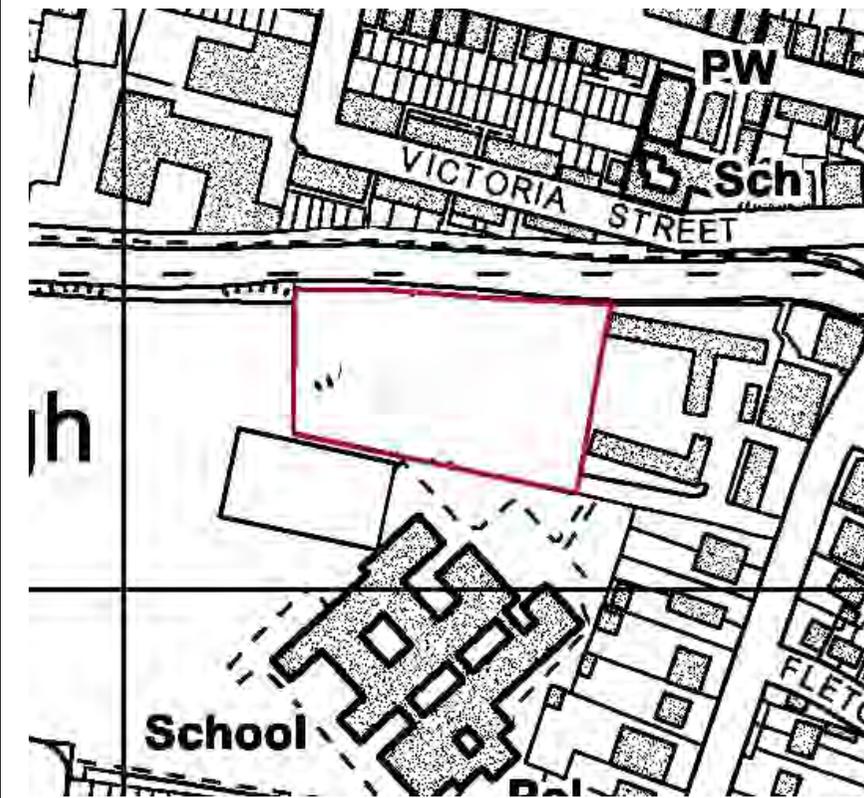


Criterion	Y/N/M/? Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N The site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

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

**Site 6. Land west of The Quays, Burscough**

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

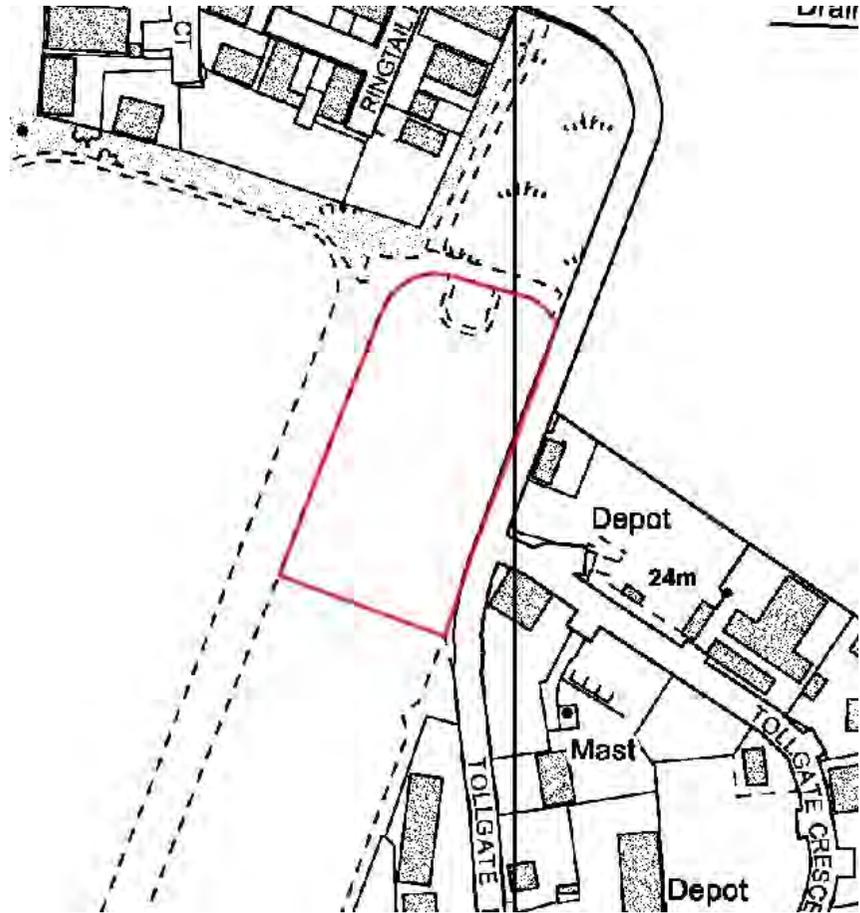


Criterion	Y/N/M/? Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N Longstanding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

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

**Site 7. Land west of Tollgate Road, Burscough**

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



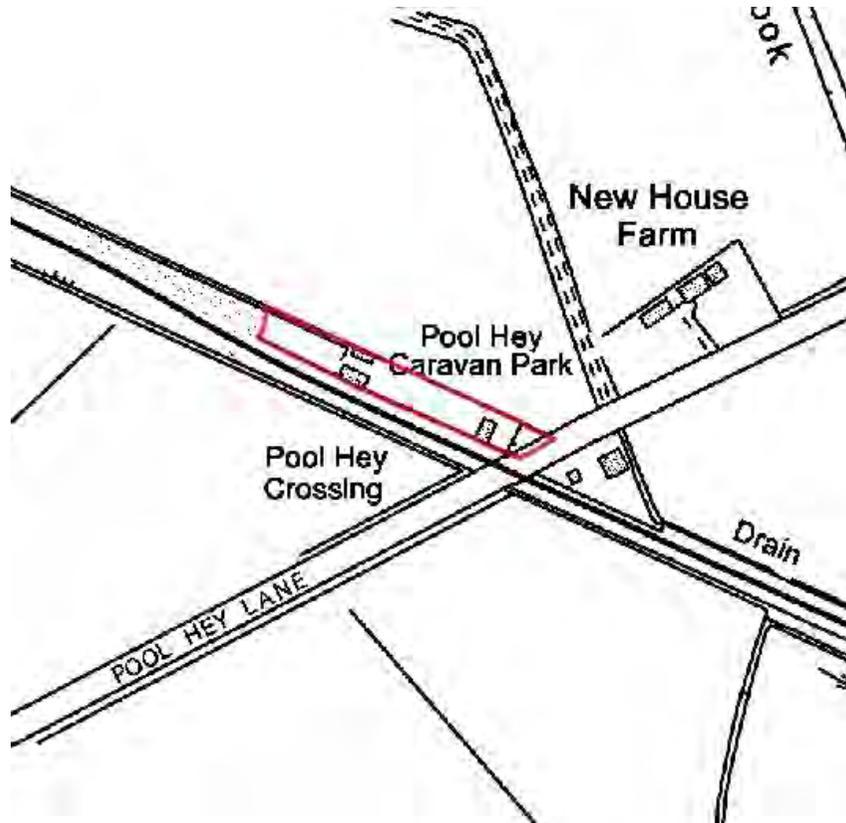
Criterion	Y/N/M/?	Comment
<b>Sustainability</b> 1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?	N	The site is separated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

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

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

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

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

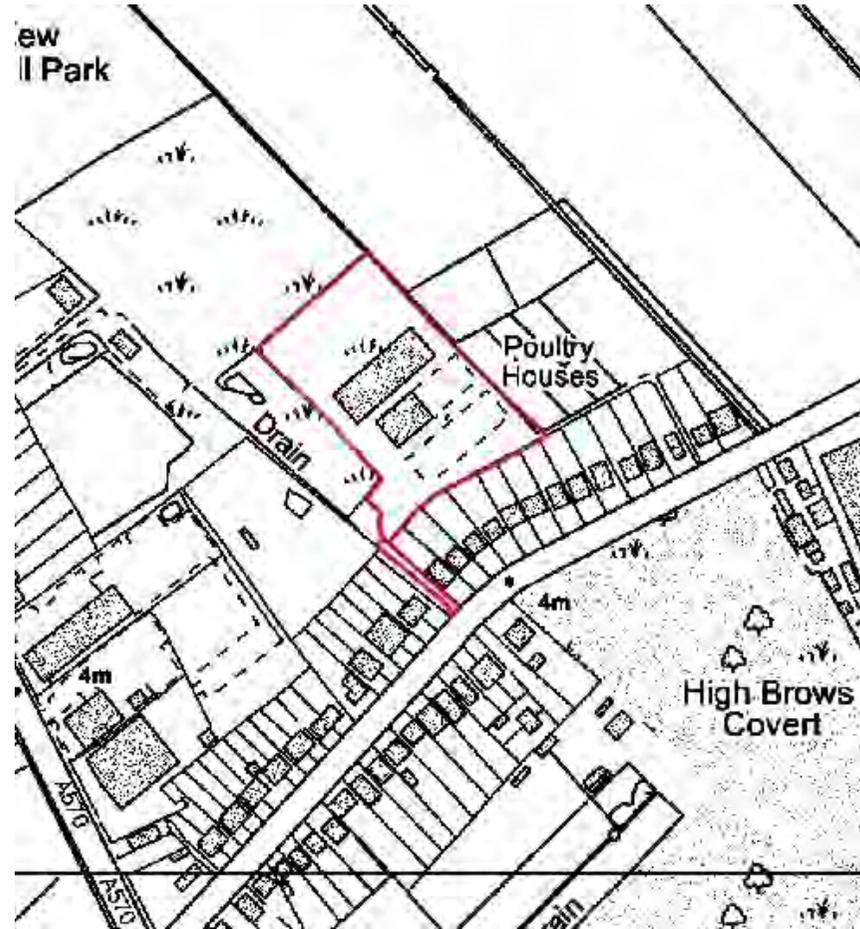


Criterion	Y/N/M/?	Comment
<b>Sustainability</b> 1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?	N	Narrow linear site over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

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

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

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



**Site access from Pool Hey Lane**



**Southern portion of site**



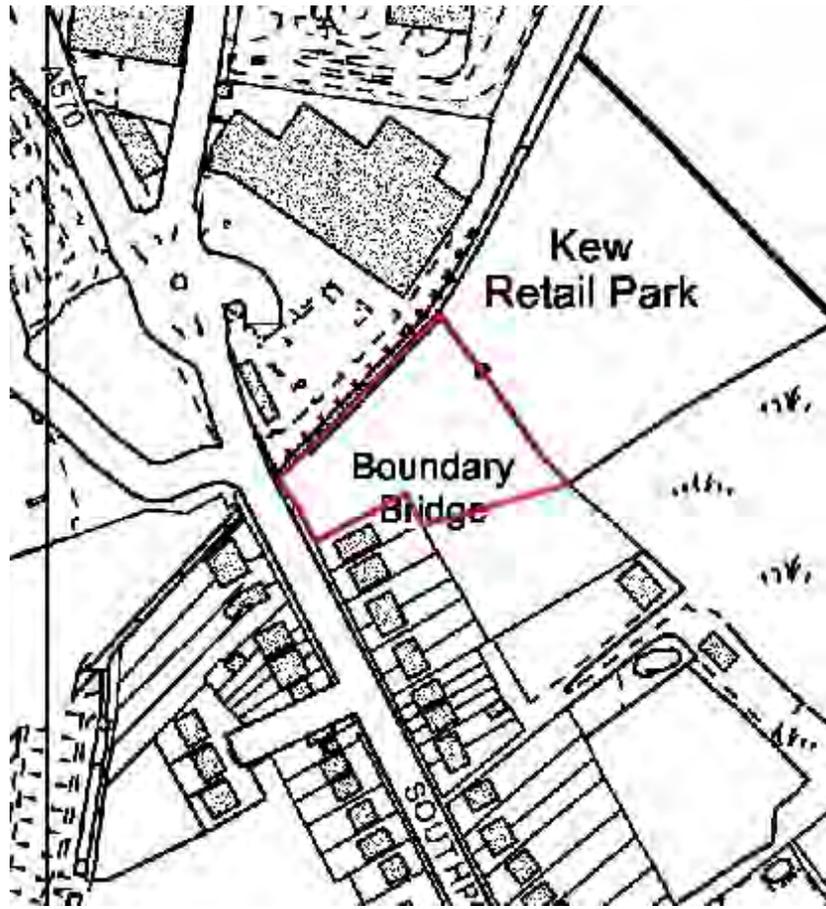
Criterion	Y/N/M/? Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>Y The site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

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

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

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

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



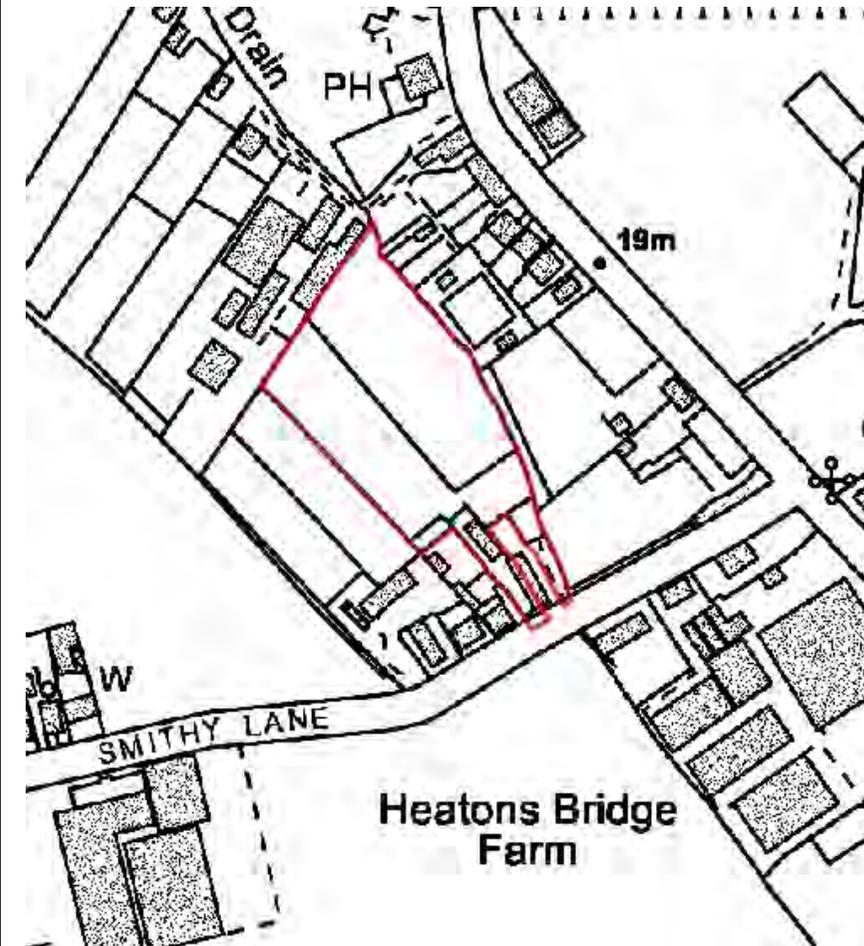
Criterion	Y/N/M/? Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N/M The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

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

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

**Site 11. Land rear of 281 Smithy Lane, Scarisbrick**

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



Rear of site viewed from further west along Smithy Lane



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

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

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



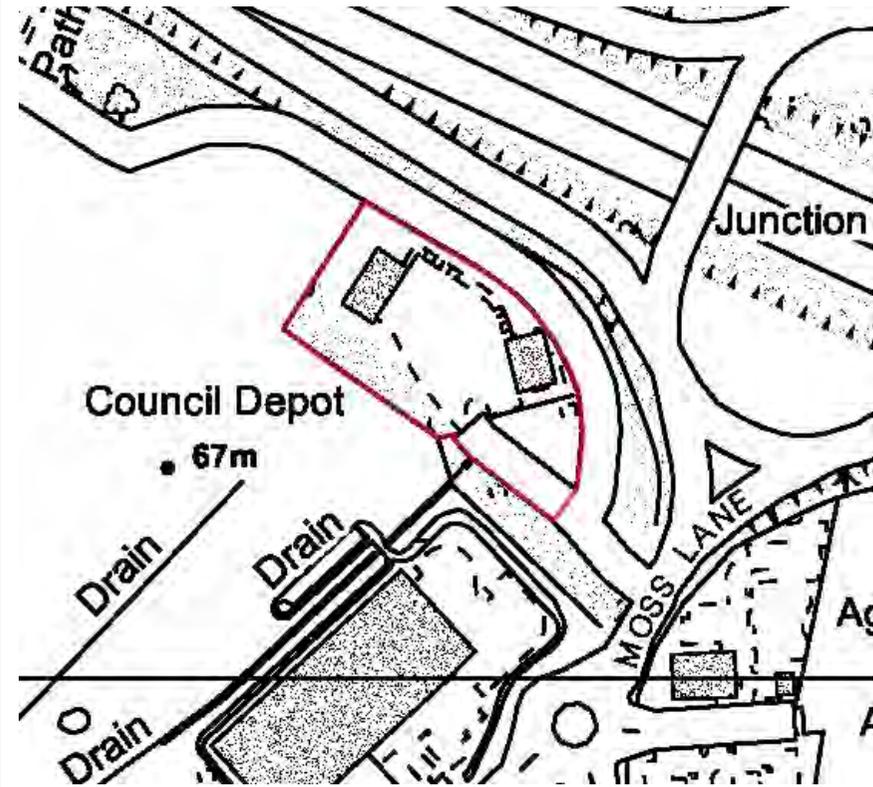
Criterion	Y/N/M/?	Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	N/M	Site is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

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

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

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

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



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

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

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

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



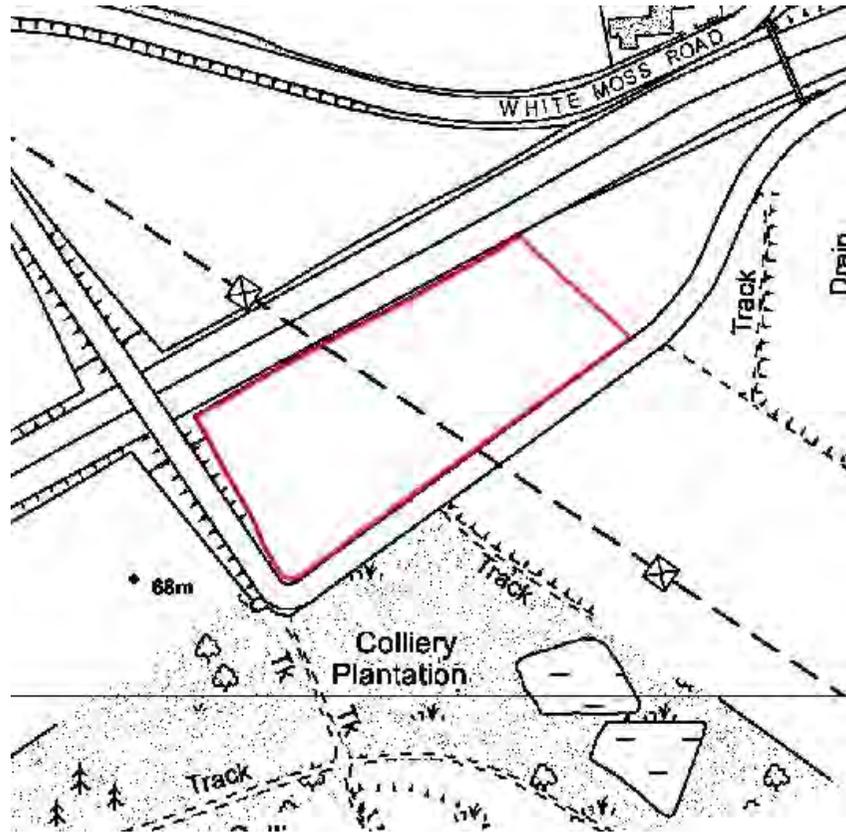
Criterion	Y/N/M/?	Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	N	Site is 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.
2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?	N/A	There is very little local infrastructure / services.
<p>3. Accessibility:</p> <p>Is the site within 1km of a bus route or other public transport facility?</p> <p>Is it possible to easily access:</p> <ul style="list-style-type: none"> <li>- an appropriate health facility</li> <li>- education</li> <li>- employment</li> <li>- shops</li> <li>- other necessary services?</li> </ul>	Y/N	Site is 650m / 750m from bus stops on Liverpool Road (using the footbridge over the M58). However, given the generally "detached" location of this site, it is probably that access to services and facilities would be reliant on private motorised transport.
4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?	Y	Site is adjacent to M58 motorway and within 200m of a waste facility.
5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?	N	No contamination issues known about.
6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?	N	Site has no immediate neighbours. Site is reasonably screened (provided existing trees, etc. are retained), and the adjacent motorway already has significant visual and acoustic impact, so the impact of the site should be limited and can be mitigated.
7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?	N	No historic environment, landscape or nature conservation designation in vicinity of site, apart from M58 (designated as a major wildlife corridor - but this site's use as a Traveller site should not impact upon any nature conservation attributes of the M58).
<p><b>Suitability</b></p>		

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

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

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

Site identified by Council officers.



**View over site from M58 bridge**



**Site from White Moss Road South**



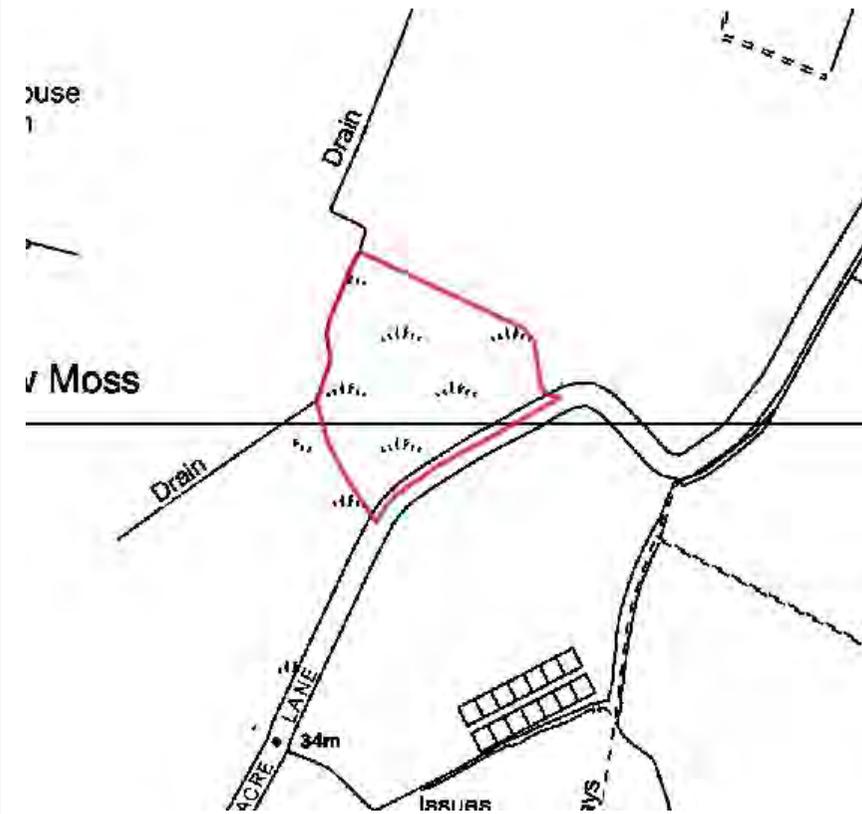
Criterion	Y/N/M/?	Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	N	Site is 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.
2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?	N/A	There is very little local infrastructure / services.
<p>3. Accessibility:</p> <p>Is the site within 1km of a bus route or other public transport facility?</p> <p>Is it possible to easily access:</p> <ul style="list-style-type: none"> <li>- an appropriate health facility</li> <li>- education</li> <li>- employment</li> <li>- shops</li> <li>- other necessary services?</li> </ul>	Y/N	Site is 700m / 800m from bus stops on Liverpool Road (using the footbridge over the M58). However, given the generally "detached" location of this site, it is probably that access to services and facilities would be reliant on private motorised transport.
4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?	Y	Site is adjacent to M58 motorway and within 300m of a waste facility.
5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?	N	Contamination unlikely given current agricultural use and classification as prime agricultural land.
6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?	Y	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.
7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?	N	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).
<b>Suitability</b>		

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

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

**Site 16. Land at Blackacre Lane, Ormskirk**

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



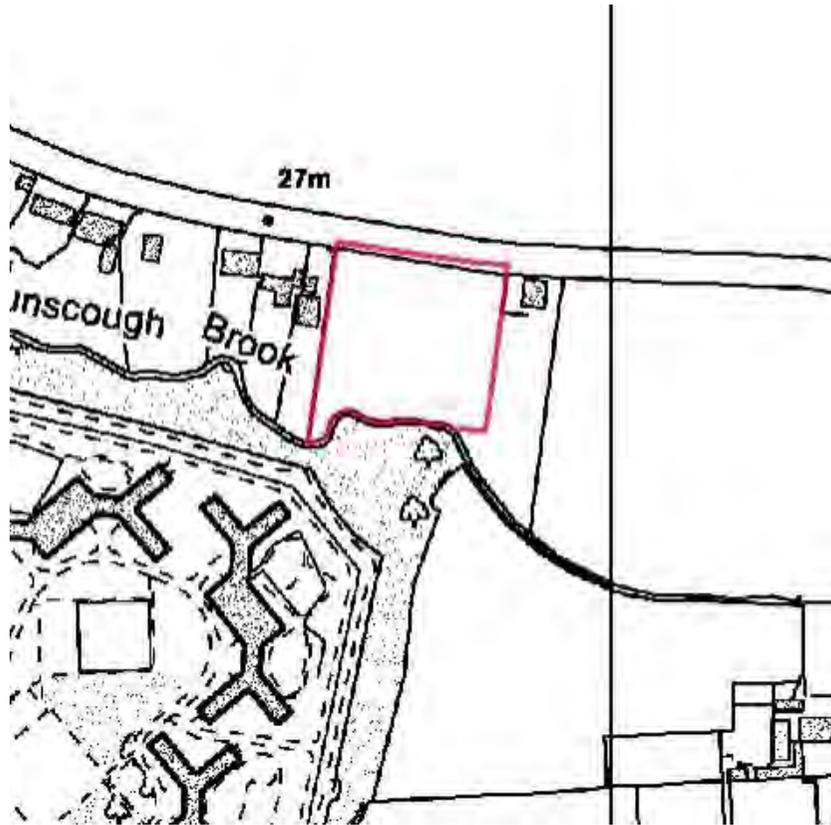
Criterion	Y/N/M/? Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>N Site is physically separate from the built-up area of Ormskirk, although relatively close by (350m to the nearest housing). Provided the site were not large-scale, it should not dominate the settled community.</p>
<p>2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?</p>	<p>N Given proximity to Ormskirk and all its services / infrastructure, it is unlikely that the use of this site for Travellers would place undue pressure. However, see comment below on road access.</p>
<p>3. Accessibility: Is the site within 1km of a bus route or other public transport facility? Is it possible to easily access:</p> <ul style="list-style-type: none"> <li>- an appropriate health facility</li> <li>- education</li> <li>- employment</li> <li>- shops</li> <li>- other necessary services?</li> </ul>	<p>Y Site is 600-650m from nearest bus stops. Ormskirk has a full range of facilities; site is within walking distance of education and local shops; other services accessible via public transport.</p>
<p>4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?</p>	<p>N Former sewage works nearby, but this use ceased several years ago and not considered to have any significant impact on the site.</p>
<p>5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?</p>	<p>N No contamination issues known about.</p>
<p>6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?</p>	<p>N No environmental issues known of that would impact unacceptably on neighbours, but see comments on visual impact below.</p>
<p>7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?</p>	<p>N No historic environment, landscape or nature conservation designation in vicinity of site.</p>

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

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

**Site 17. Land at Butchers Lane, Aughton**

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

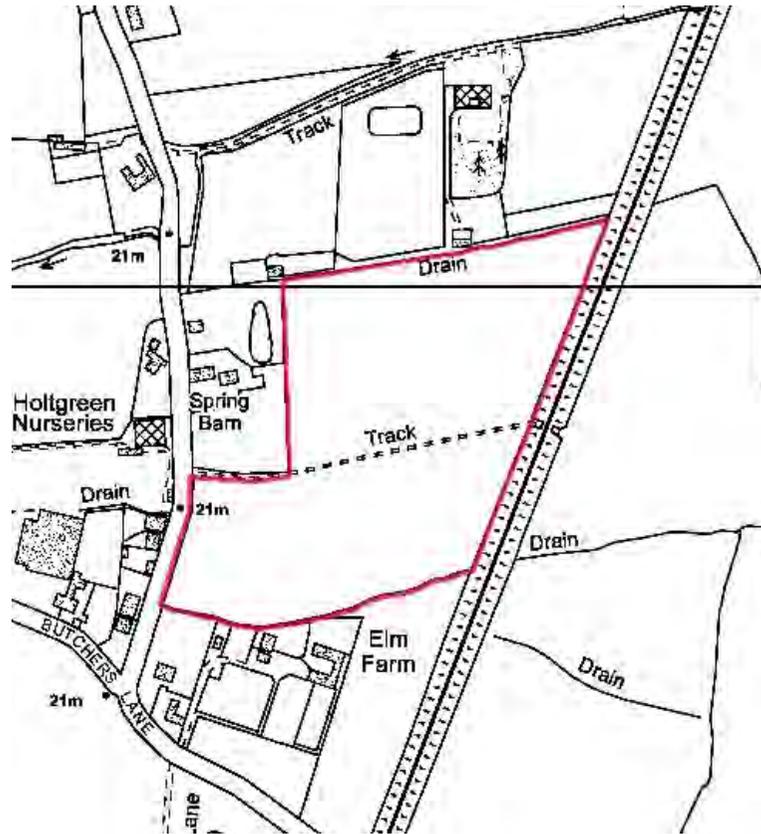


Criterion	Y/N/M/? Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	<p>M Site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

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

**Site 18. Land east of Brookfield Lane, Aughton**

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



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

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

**Site 19. Land east of Middlewood Drive, Aughton**

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



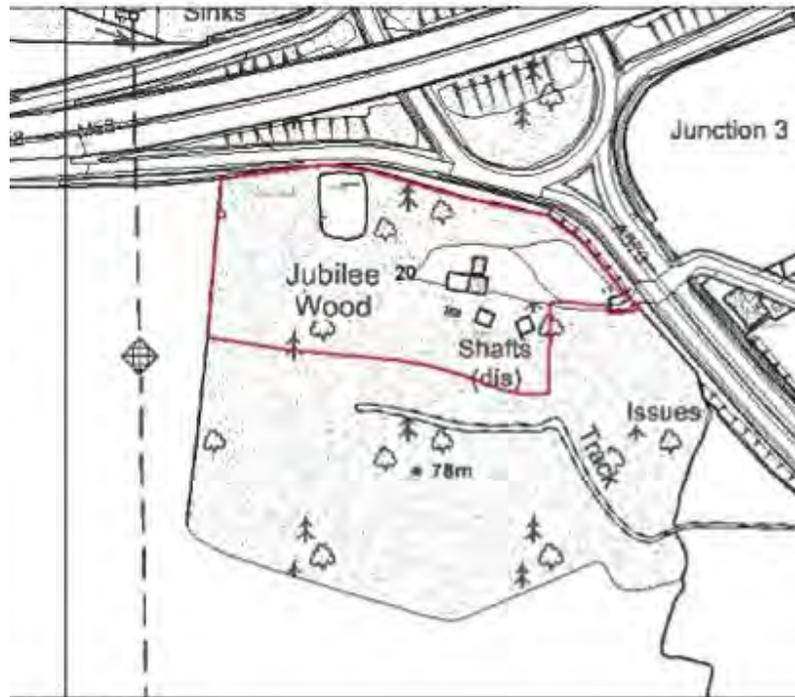
**View over site from western edge**



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

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

Site 20. Former Bickerstaffe Colliery, Jubilee Wood, Bickerstaffe



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Criterion	Y/N/M/?	Comment
<p><b>Sustainability</b></p> <p>1. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community?</p>	N	Site is predominantly separate from settled community, and is screened by trees.
2. Would the use of this site as a Traveller site place undue pressure on local infrastructure, services and roads?	N/A	There is little local infrastructure / services.
<p>3. Accessibility:</p> <p>Is the site within 1km of a bus route or other public transport facility?</p> <p>Is it possible to easily access:</p> <ul style="list-style-type: none"> <li>- an appropriate health facility</li> <li>- education</li> <li>- employment</li> <li>- shops</li> <li>- other necessary services?</li> </ul>	Y	Site is 450m from bus stops on the A570, although walking to these bus stops entails crossing Junction 3 of the M58 (roundabout / under a flyover). Few local services, so most services would need to be accessed via bus or by private motor vehicle.
4. Is the site adjacent (within 25m) to, or near to a refuse site (200m), industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that these would impact unacceptably on residents of the site? If so, could satisfactory mitigation realistically be achieved?	Y	Site is within 100m of M58 motorway, although screened by woodland.
5. Is the site on contaminated land? If so, would it be possible to achieve satisfactory mitigation?	N/M	No precise detail of contamination are known, although site has been used as a colliery in the past and thus contamination may be an issue in certain areas.
6. Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development? Could any such impacts realistically be mitigated?	Y	Much of site is wooded; development / use of the site (or part of the site) as a Traveller site may impact upon the woodland, although this could be mitigated through appropriate fencing / planning conditions.
7. Is the site in, adjacent to (within 25m), or close to (such that it would materially affect) any area of land subject to any historic environment, landscape, or nature conservation designation?	N	Site is not subject to any historic environment, landscape or nature conservation designation.
<p><b>Suitability</b></p>		
8. Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site's surroundings?	Y/N	Site is surrounded by woodland, which provides natural screening. Acoustic privacy would be more difficult to achieve, given the nearby M58 motorway.

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





**West Lancashire Borough Council  
Provision for Traveller Sites DPD:  
Options and Preferred Options  
Sustainability Appraisal Report  
January 2014**

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## 1. Introduction

This Sustainability Appraisal (SA) has been structured in order to meet the requirements of the European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment”, known as the Strategic Environmental Assessment (or SEA) Directive. The SA has been prepared by Council officers. The consultants URS have provided guidance as to the content of the report; this guidance is provided in Appendix 4.

The document that has been appraised is the Provision for Traveller Sites Development Plan Document – Options and Preferred Options (‘Traveller Sites DPD’), an early draft of a local plan document being prepared by West Lancashire Borough Council. The DPD’s purpose is twofold – firstly to set out a policy against which proposals for Gypsy and Traveller or Travelling Showpeople sites can be assessed, and secondly to allocate a number of specific pieces of land across the Borough to meet the objectively-assessed needs for Traveller accommodation.

Further details about West Lancashire Borough Council’s approach to Sustainability Appraisal can be found in the West Lancashire Local Plan 2012-2027 Sustainability Appraisal Scoping Report<sup>1</sup>, available on the Council’s website at:

[http://www.westlancs.gov.uk/planning/planning\\_policy/the\\_local\\_plan/the\\_local\\_plan\\_2012-2027/sustainability\\_appraisals.aspx](http://www.westlancs.gov.uk/planning/planning_policy/the_local_plan/the_local_plan_2012-2027/sustainability_appraisals.aspx)

Table 1.1 below outlines how this initial Sustainability Appraisal report of the Traveller Sites DPD complies with the SEA Directive.

**Table 1.1 Compliance of this Sustainability Appraisal with the SEA Directive**

<b>Information required by the SEA Directive</b>	<b>Existence of this information in the Traveller Sites DPD SA report</b>
Contents, objectives and relationship with other plans and programmes.	Summarised in Appendix 1 of this report. Full details can be found within the Local Plan (LDF) Scoping Report.
Current state of the environment and implications without the supporting DPD.	Baseline data and Appendix 2.
Characteristics likely to be affected.	Baseline data and Appendix 2.
Existing environmental problems.	Baseline data and Appendix 2.
Environmental protection objectives that are relevant to the DPD.	Appendix 1 key policy documents
Likely significant effects on the environment	Options Appraisal, Section 9.
Measures to offset significant adverse effects on the environment	Appendix 3.
Reasons for selecting the alternatives, describing how the assessment was undertaken.	Section 8.
Measures envisaged concerning monitoring.	To be addresses in SA Report for Final SPD

<sup>1</sup> At the time of preparing the initial Sustainability Appraisal Scoping Report, the document being appraised was referred to as a “Core Strategy”, part of the “Local Development Framework” rather than a “Local Plan”.

## 2. Purpose of the Sustainability Appraisal

It is a requirement of law that Sustainability Appraisal (SA) be undertaken in line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 ('the Regulations'), which were prepared in order to transpose the European Union Strategic Environmental Assessment (SEA) Directive into UK law.

The Regulations require that a report be published for consultation alongside the Options / Preferred Options document that 'identifies, describes and evaluates' the likely significant effects of implementing the Provision for Traveller Sites DPD, 'and reasonable alternatives'. The report must then be taken into account, alongside consultation responses, when finalising the Plan.

In line with the Regulations, the report (which for the purposes of Sustainability Appraisal is known as the 'SA Report') must essentially answer **four questions**:

1. What is the scope of the SA?
2. What has plan-making / SA involved up to this point?
  - Preparation of the Plan must have been informed by at least one earlier plan-making / SA iteration at which point 'alternatives' are appraised.
3. What are the appraisal findings at this current stage?
  - i.e. in relation to the options / preferred options for the Provision for Traveller Sites DPD.
4. What happens next?

Sustainable development is central to the planning system. The purpose of an SA is to promote sustainable development, through the integration of social, environmental and economic considerations, into the preparation of new or revised Supplementary Planning Documents (SPDs) and Development Plan Documents (DPDs). This approach is reiterated within paragraph 165 of the National Planning Policy Framework (NPPF).

A Sustainability Appraisal seeks to ensure that sustainability and sustainable development is achieved within plans, policies and programmes. It provides a methodology for assessing strategy and policy (in this case the Provision for Traveller Sites DPD), investigating which documents are likely to promote a sustainable pattern of development, and where possible, avoid or mitigate any negative social, environmental and economic effects of plans, policies or programmes, by enhancing the integration of sustainability considerations throughout the preparation and adoption of the DPDs.

In order to establish the most important sustainability issues, this report draws upon the Sustainability Appraisal of the West Lancashire Local Plan 2012-2027 (which covers the whole Borough) and reviews evidence and baseline data to inform and support material in this subsequent document.

A range of alternative options for potential site allocations, and the principles for the Provision for Traveller Sites DPD has been considered and the potential environmental social and economic impacts assessed for each option.

In summary the Sustainability Appraisal Report does the following:

- Describes the purpose of the DPD, and the policy context within which it sits.
- Outlines the approach to sustainability methods.
- Provides signposts to the evidence supporting the DPD.
- Outlines and evaluates the Local Plan objectives directly relevant to the DPD.

- Outlines the environmental, economic and social impacts of the proposed policy for assessing planning applications for Traveller development (as well as alternative policies), the potential candidate Traveller sites, the preferred options for Traveller sites, and alternative options for providing Traveller sites.
- Explains how the Sustainability Appraisal has influenced the draft Traveller Sites DPD.

### **3. Planning Policy Context**

The Localism Act 2011 and the introduction of the National Planning Policy Framework (NPPF) in March 2012 led to a substantial reform of the planning system. At the heart of the NPPF is the 'Presumption in Favour of Sustainable Development', which should be seen as 'a golden thread running through both plan making and decision taking' (NPPF paragraph 14).

National planning policy for Traveller-related development is set out in the government document Planning Policy for Traveller Sites (PPTS), published March 2012 alongside the NPPF. Paragraph 9 of PPTS places a requirement on local planning authorities to identify and update annually a five year supply of specific deliverable Traveller sites, and to identify a supply of specific developable sites, or broad locations for growth, for years 6-10 and, where possible, years 11-15 of their Plan period.

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

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

To this end, the Council published an updated Local Development Scheme (LDS) in May 2013 which includes the commitment to prepare a Provision for Travellers' Sites DPD, and the anticipated timescales for the preparation of this DPD, which will provide the local planning policy for West Lancashire relating to provision for Gypsies & Travellers and Travelling Showpeople. This Sustainability Appraisal Report covers the said Provision for Traveller Sites DPD.

#### **Provision for Traveller Sites Development Plan Document**

The first version of the Traveller Sites DPD is labelled the "Options & Preferred Options" document. This draft DPD has been published for consultation in order to seek the views of the community, stakeholders and other interested parties. The Council is inviting comments on all aspects of the document and in particular the proposed policy for assessing planning applications for Traveller development, the proposed criteria for site selection, and the options, preferred options, and alternative options for Traveller site provision. Specific questions on these aspects of the document are set out in the draft DPD itself.

Following consultation, all representations made will be considered, and any necessary changes will be incorporated into the 'Publication' version of the DPD, which it is intended will be produced later in 2014. The Provision for Traveller Sites DPD: Publication Version will be subject to a further round of public consultation before being submitted to the Secretary of State for examination. If the DPD is found sound at examination, it will be submitted to West Lancashire Borough Council for adoption.

Figure 1 sets out the timescales for the preparation of the Provision for Traveller Sites DPD.

**Figure 1 Preparation of the Provision for Traveller Sites DPD**

<b>Preparation Stage</b>	<b>Anticipated / Target Timescale</b>
Evidence base: Preparation and publication of a Gypsy and Traveller Accommodation Assessment	March 2013 – spring 2014 (Draft figures available January 2014 and used in the Options / Preferred Options version of the DPD)
Regulation 18: 'Scoping' consultation	September 2013
Regulation 18: Options and Preferred Options	Spring 2014
Regulation 19: Publication	August – October 2014
Regulation 22: Submission to Secretary of State	October 2014
Regulation 24: Independent public examination	October 2014 – February 2015
Regulation 26: Adoption	March 2015

**Note**

References to "Regulations" above are to the Town and Country Planning (Local Planning) (England) Regulations 2012.

#### 4. West Lancashire Borough Council's approach to the Sustainability Appraisal

There are five distinct stages to undertaking a Sustainability Appraisal, as outlined in Government guidance. Although this guidance is now out-of-date, it is still common practice to follow these stages, which are as follows:

Stages of the Sustainability Appraisal Process	
Stage A	Scoping Report
Stage B	Developing and refining options and assessing effects
Stage C	Preparing the Sustainability Report
Stage D	Consulting on the preferred options of the DPD and SA
Stage E	Monitoring the significant effects of implementing the DPD

This Sustainability Appraisal Report of the Provision for Traveller Sites DPD: Options and Preferred Options incorporates Stages A – C of the SA process.

##### Stage A

Stage A contains three principal elements:

A1: A review of update key documents and policy context

A2: Analysis of baseline information

A3: Identification of the main sustainability issues relating to the DPD

In terms of Stage A, this Sustainability Appraisal Report draws from the West Lancashire Local Plan 2012-2027 Sustainability Appraisal Scoping report, and from the evidence base that was compiled during the preparation of the Local Plan. Chapter 5 below and Appendices 2 and 3 provide a summary and analysis of the WLLP evidence base and SA Scoping Report.

##### Stage B

Stage B: Developing and refining options and assessing affects consists of the following elements:

*B1: Testing the objectives of the DPD against the SA Framework.*  
This element is set out in Chapter 7 of this SA report below.

*B2: Developing the options*  
The development of options and alternative options is set out in Chapter 8.

*B3 / B4: Predicting and evaluating the effects of the DPD*  
The prediction and evaluation of the likely effects of the Traveller Sites Policy (and alternative policies) is set out in Chapter 9. The prediction and evaluation of the likely impacts of specific Traveller sites, including the preferred options for Traveller sites, as well as alternative approaches to providing Traveller sites, are set out in Chapter 10.

*B5: Considering ways of mitigating adverse effects and maximising beneficial effects.*  
This element of Stage B is given some consideration in stages B3 / B4, but will be addressed in more detail in subsequent SA reports (i.e. for the Publication version of the DPD)

*B6: Proposing measures to monitor the significant effects of implementing the DPD.*

## 5. Evidence from the Local Plan Sustainability Appraisal Scoping Report

The first stage of the sustainability appraisal process involved reviewing the Local Plan (formerly “Core Strategy”) Scoping Report and considering objectives and key issues that relate specifically to the Traveller sites DPD. The opportunity was also taken to review some of the baseline data that was applicable to the background evidence of the DPD, in case any of these data were out of date.

In accordance with Task A1, a review of update key documents and the policy context was undertaken; this can be found in Appendix 1. A number of key issues and messages were identified as part of a ‘contextual review’ of key plans, strategies and other evidence. These have been taken into consideration when establishing the key suitability issues and the appraisal frameworks. Most important and useful was the Planning Policy for Travellers Sites document (2012), which highlights that fair and equal treatment for Travellers is paramount and should be delivered in a way that facilitates the traditional and nomadic way of life of Travellers, whilst respecting the interests of the settled community.

Task A2, Baseline Information, can be found in Appendix 2. Much of the original data from the original Local Plan Scoping report is still extant (i.e. it has not been superseded). However a review of some data, including census data and population statistics, has been updated to reflect the most recent information available. This updated information does not affect the issues or the framework as the trends remain the same; however, it provides an up-to-date picture for the current appraisal and DPD.

Task A3, Sustainability Issues, entailed identifying the primary sustainability issues facing the Traveller Sites DPD. This analysis has been carried out for this SA, specifically in relation to the Traveller Sites DPD, meaning that Traveller-related issues could be looked at in more detail than for the original Local Plan report. The issues relating to Travellers and their accommodation, as well as indication of how the issues can be addressed, are tabled below. A summary of the Baseline Evidence can be found in Appendix 2; the reasons for the identification of the issues in Table 5.1, and how they can be addressed, can be found in Appendix 3. The key issues identified below have been drawn out of the available evidence, and have highlighted a number of issues that must be considered as the Traveller sites DPD is prepared.

**Table 5.1 Key Sustainability Issues relating to the Provision for Traveller Sites DPD**

Topic area	Main issues
Access, Highways & Public Transport	One of the main issues facing the Borough is relates to the sustainability of transport; there is a need to improve access to sustainable methods of transport including bus services, rail links, cycle paths & footpaths. Car dependency levels are high and need reducing. There is the need to improve the diversity and availability of employment in West Lancashire in accessible locations or with improved public transport links to enable residents of the Borough to find employment within West Lancs, thereby reducing the need to commute.
Social Inclusion	The Borough is required to deliver a yearly requirement of homes over the plan period 2012-2027 to meet the needs of the population. There are issues regarding affordability of housing in several areas. There are no authorised Traveller sites in the Borough (the reason for preparing the Traveller Sites DPD). In addition to homes, there is a need to provide services, employment opportunities, and access to health related facilities for residents of the

Topic area	Main issues
	<p>newly developed accommodation. Social exclusion occurs from unemployment, low income, high crime rate, poor housing and poor health.</p>
<p>Access to services and amenities</p>	<p>Access to services and amenities in between settlements is poor in certain locations. There are various deficiencies in open space, and access to it, throughout the Borough. Development needs to maximise the role of open spaces to improve health and physical activity whilst improving the quality of amenity in open spaces. Play facilities need to be provided and the quality of existing grass pitches needs to be enhanced a. Development of new multi use pitch sites needs to be forthcoming to provide for the deficiencies.</p>
<p>Employment</p>	<p>Whilst unemployment levels and the number of benefit claimants is lower than the regional and national average, there are disparities and inequalities between skills, education, health &amp; employment across the Borough. There are significant levels of out-commuting from the Borough, relatively low levels of in-commuting.</p>
<p>Education</p>	<p>There is a need to improve the lack of basic skills and barriers to work as well as linking workless people to vacancies. Education provision may need to be subsidised if additional resources are required, dependent upon the location of the site allocations.</p>
<p>Protection of ecology, biodiversity and soils</p>	<p>Agricultural &amp; horticultural land needs to be protected, and businesses promoted within West Lancashire. Whilst there is not a major problem with vacant and derelict land, such land, in particular unused brownfield sites, would benefit from being remediated and brought back into use. The Borough comprises predominantly Green Belt land, which is required to be protected by national policy. The volume of waste going to landfill needs to be reduced. West Lancashire has roughly one third of the North West's best and most versatile agricultural land. In the light of impending climate change and fuel-related issues, this needs to be protected for crop production to respond to the changing needs of the food production industry and to aid food security.</p>
<p>Surface and Waste Water Treatment</p>	<p>West Lancashire has wetlands of international importance as well as other water bodies and watercourses with wildlife and amenity value. There are a number of deep aquifers that supply the horticultural industry. These water resources all require sustainable management and protection, including from foul (waste) water. There is a need for water and wastewater supply for existing and planned housing and employment development, as well as for agriculture and horticulture. More water efficient designs need to be incorporated into developments and new buildings and the use of Sustainable Drainage Systems (SuDS) promoted. West Lancashire has areas of flood risk, with implications for the location (or otherwise) of development.</p>

## **6. Consultation on the Local Plan Sustainability Appraisal Scoping Report**

The initial Scoping Report for the (then) Local Development Framework Core Strategy (which later became the Local Plan) was consulted upon for a period of 6 weeks in 2009. The evidence behind the Scoping Report has been updated regularly throughout the preparation of the West Lancashire Local Plan 2012-2027 and, since the Local Plan's adoption, as part of the Council's ongoing monitoring work. The most recent analysis of the evidence base for this document has not indicated any changes to the baseline information that would require any change to the SA Framework and Objectives. Therefore further consultation on the scope is not considered necessary.

In line with planning Regulations, the Local Plan Sustainability Appraisal Scoping Report was sent to the Environment Agency, Natural England and English Heritage for comment. Comments were also invited from a wide range of community groups and other stakeholders, in order to ensure that the appraisal was transparent, comprehensive and addressed the relevant issues.

## 7. Task B1: Testing the Core Strategy objectives against the Sustainability Appraisal framework

Task B1: Testing the Core Strategy objectives against the Sustainability Appraisal framework, was undertaken in the Local Plan Sustainability Appraisal Scoping Report. Drawing on the [then] Core Strategy objectives, 18 Sustainability Objectives were established. These cover a full cross section of sustainability issues, including the three tenets of sustainability, namely environmental, social and economic factors, and are set out below:

**Table 7.1 West Lancashire Local Plan Sustainability Appraisal Objectives**

Sustainability Appraisal Objectives	Environmental	Social	Economic
1. To reduce the disparities in economic performance within the Borough		✓	✓
2. To secure economic inclusion		✓	✓
3. To develop and maintain a healthy labour market		✓	✓
4. To encourage sustainable economic growth	✓	✓	✓
5. To deliver urban renaissance	✓	✓	✓
6. To deliver rural renaissance	✓		✓
7. To develop and market the Borough's image	✓	✓	
8. To improve access to basic goods and services	✓		✓
9. To improve access to good quality affordable and resource efficient housing		✓	✓
10. To reduce crime and disorder and the fear of crime		✓	
11. To reduce the need to travel, improve the choice and use of sustainable transport modes		✓	
12. To improve physical and mental health and reduce health inequalities	✓	✓	
13. To protect places, landscapes and buildings of historical, cultural and archaeological value	✓		
14. To restore and protect land and soil quality	✓		
15. To protect and enhance biodiversity	✓		
16. To protect and improve the quality of both inland and coastal waters and protect against flood risk	✓		
17. To protect and improve noise air quality	✓		
18. To ensure the prudent use of natural resources, including the use of renewable energies and the sustainable management of existing resources	✓		

Each of these 18 objectives has been assigned a series of locally distinctive sub-criteria to allow for a more detailed evaluation of whether the objective will be achieved by the DPD being assessed. The sub-criteria are listed in Table 7.2 on the following pages.

**Table 7.2 Locally distinctive sub-criteria for the 18 Sustainability Objectives**

SA Objective (high level objective)	Locally Distinctive Sub Criteria
Objective 1: To reduce the disparities in economic performance within the Borough.	<ul style="list-style-type: none"> <li>• Will the plan / policy provide job opportunities in areas with residents most at need?</li> <li>• Will the plan / policy reduce economic disparities within the Borough and at the Regional level?</li> <li>• Will the plan / policy maximise local benefit from investment?</li> <li>• Will the plan / policy meet local needs for employment?</li> <li>• Will the plan / policy improve the quality of employment opportunities within the Borough?</li> </ul>
Objective 2: To secure economic inclusion	<ul style="list-style-type: none"> <li>• Will the plan / policy meet the employment needs of all local people?</li> <li>• Will the plan / policy encourage business start-up, especially from under represented groups?</li> <li>• Will the plan / policy improve physical accessibility to jobs through the location of employment sites and / or public transport links being close to areas of high unemployment?</li> <li>• Will the plan / policy reduce poverty in those areas and communities most affected?</li> </ul>
Objective 3: To develop and maintain a healthy labour market	<ul style="list-style-type: none"> <li>• Will the plan / policy address the skills gap and enable skills progression?</li> <li>• Will the plan / policy provide higher skilled jobs?</li> <li>• Will the plan / policy increase the levels of participation and attainment in education?</li> <li>• Will the plan / policy provide a broad range of jobs and employment opportunities?</li> </ul>
Objective 4: To encourage sustainable economic growth	<ul style="list-style-type: none"> <li>• Will the plan / policy help to diversify the Borough's economy?</li> <li>• Will the plan / policy promote growth in the key sectors of the Borough's economy?</li> <li>• Will the plan / policy attract new businesses to the Borough?</li> <li>• Will the plan / policy help develop the Borough's knowledge base?</li> <li>• Will the plan / policy improve the range of sustainable employment sites?</li> </ul>
Objective 5: To deliver urban renaissance	<ul style="list-style-type: none"> <li>• Will the plan / policy improve economic, environmental and social conditions in deprived urban areas and for deprived groups?</li> <li>• Will the plan / policy improve the quality of the built and historic environment?</li> <li>• Will the plan / policy improve the quantity and quality of open space?</li> <li>• Will the plan / policy improve the vitality and viability of Town Centres?</li> <li>• Will the plan / policy deliver Sustainable Communities?</li> <li>• Will the plan / policy deliver regeneration to urban areas and Market Towns</li> </ul>
Objective 6: To deliver rural renaissance	<ul style="list-style-type: none"> <li>• Will the plan / policy support sustainable rural diversification?</li> <li>• Will the plan / policy to encourage and support the growth of sustainable rural businesses?</li> <li>• Will the plan / policy promote the economic growth of market towns?</li> <li>• Will the plan / policy retain or promote access to and provision of services?</li> </ul>
Objective 7: To develop and market the Borough's image	<ul style="list-style-type: none"> <li>• Will the plan / policy support the preservation and/or enhancement of high quality built, natural and historic environments within the Borough?</li> <li>• Will the plan / policy promote the Borough as a destination for short and long term visitors, for residents and investors?</li> <li>• Will the plan / policy promote the use of locally produced goods and materials?</li> <li>• Will the plan / policy increase the economic benefit derived from the Borough's natural environment?</li> </ul>
Objective 8: To improve access to basic goods and services	<ul style="list-style-type: none"> <li>• Will the plan / policy improve the access, range and quality of cultural, recreational and leisure facilities including natural green spaces?</li> <li>• Will the plan / policy improve the access, range and quality of essential services and amenities?</li> <li>• Will the plan / policy improve the access to basic goods, promoting the use of those which are locally sourced?</li> </ul>
Objective 9: To improve access to good quality, affordable and resource efficient housing	<ul style="list-style-type: none"> <li>• Will the plan / policy provide for an appropriate mix of housing to meet all needs including affordable?</li> <li>• Will the plan / policy reduce the number of unfit empty homes?</li> <li>• Will the plan / policy support the development and operation of resource efficient housing?</li> </ul>

SA Objective (high level objective)	Locally Distinctive Sub Criteria
Objective 10: To reduce crime and disorder and the fear of crime	<ul style="list-style-type: none"> <li>• Will the plan / policy support community development?</li> <li>• Will the plan / policy improve relations between all members of the community?</li> <li>• Will the plan / policy reduce levels of crime?</li> <li>• Will the plan / policy reduce the fear of crime?</li> <li>• Will the plan / policy identify and engage with hard to reach groups?</li> </ul>
Objective 11: To reduce the need to travel, improve the choice and use of sustainable transport modes	<ul style="list-style-type: none"> <li>• Will the plan / policy reduce vehicular traffic and congestion?</li> <li>• Will the plan / policy increase access to and opportunities for walking, cycling and use of public transport?</li> <li>• Will the plan / policy reduce freight movement?</li> <li>• Will the plan / policy improve access to and encourage the use of ICT?</li> <li>• Will the plan / policy improve the efficiency of the transport network?</li> </ul>
Objective 12: To improve physical and mental health and reduce health inequalities	<ul style="list-style-type: none"> <li>• Will the plan / policy improve physical and mental health?</li> <li>• Will the plan / policy reduce deaths in key vulnerable groups?</li> <li>• Will the plan / policy promote healthier lifestyles?</li> <li>• Will the plan / policy reduce health inequalities among different groups in the community?</li> <li>• Will the plan / policy reduce isolation for vulnerable groups in the community?</li> <li>• Will the plan / policy promote a better quality of life?</li> <li>• Will the plan / policy reduce poverty in those areas and communities most affected?</li> </ul>
Objective 13: To protect places, landscapes and buildings of historical, cultural and archaeological value	<ul style="list-style-type: none"> <li>• Will the plan / policy protect and enhance the character and appearance of the Borough's landscape strengthening local distinctiveness and sense of place?</li> <li>• Will the plan / policy improve access to buildings of historic and cultural value?</li> <li>• Will the plan / policy protect and enhance the accessibility of the landscape across the Borough?</li> <li>• Will the plan / policy protect Scheduled Ancient Monuments?</li> </ul>
Objective 14: To restore and protect land and soil quality	<ul style="list-style-type: none"> <li>• Will the plan / policy reduce the amount of derelict, contaminated, degraded and vacant / underused land?</li> <li>• Will the plan / policy encourage the development of brownfield land in preference to Greenfield?</li> <li>• Will the plan / policy reduce the loss of high quality Agricultural land to development?</li> <li>• Will the plan / policy maintain and enhance soil quality?</li> <li>• Will the plan / policy achieve the efficient use of land via appropriate density of development?</li> </ul>
Objective 15: To protect and enhance biodiversity	<ul style="list-style-type: none"> <li>• Will the plan / policy protect and enhance the biodiversity of the Borough?</li> <li>• Will the plan / policy protect and enhance habitats, species and damaged sites?</li> <li>• Will the plan / policy provide opportunities for new habitat creation?</li> <li>• Will the plan / policy protect and extend habitat connectivity and landscape permeability, suitable for species migration?</li> </ul>
Objective 16: To protect and improve the quality of both inland and coastal waters and protect against flood risk	<ul style="list-style-type: none"> <li>• Will the plan / policy reduce or manage flood risk?</li> <li>• Will the plan / policy maintain and enhance ground water quality?</li> <li>• Will the plan / policy improve the quality of coastal waters?</li> <li>• Will the plan / policy improve the quality of rivers and inland waters?</li> </ul>
Objective 17: To protect and improve noise air quality	<ul style="list-style-type: none"> <li>• Will the plan / policy maintain or, where possible, improve local air quality?</li> <li>• Will the plan / policy reduce noise and light pollution?</li> </ul>
Objective 18: To ensure the prudent use of natural resources, including the use of renewable energies and the sustainable management of existing resources	<ul style="list-style-type: none"> <li>• Will the plan / policy minimise demand for raw materials?</li> <li>• Will the plan / policy support the repair and re-use of existing buildings?</li> <li>• Will the plan / policy reduce the amount of waste generated by development?</li> <li>• Will the plan / policy promote the use of recycled, reclaimed and secondary materials?</li> <li>• Will the plan / policy promote the use of locally sourced materials?</li> <li>• Will the plan / policy minimise the need for energy?</li> <li>• Will the plan / policy maximise the production / proportion of renewable energy?</li> <li>• Will the plan / policy increase energy efficiency (e.g. energy efficiency in buildings, transport modes, etc)</li> <li>• Will the plan / policy minimise the use of fossil fuels?</li> </ul>

## 8. Methodology - Developing and appraising options

The West Lancashire Local Plan Sustainability Appraisal Scoping Report and the analysis of the Local Plan's evidence base were used to assist in identifying the key issues specifically relating to this Traveller Sites DPD (Section 5 above).

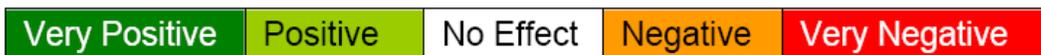
There are a number of ways in which the key issues could be addressed for the DPD; it would not be appropriate to simply choose a single approach that it is assumed would work best. Instead, in line with the requirements of national and European SEA guidance, a number of reasonable alternatives have been assessed and compared with one another, in order to justify which approaches are likely to be most suitable and to deliver the best overall outcome for stakeholders.

The formulation and testing of the reasonable alternatives is a key requirement of the SEA process, allowing for the consideration of options by various stakeholder groups and debate about the issues, ideas and ways of going forward.

There are two sets of "alternatives" in this SA of the first draft of the Traveller Sites DPD. Firstly, there are three alternative approaches towards a policy against which proposals for Traveller accommodation can be assessed. These are highlighted in Chapter 9. Secondly, four alternative approaches towards selecting specific sites for Traveller accommodation have been chosen; the reasons for selecting these approaches are set out in Chapter 10.

This SA report seeks to assess the effects that each alternative would be likely to have on the specific issues covered by each Sustainability Objective and on the existing baseline situation. It does not draw any specific conclusions as to which approach / option should be followed, but it has helped inform the choice of policy and preferred sites set out in the draft Traveller Sites DPD (i.e. the SA report has been taken into account in preparing the draft Traveller Sites DPD) by indicating which are the most sustainable options and alternatives.

The sustainability of each presented option has been appraised against social, economic and environmental objectives. The appraisal sought to highlight the positive and negative effects of each option on sustainability by assigning a "score". Remedial scores that could be achieved through mitigation were also assigned. Scores were recorded using the following colours:



The Sustainability Appraisal framework tests the economic, environmental and social 'performance' of each option and the significance of the effects.

At this early stage it is not possible to accurately and fully determine all of the impacts for each option, as they could differ depending upon the type of development and how it is implemented. Therefore when considering the criteria assessment including the type, location and quantity of development, the assessment has generally adopted the overall principles when determining the likely outcomes. The assessment of the preferred options and alternatives is displayed in Table 9.1 and Table 10.1.

## 9. Appraisal of the “Assessment of Proposals for Gypsy and Travellers and Travelling Showpeople Sites” Policy and Alternative Policies

### Development of Alternatives

In terms of sustainability appraisal of policy for assessing planning applications for Traveller-related development, this report has assessed the implications of three alternative approaches, namely:

- (i) Policy GT1, as set out in Chapter 3 of the Traveller Sites DPD: Options and Preferred Options, and repeated below;
- (ii) An amended version of Policy GT1 (labelled “GT1a”) that places less emphasis on impact on the character of the area / landscape, and has less stringent locational criteria in terms of distance from public transport routes;
- (iii) Having no policy in place by which to assess planning applications for Traveller accommodation.

For obvious reasons, the proposed Policy GT1 as set out in the draft DPD is to be assessed. It was also considered necessary and most helpful (in terms of providing useful information to assist the appraisal process) to assess the implications on the baseline position of having no policy in place at all. It was considered prudent to add a third alternative policy approach. To this end, Policy GT1a was drawn up. This policy was similar to Policy GT1, but relaxed a number of Policy GT1’s criteria (e.g. using a distance of 3km, rather than 1km, from public transport facilities). This alternative is considered reasonable in the sense that Policy GT1a remains broadly (although not entirely) consistent with national policy.

(i) Policy GT1 is set out as follows, copied from the draft Traveller Sites DPD:

#### **Policy GT1**

#### **Assessment of Proposals for Gypsy and Traveller and Travelling Showpeople Sites**

##### Broad Locations

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

##### Site-Specific Criteria

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

- (i) The site, on account of its scale and / or location, would not dominate the nearest settled community in such a way that the prospect of peaceful and integrated co-existence between the site and the local settled community would be undermined;
- (ii) The use of this site as a Traveller site would not place undue pressure on local infrastructure, services and roads;
- (iii) The site is within 1 kilometre (10 minutes walk) of a bus route or other public transport facility, and / or it is possible to access from the site by means other than private motor vehicle:
  - an appropriate health facility
  - education facilities, in particular a primary school
  - employment opportunities
  - shops
  - other necessary services;
- (iv) The site is sufficiently far from any refuse site, industrial process, electricity pylons, other hazardous place, or any other process, land use or environmental issue (e.g. flyover, motorway), for there to be no unacceptable impact on residents of the site;
- (v) The site is not subject to any contaminated land issues;
- (vi) The site is not subject to any environmental issues that would impact unacceptably on neighbours as a result of the site’s development;

- (vii) The site is not within, adjacent to, or close to (such that it would adversely affect) any area of land subject to an historic environment, historic landscape, or nature conservation designation;
  - (viii) It is possible to achieve visual and acoustic privacy on the site without any unacceptable visual impact on the site's surroundings;
  - (ix) The site is accessible by a public highway of an appropriate standard;
  - (x) Either the site has mains water, drainage and electricity, or else these services could readily be provided and satisfactory drainage achieved;
  - (xi) The site is not within the Green Belt;
  - (xii) The site is not within an area at risk of flooding;
  - (xiii) The site is stable and is not sloping to any great extent.
  - (xiv) The site can accommodate between 3 and 15 pitches.
- In the case of transit sites, these should be accessible to the M58, or to the strategic highway network.

(ii) Policy GT1(a) is set out as follows, with the differences from Policy GT1 shown as “tracked changes”:

**Policy GT1(a)**  
**Assessment of Proposals for Gypsy and Traveller and Travelling Showpeople Sites**

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

- (i) The site, on account of its scale and / or location, would not dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site and the local settled community
- (ii) The use of this site as a Traveller site would not place undue pressure on local infrastructure, services and roads;
- (iii) The site is within 31 kilometres (10-30 minutes walk) of a bus route or other public transport facility, ~~and / or it is possible to access from the site by means other than private motor vehicle:~~
  - ~~–an appropriate health facility~~
  - ~~–education facilities, in particular a primary school~~
  - ~~–employment opportunities~~
  - ~~–shops~~
  - ~~–other necessary services~~
- (iv) The site is sufficiently far from any refuse site, industrial process, electricity pylons, other hazardous place, or any other process, land use or environmental issue (e.g. flyover, motorway, railway line), such that there would be no unacceptable impact on residents of the site;
- (v) The site is not subject to any contaminated land issues;
- ~~(vi) The site is not subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development;~~
- (vi) The site is not in, adjacent to, or close to (such that it would adversely affect) any area of land subject to ~~an historic environment, historic landscape, or~~ nature conservation designation;
- ~~(viii) It is possible to achieve visual and acoustic privacy on the site without any unacceptable visual impact on the site's surroundings;~~
- (vii) The site is accessible by a public highway of an appropriate standard;
- (viii) Either the site has mains water, drainage and electricity, or else these services could readily be provided and / or satisfactory drainage achieved;
- ~~(x) The site is not within the Green Belt;~~
- (ix) The site is not within an area at risk of flooding;
- (x) The site is stable and is not sloping to any great extent.
- (xi) The site can accommodate between 3 and 15 pitches.

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

Table 9.1, on the following pages, shows the likely impacts of Policy GT1, GT1(a) and the absence of any policy on the baseline position relating to the 18 Local Plan Sustainability Objectives.

**Table 9.1 Assessment of the likely impacts of Policies GT1 and GT1(a), and no policy**

Objective	Economic	Social	Environmental	Policy GT1	Alternative Policy GT1a	No policy
1. To reduce the disparities in economic performance within the Borough	Y	Y		No effect on the baseline data	No effect on the baseline data	No effect on the baseline data
2. To secure economic inclusion	Y	Y		No effect on the baseline data	No effect on the baseline data	No effect on the baseline data
3. To develop and maintain a healthy labour market	Y	Y		Sites are to be located within 1 km of a public transport facility and easy accessible to educational facilities particularly a primary school. This would have a positive effect on the baseline data with residents living/working/educated in the Borough.	Sites can be located as far as 3 km away from a public transport facility and do not need to be easily accessible to other facilities, meaning it may be difficult for Travellers to access education. This could have a negative impact on the baseline by affecting the population educated to GCSE standard.	If sites are not assessed against the distance from educational facilities there will be no measures in place to increase levels of education attainment. This could have a negative impact on the baseline by affecting the population educated to GCSE standard.
4. To encourage sustainable economic growth	Y	Y	Y	No effect on the baseline data	No effect on the baseline data	No effect on the baseline data
5. To deliver urban renaissance	Y	Y	Y	The policy seeks to address the needs of the Gypsy & Traveller and Travelling Showpeople community.	The policy seeks to address the needs of the Gypsy & Traveller and Travelling Showpeople community.	Without criteria based policy it would not be possible to address the needs of the Gypsy & Traveller and Travelling Showpeople community.
6. To deliver rural renaissance	Y		Y	No effect on the baseline data	No effect on the baseline data	No effect on the baseline data
7. To develop and market the Borough's image		Y	Y	No effect on the baseline data	No effect on the baseline data	No effect on the baseline data
8. To improve access to basic goods and services	Y		Y	The policy requires that sites be located within a sustainable area 10 min walking distance to public transport or a footpath	The policy requires that sites be located within a sustainable area 30 min walking distance to public transport or a footpath	If no policy was introduced there could be sites located in unsustainable locations with poor access to local facilities and

Objective	Economic	Social	Environmental	Policy GT1	Alternative Policy GT1a	No policy
				that is accessible to local facilities. This would continue to maintain the figures set out within the baseline data for applications within close proximity to sustainable facilities.	that is accessible to local facilities. This would be likely to be a negative impact compared with the figures set out within the baseline data for applications within close proximity to sustainable facilities.	services.
9. To improve access to good quality, affordable and resource efficient housing		Y		The policy criteria allow for sites to be allocated for Gypsy and Traveller and travelling Show People sites therefore meeting the local need identified within the evidence base.	The policy criteria allow for sites to be allocated for Gypsy and Traveller and travelling Show People sites therefore meeting the local need identified within the evidence base.	Absence of a site criteria based policy will not assist in provide an appropriate mix of accommodation to meet the needs of the Borough.
10. To reduce crime and disorder and the fear of crime		Y		The criteria for assessing sites seek to promote and integrate co-existence between the site and the local settled community. There would be no effect on the baseline data.	The criteria for assessing sites seek to promote and integrate co-existence between the site and the local settled community. There would be no effect on the baseline data.	Without a site criteria based policy there would be no promotion of integration and co-existence between the sites and the local settled community. However there is no evidence that this would increase actual crime levels just the perception of fear of crime.
11. To reduce the need to travel, improve the choice and use of sustainable transport modes		Y		The policy states that Traveller sites should not place undue pressure on local infrastructure services and roads, while sites are to be located within 1 km of a bus route or other transport facility. Sites must be accessible by a public highway and in the case of transit sites; these are to be accessible to the M58, or to the strategic highway network. Therefore this would have a likely positive impact upon the baseline figures for applications determined within sustainable locations.	The policy states that Traveller sites should not place undue pressure on local infrastructure services and roads. Sites only need to be located within 3 km of a bus route or other transport facility, which could result in greater private car use than for Policy GT1. Sites must be accessible by a public highway and in the case of transit sites; these are to be accessible to the M58, or to the strategic highway network. Therefore this would have a negative impact upon the figures in the baseline data for sustainable applications.	No policy could result in unsustainable sites with a reliance on travel by car. Therefore this would have a negative impact upon the figures in the baseline data for sustainable applications.
12. To improve physical and mental		Y	Y	Sites are to be located within 1 km of a public transport facility and easy accessible	As sites only need to be located within 3 km of a public transport facility and do not	With no policy in place sites could be located in unsustainable locations,

Objective	Economic	Social	Environmental	Policy GT1	Alternative Policy GT1a	No policy
health and reduce inequalities				to an appropriate health facility. This would have no impact on the overall evidence base however would have a likely positive impact on the travelling community whose mortality rate is higher than the average settled community.	need to be easy accessible to an appropriate health facility, this could lead to Traveller accommodation in locations with inadequate access to health provision.	reducing isolation for vulnerable groups in the community therefore having a likely negative impact upon the future baseline.
13. To protect places, landscapes and buildings of historical, cultural and archaeological value			Y	The policy states that the scale and location of development could not dominate the nearest settled community, nor be located in, adjacent to, or close to any areas of land subject to an historic environment, historic landscape or nature conservation designation. Therefore the policy adheres to protecting and enhancing the character and appearance of the Borough's landscape.	The policy states that the scale and location of development could not dominate the nearest settled community, nor should it be located in, adjacent or close to an area of land subject to a nature conservation designation.	If no criteria policy was in place to assess the sites there could be no protection and enhancement of the character and appearance of the District's landscape or maintaining a local distinctiveness and sense of place.
14. To restore and protect land and soil quality			Y	Policy GT1 discourages development within the Green Belt, and accommodates a variation in 3-15 pitches to take into consideration the most appropriate achievable density for the site.	The policy does not refer to protecting Green Belt land nor provide any reference towards promoting brownfield over greenfield.	If there were no policy, there could be minimal protection in place for Greenfield land which could potentially result in the loss of high quality agricultural land with inappropriate levels of development with regards to density.
15. To protect and enhance biodiversity			Y	The site criteria policy states that sites are not to be located in, close to or adjacent to nature conservation designations. Therefore no effect on the existing or future baseline.	The site criteria policy states that sites are not to be located in, close to or adjacent to nature conservation designations. Therefore no effect on the existing or future baseline.	If no criteria policy was in place there could be no protection or enhancement of biodiversity, therefore potentially harming natural habitats within the District. This could have a significant impact upon the future baseline.
16. To protect and improve the quality of both inland coastal waters and protect against flood risk			Y	Policy GT1 specifically requires that the allocated sites are not located within an area at risk of flooding and that satisfactory drainage be achievable.	Policy GT1 specifically requires that the allocated sites are not located within an area at risk of flooding and that satisfactory drainage be achievable.	Without criteria based policy referring to reducing and managing flood risk the allocation of sites could primarily fall on the NPPF for guidance.

Objective	Economic	Social	Environmental	Policy GT1	Alternative Policy GT1a	No policy
17. To protect and improve noise air quality			Y	GT1 sets criteria stating that the allocated sites must be able to achieve visual and acoustic privacy on the site without any unacceptable visual impact on the sites' surroundings. This can also be further enforced by policies within the Local Plan.	The GT1a policy makes no reference to noise and light pollution. This could solely rely on the Local Plan policies to provide mitigation measures.	No policy could potentially cause harm through an increase in light and noise pollution. Sites could thus be allocated in protected areas such as the Green Belt which would have a significant impact upon openness. The allocation of sites would allow for this to be assessed and the openness of the green belt to be protected no policy in place would rely solely on the NPPF. Without knowing the sites, it is not possible to assess the likelihood of the impact.
18. To ensure the prudent use of natural resources, including the use of renewable energies and the sustainable management of existing resources			Y	No effect on the baseline	No effect on the baseline	No effect on the baseline

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## 10. Appraisal of Preferred and Alternative Traveller Sites

Table 10.1 below looks at the likely impact of the Preferred Options for Traveller sites, compared with three alternative courses of action.

Chapter 5 of the Provision for Traveller Sites DPD: Options and Preferred Options lists 20 potential candidate Traveller sites in West Lancashire, assembled from various sources, as follows:

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

The draft DPD sets out why particular sites have been chosen as preferred sites, as well as why other sites have been rejected. Each of the 20 sites has been assessed against a set of criteria (similar to the criteria set out in Policy GT1; the full assessment can be found in Appendix 1 to the draft Traveller Sites DPD), and this assessment has been used to inform the choice of preferred sites. A number of potential sites have been rejected; the main reasons for rejection of sites relate to:

- Ownership – the owner has expressed the view that they are not willing for the site to be considered as a potential Traveller site. It may thus be the case that a site scores well in sustainability terms, but is rejected on account of ownership, as, without a Compulsory Purchase Order, it is unlikely that the site could be delivered;
- Location – accommodation needs for Travellers exist in specific localities of the Borough, as informed by the Gypsy and Traveller Accommodation Assessments. Sites not in any identified area of need have been rejected.

In addition, an assessment of the 20 candidate sites against a comprehensive set of sustainability factors has been carried out for this SA report. (This overlaps with a separate assessment of the sites against a set of criteria carried out as part of the preparatory work for the draft DPD.) The assessment is provided at Appendix 5 to this report.

The draft Traveller Sites DPD sets out the preferred sites as follows:

#### Permanent Gypsy and Traveller Accommodation

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

(i) Site 3: Sugar Stubbs Lane, Banks; 3 pitches

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

(ii) Site 8: Pool Hey Caravan Park, Scarisbrick; 6 pitches

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

(iii) Site 14: White Moss Road South (B), Skelmersdale; 11 pitches

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

#### Transit Site

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

The preferred site is Site 14: White Moss Road South (B), Skelmersdale

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

#### Travelling Showpeople Site

In terms of sites for Travelling Showpeople and their equipment, a need has been identified in the Burscough area, given links between Travelling Showpeople and the local community, such as children attending local schools.

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

- a) Land at Ringtail Road / Plantation Road;
- b) Land west of Tollgate Road.

Following assessment of the above two sites, both sites have attributes that are conducive to the accommodation of Travelling Showpeople and their equipment. Overall, in planning policy terms the Tollgate Road site is considered the more suitable site. However, it has not been possible to make contact with the owner of this site (the land is unregistered), and thus there is, at present, uncertainty over its deliverability. In contrast, the Ringtail Road / Plantation Road site owner has expressed a willingness for the site to be considered as a Travelling Showpeople site. As a result, neither site is being treated as a 'preferred' site at present, but it is intended that stakeholder and public comments be invited on both sites.

In addition, Site 6 (Land west of The Quays, Burscough) is a longstanding authorised Travelling Showpeople site possessing an extant permission for 10 Travelling Showpeople plots, 4 of them permanent and 6 seasonal. The inclusion of the site as a preferred site reflects the current status of the site. It does not thus represent a new or additional site allocation, neither does it contribute towards the GTAA-identified need figure for Travelling Showpeople accommodation.

#### **Development of Alternatives**

In addition to the preferred sites, Chapter 6 of the Traveller Sites DPD sets out five alternative options for Traveller site provision. The reasons for the choice of the five alternative options are set out in the draft DPD itself; the alternatives are summarised as follows:

- Alternative 1: Increase planned provision for Travellers, in order to provide choice;
- Alternative 2: Increase planned provision for Travellers, in order to help meet neighbouring authorities' needs;
- Alternative 3: Reduce planned provision for Travellers and allow neighbouring authorities to help meet West Lancashire needs;
- Alternative 4: Reduce planned provision for Travellers, regardless of neighbouring authorities' intentions;
- Alternative 5: Set out a different distribution of Traveller sites from those in the preferred options.

In terms of this sustainability appraisal, rather than assessing the preferred sites against five different alternative approaches, the assessment has been carried out using Alternatives 1 and 2 above combined into a single alternative (as they both involve allocating a greater number of sites). In a similar manner, Alternatives 3 and 4 have been combined into a single alternative. The resulting combination of alternatives is considered reasonable as it encompasses most possible scenarios (more sites, fewer sites, the proposed sites, different sites).

Table 10.1 overleaf compares the likely impacts of the preferred options for Traveller sites, as set out in section 6.2 of the draft Traveller Sites DPD, with Alternatives 1 and 2 (provision of more sites), Alternatives 3 and 4 (provision of fewer sites) and Alternative 5 (a different, although unspecified, distribution of sites to provide the same levels of accommodation as the preferred option).

**Table 10.1 Appraisal of the Effects of Preferred and Alternative Options on the 18 Sustainability Objectives**

Objective	Econ	Soc	Env	Preferred Options for Traveller accommodation	Alternatives 1 and 2: Provision of more sites	Alternatives 3 and 4: Provision of fewer sites	Alternative 5: Different distribution of Traveller sites
1. To reduce the disparities in economic performance within the Borough	Y	Y		The Traveller sites DPD is concerned with providing accommodation for Travellers in the most appropriate locations. This Objective is concerned with providing job opportunities / investment, and thus the impact of allocating the preferred sites on this Objective should be minimal. There is no impact on the baseline data.	The allocation of more sites will have a minimal / neutral effect on meeting the employment needs of the Borough. Many Travellers are self employed and the transit site is not a permanent residence so would not assist in reducing economic disparities within the Borough. There is no impact on the baseline data.	Fewer site allocations would have a minimal / neutral impact on meeting the employment needs of local people, given many Travellers are self-employed. There is no impact on the baseline data.	A different geographical distribution of Traveller sites should have a negligible impact on reducing economic disparities. There is no impact on the baseline data.
2. To secure economic inclusion	Y	Y		The preferred sites have been selected with the intention of providing accommodation within easy reach of employment (subject to constraints such as flood risk). The preferred sites would have a small positive impact in terms of providing physical accessibility to jobs, although this is likely to be insignificant given many Travellers are self-employed.	The allocation of additional sites would not have any effect on improving the employment needs of the local community. The criteria of the Gypsy and Traveller Policy will seek to ensure that site allocations are in sustainable areas that are easily accessible by public transport and/or areas of employment. There is no impact on the baseline data.	The allocation of fewer sites would not have any impact on improving the employment needs of the local community. The criteria of the Gypsy and Traveller Policy will seek to ensure that site allocations are in sustainable areas that are easily accessible by public transport and/or areas of employment. There is no impact on the baseline data.	A different distribution of sites could result in Travellers having poorer access to employment areas compared with the preferred sites. However, many Travellers are self-employed and thus the overall impact is likely to be insignificant.
3. To develop and maintain a healthy labour market	Y	Y		One sub-criterion of this Objective relates to levels of participation in education. Criteria for selecting the preferred Traveller sites include ease	Provision of more sites, if occupied, should increase levels of participation in education, therefore having a likely impact	Provision of fewer sites will mean fewer opportunities for participation in education, lessening the	A different distribution of sites (if the different sites are further from education facilities than

Objective	Econ	Soc	Env	Preferred Options for Traveller accommodation	Alternatives 1 and 2: Provision of more sites	Alternatives 3 and 4: Provision of fewer sites	Alternative 5: Different distribution of Traveller sites
				of access to schools, and thus the allocation and use of the preferred sites should help increase participation in education, albeit for limited numbers of pupils. This should have a small positive impact on the baseline.	upon the baseline.	overall positive effect to insignificant levels.	the preferred sites) would mean that participation in education is likely to be less easy, hence a no effect on the baseline data compared with the preferred sites.
4. To encourage sustainable economic growth	Y	Y	Y	The sub-criteria relating to this objective are concerned with economic diversification and the attraction of new business. Self-employed Travellers carrying out “typical” Traveller business (e.g. paving) would not be expected to provide job opportunities for the settled community, and thus the overall impact on economic growth is likely to be positive but minimal.	The allocation and occupation of additional sites could lead to more Travellers residing in the Borough, and more business, but no more job opportunities for the settled community, hence no overall greater positive impact.	The allocation and occupation of fewer sites would result in fewer Travellers residing in the Borough, and lower business growth, compared with the preferred options for sites; however, the overall impact is likely to be negligible.	A different distribution of sites should result in no difference in impact compared with the preferred distribution of sites.
5. To deliver urban renaissance	Y	Y	Y	The sub-criteria for this Objective relate to the physical fabric of settlements, which has little relevance to provision of Traveller sites, hence no effect of any significance on the baseline.	No effect on the baseline data.	No effect on the baseline data	No effect (the only urban sites amongst the 20 candidate sites are subject to constraints and have unrealistic prospects of allocation).
6. To deliver rural renaissance	Y		Y	The sub-criteria for this Objective relate to rural diversification, growth of sustainable rural businesses and provision of services. Whilst Traveller sites may accommodate self-employed people and their	No effect on the baseline data	No effect on the baseline data	No effect on the baseline data

Objective	Econ	Soc	Env	Preferred Options for Traveller accommodation	Alternatives 1 and 2: Provision of more sites	Alternatives 3 and 4: Provision of fewer sites	Alternative 5: Different distribution of Traveller sites
				businesses, these business opportunities are not expected to be available to non-residents of the sites, so the overall impact on the baseline is negligible.			
7. To develop and market the Borough's image		Y	Y	Two sub-criteria are of relevance: preservation / enhancement of the built / natural environment in the Borough, and attraction of visitors, investors and residents. Traveller sites are unlikely to enhance the Borough's environment (although a well-planned and tidy site, complying with Local Plan policies on design, etc, need not have any negative impact). Whilst Travellers could be classed as "visitors" to the area, the sub-criteria are more likely to be concerned with tourists and business investors than Travellers. Overall, the effect is likely to be a combination of a minor negative and a minor positive impact, resulting in a neutral effect overall on the baseline.	The "balance" described in the assessment of the impact of the preferred options for sites would apply equally to an increased number of sites. There is no impact on the baseline data	The "balance" described in the assessment of the impact of the preferred options for sites would apply equally to a reduced number of sites. However, one consequence of under-providing sites would be an increased likelihood of unauthorised encampments, which tend to be unsightly, and thus likely to result in a negative impact.	A different distribution of sites should have no different impact on the Borough's image compared with the preferred sites and the baseline.
8. To improve access to basic goods and services	Y		Y	This objective is concerned with the range and quality of cultural and recreational facilities, essential services, and access to locally-sourced goods. As such it is of limited relevance to the topic of Traveller sites, hence no effect in the baseline data.	No effect on the baseline data.	No effect on the baseline data	No effect on the baseline data

Objective	Econ	Soc	Env	Preferred Options for Traveller accommodation	Alternatives 1 and 2: Provision of more sites	Alternatives 3 and 4: Provision of fewer sites	Alternative 5: Different distribution of Traveller sites
9. To improve access to good quality, affordable and resource efficient housing		Y		The most pertinent sub-criterion for this Objective refers to an appropriate mix of housing to meet all needs. Assuming Traveller accommodation can be included in this category, the provision of suitable accommodation to meet Traveller needs will have a positive impact on this group of people and on the baseline position.	The allocation of a greater number of Traveller sites will further assist in meeting the accommodation needs of this group of people.	The allocation of fewer sites will have a less positive impact in comparison to alternatives 1 and 2 on providing accommodation for this group of people than the preferred option.	Providing the same amount of accommodation, albeit in different locations, should have a similar impact to the preferred option.
10. To reduce crime and disorder and the fear of crime		Y		Sub-criteria relate to community development, relations between sections of the community, crime and fear of crime. These issues are emotive and are likely to be a hindrance in securing the allocation of sites in the first place. However, the allocation of appropriate, good quality sites, and community cohesion should help ensure positive impacts in terms of this Objective. As these outcomes are not guaranteed, this category has been assigned a “no effect score rather than “likely positive” score compared with the baseline.	A greater number of site allocations is likely to have a similar impact to the preferred option, subject to the same conditions / caveats. There is no effect on the baseline data	Fewer site allocations could result in needs not being met, leading to a greater likelihood of unauthorised encampments, which tend to reinforce negative public perceptions of Travellers, and provide little motivation on the part of Travellers to integrate with the local settled community.	Providing enough sites to meet Traveller needs should have a similar impact to the preferred option, although it is likely to be less positive in comparison to preferred option and alternatives 1 and 2, if sites are in less appropriate locations.
11. To reduce the need to travel, improve the choice and use of sustainable transport		Y		The most relevant sub-criteria relate to increased walking, cycling and public transport use. The preferred sites have been chosen taking into account, <i>inter alia</i> , their proximity to services and public transport, but in practice it is recognised that	More site allocations could have both a negative and positive impact on the use of sustainable transport modes. If more sites were located in sustainable areas this would have a positive impact. However, if more rural	Fewer site allocations could have both a negative and positive impact on the use of sustainable transport modes. If fewer sites were located in sustainable areas this	A different distribution of proposed Traveller sites is likely to be less sustainable than those set out in the preferred options, but the overall impact / change in

Objective	Econ	Soc	Env	Preferred Options for Traveller accommodation	Alternatives 1 and 2: Provision of more sites	Alternatives 3 and 4: Provision of fewer sites	Alternative 5: Different distribution of Traveller sites
modes				Travellers tend to have and use private motorised transport. The overall impact, therefore, is likely to be positive but small compared with the baseline.	unsustainable sites were allocated this would have a negative impact. Overall, it is assumed no net effect on the baseline position.	would have a positive impact. However, if these site were located in a more rural unsustainable location the impact would be negative. Overall, assumed no net effect.	impact is likely to be insignificant.
12. To improve physical and mental health and reduce inequalities		Y	Y	Sub-criteria refer to improve physical and mental health, vulnerable groups, health inequalities and isolation. By providing suitable sites for Traveller accommodation, the preferred options can contribute towards a positive impact on these issues for Travellers. Ease of access to health facilities is one of the criteria used in site assessment. Overall, it is anticipated there would be a positive effect compared with the baseline position.	Additional site allocations should result in a similar, or greater positive impact compared with the preferred options for sites.	Fewer site allocations could result in the accommodation needs of some Travellers not being met, which could lead to unauthorised encampments and constant “moving on”, allowing less access to health facilities and a lower quality of life for some.  (Moving on refers to unauthorised transit sites, that are closed down through enforcement action)	Providing enough sites to meet Traveller accommodation needs should help address the issues set out in this Objective’s sub-criteria. However, a different distribution of sites is likely to result in health facilities being more difficult to access in comparison to preferred options and alternatives 1 and 2; hence a less positive impact. (If health facilities are easily accessible, this impact could be the same as for the preferred option and Alternative Options 1 & 2.)
13. To protect places, landscapes and buildings of			Y	The preferred Traveller sites are generally in rural locations, and thus there is a high possibility that the landscape in these locations will be	Providing further sites could lead to further impact on landscapes and / or countryside. However screening mitigation measures	Whilst provision of fewer sites will lead to less cumulative impact on the landscape, this could result	A different distribution of Traveller sites is likely to have a similar or slightly more negative

Objective	Econ	Soc	Env	Preferred Options for Traveller accommodation	Alternatives 1 and 2: Provision of more sites	Alternatives 3 and 4: Provision of fewer sites	Alternative 5: Different distribution of Traveller sites
historical, cultural and archaeological value				adversely affected. However, with appropriate screening and mitigation, any negative impact could be mitigated as outlined in GT1 avoiding any unacceptable impacts on the site and its surroundings. Overall, it is anticipated there would be a minor negative impact compared with the baseline.	can be implemented to ensure the impact is not severe. There is unlikely to be an impact upon heritage with the selection of these sites.	in overall accommodation needs not being met, and an increased likelihood of unauthorised encampments. Such encampments may have a much more negative impact on the countryside as there is less incentive for the site occupants to screen their site. Conversely, occupants of longer-term unauthorised sites may sometimes screen their sites, in which case the impact could be “negative” rather than “very negative”.	impact on the landscape, although once again, these sites can be appropriately screened to mitigate their impact.
14. To restore and protect land and soil quality			Y	The preferred sites will result in the loss of a small amount of greenfield land and some low grade agricultural land, although the majority of sites are already in Traveller use, or are brownfield land, thus the overall impact is unlikely to be severe – a minor negative impact compared with the baseline position.	An increase in allocated sites is likely to result in a greater loss of greenfield land, and could potentially lead to loss of more significant amounts of agricultural land.	Whilst provision of fewer sites will lead to less cumulative impact on land and soil resources, it could also result in overall accommodation needs not being met, and an increased likelihood of unauthorised encampments in more “harmful” locations, with an overall “net” negative impact greater than for the preferred option. Whether	A different distribution of sites is likely to have a slightly more negative impact than the preferred options, although, depending on which sites are chosen, could have a more significant negative impact.

Objective	Econ	Soc	Env	Preferred Options for Traveller accommodation	Alternatives 1 and 2: Provision of more sites	Alternatives 3 and 4: Provision of fewer sites	Alternative 5: Different distribution of Traveller sites
						this is “negative” or “very negative” depends on the locations of any unauthorised encampments.	
15. To protect and enhance biodiversity			Y	The preferred sites have been selected using, <i>inter alia</i> , a criterion seeking to avoid impact on nature conservation sites. The sites chosen will not enhance biodiversity, but should not have any significant negative impact on biodiversity in the baseline evidence. A number of the preferred sites are already in Traveller use at present. No overall effect upon the baseline position.	An increase in allocated sites would potentially increase the likelihood of some impact upon habitats and species, through a cumulative effect, mitigation measures would need to be implemented to deal with any loss. Overall it is likely there would be a minor negative impact on the baseline position.	Fewer allocated sites would reduce the impact upon habitat and species within the borough, but could result in unauthorised developments in locations affecting nature conservation sites.	A different distribution of sites to meet the same accommodation needs is unlikely to have any significantly worse impact on biodiversity in the baseline evidence than the preferred sites (if the alternative locations are from the 20 ‘candidate’ sites).
16. To protect and improve the quality of both inland costal waters and protect against flood risk			Y	The preferred sites avoid Flood Zone 3, in accordance with national policy. Any allocated sites will need to satisfy the Exceptions Test, where applicable. Allocating the preferred sites will not have a positive impact on flood risk, but neither should it have any significant negative impact. Thus overall, no net effect on the baseline.	Providing more sites could result in an increase in flood risk, depending on the location of the sites chosen. The extent of any negative impacts depends on the sites chosen.	Providing fewer sites could result in unauthorised encampments, which may be in flood risk areas. Two current unauthorised sites are in Flood Zone 3. The extent of negative impacts depends on the occurrence and location of any unauthorised encampments.	A different distribution of sites to meet the same accommodation needs is unlikely to have any significantly worse impact on flood risk, provided sites in Flood Zone 3 are avoided. Whether or not the impact is negative and significant depends on the location of the alternative sites. Thus overall, no net effect on the baseline position.
17. To protect			Y	The preferred sites should have no	An increase in sites would	Fewer allocated sites	A different distribution

Objective	Econ	Soc	Env	Preferred Options for Traveller accommodation	Alternatives 1 and 2: Provision of more sites	Alternatives 3 and 4: Provision of fewer sites	Alternative 5: Different distribution of Traveller sites
and improve noise air quality.				significant impact on air quality and noise / light pollution, taking into account the legal requirement to meet Traveller accommodation needs in this Borough, and provided suitable measures be put in place on allocated sites to provide suitable acoustic and visual screening. There is no evidence of likely impact upon the baseline.	potentially mean an increase in car usage, thus decreasing air quality. However this would be dependent upon the location of sites and if they were in sustainable locations. There is no evidence of likely impact upon the baseline.	would potentially have a lesser impact upon noise and air quality. However the impact would be dependent upon the location of sites the sustainability of their locations. There is no evidence of likely impact upon the baseline.	of sites should have no significant impact on air quality and noise / light pollution, taking into account the legal requirement to meet Traveller accommodation needs in this Borough, and provided suitable measures be put in place on allocated sites to provide suitable acoustic and visual screening. There is no evidence of likely impact upon the baseline.
18. To ensure the prudent use of natural resources, including the use of renewable energies and the sustainable management of existing resources			Y	Providing accommodation to meet Traveller needs will have implications for use of resources, but these impacts are not likely to be significant given the relatively small Traveller accommodation requirements in West Lancashire, compared with, say bricks and mortar housing requirements. There is no evidence of likely impact upon the baseline.	More sites will inevitably produce a higher demand on the use of resources; however policies within the Local Plan ensure that renewable energies and sustainable design/ construction will be implemented. There is no evidence of likely impact upon the baseline.	Fewer sites will in theory produce a lesser demand on the use of resources. However policies within the Local Plan ensure that renewable energies and sustainable design/ construction will be implemented. There is no evidence of likely impact upon the baseline.	A different distribution of sites should have no noticeable different effect on the use of resources compared with the preferred options for sites. There is no evidence of likely impact upon the baseline.

## 11. Conclusions

This Sustainability Appraisal report represents a fulfilment of the Stages A – C of the Sustainability Appraisal process for the Provision for Traveller Sites Development Plan Document: Options and Preferred Options (“the DPD”).

An assessment has been made of the DPD’s proposed policy to assess planning applications for Traveller sites against the baseline position with regard to the 18 Sustainability Objectives of the West Lancashire Local Plan insofar as they relate to the Traveller Sites DPD. For comparison purposes, assessment was also made against two reasonable alternatives: an alternative, less stringent policy, and against a scenario where there would be no policy in place. The relative effects of these three scenarios are summarised in the Table 11.1 below:

**Table 11.1**  
**Impacts on Sustainability Objectives of Proposed & Alternative Policies for Traveller Sites**

Scenario	Number of incidences of each type of impact				
	Very negative	Negative	Neutral	Positive	Very positive
Policy GT1	0	0	11	6	1
Policy GT1a	4	1	9	4	0
No policy in place	9	2	7	0	0

This table indicates that the proposed policy for assessing planning applications for Traveller sites, as set out in the DPD, is likely to have the most positive overall impacts in terms of sustainability. A less stringent policy (allowing development further away from facilities, and / or in the Green Belt, and / or in areas of landscape value) would be likely to have a slight net negative impact overall in terms of sustainability, whilst the absence of any policy would be likely to have a significant negative impact in terms of sustainability. These findings are being taken into account in formulating the draft Traveller Sites DPD.

In the same way, an assessment was made of the preferred options for Traveller site allocation (as set out in Chapter 6 of the DPD) against the 18 Sustainability Objectives, and this was compared with three reasonable alternative scenarios of providing additional sites, providing fewer sites, and providing sites in different geographical locations from the preferred sites.

The results are summarised in Table 11.2 below.

**Table 11.2**  
**Impacts on Sustainability Objectives of Preferred & Alternative Traveller site distributions**

Scenario	Number of incidences of each type of impact				
	Very negative	Negative	Neutral	Positive	Very positive
Preferred sites	0	2	12	3	1
Provide additional sites	1	3	11	2	1
Provide fewer sites	2	5	10	1	0
Provide sites in different locations	0	2	14	2	0

Table 11.2 indicates that the preferred sites are likely to have the most positive overall impact in terms of sustainability, whilst the provision of additional sites or the provision of sites in different areas will have a lesser positive impact. Conversely, providing fewer sites would have a more significant negative impact. All four scenarios include elements of negative impact; this is because the allocation of sites for Travellers will inevitably result in impacts such as the loss of land, and the use of private motorised transport. The likely negative impacts linked to the allocation of fewer sites are due to the need for Traveller accommodation not being met in full, leading to the likelihood of unauthorised encampments in the Borough.

The above analysis demonstrates that the proposed policy for assessment of Traveller sites, and the proposed locations of the preferred sites are the most sustainable when assessed against the 18 Sustainability Objectives of the West Lancashire Local Plan.

### **Next Steps**

The results of this Sustainability Appraisal have fed into the Traveller Sites DPD: Options and Preferred Options document. This report will be consulted upon, alongside the draft DPD. Comments received through the consultation process will be taken into account when preparing the next stage of the DPD (Publication version, in which specific sites will be proposed for allocation), at which point a further Sustainability Appraisal will be undertaken. The subsequent SA will also deal in more detail with the assessment of significant effects, and with monitoring arrangements.

## APPENDIX 1: REVIEW OF RELEVANT PLANS AND PROGRAMMES

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Provision for Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
<b>INTERNATIONAL</b>				
Johannesburg Declaration on Sustainable Development	<ul style="list-style-type: none"> <li>• Commitment to building a humane equitable global community for all.</li> <li>• Renewable energy and efficiency</li> <li>• Sustainable construction.</li> <li>• Reducing impacts on biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>• Greater resource energy efficiency.</li> <li>• Renewable energy.</li> <li>• Increase energy efficiency.</li> </ul>	<ul style="list-style-type: none"> <li>• The Gypsy and Travellers Policy and allocated sites should encourage the use of energy efficiency resource and the use of renewables where possible.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA will be required to provide objectives relating to the environment and the use of natural resources and renewable energy.</li> </ul>
Kyoto Protocol (1997)	<ul style="list-style-type: none"> <li>• To prevent greenhouses gases and climate change.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce emission levels</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage renewable energy</li> </ul>	<ul style="list-style-type: none"> <li>• The SA will be required to provide objectives relating to the environment and the use of natural resources and renewable energy.</li> </ul>
European Spatial Development Perspective	<ul style="list-style-type: none"> <li>• Economic/Social cohesion.</li> <li>• Conservation of natural and cultural heritage.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Consider the Directive within the SA.</li> </ul>
Directive 2001/42/EC on the assessment of the affects of certain plans on the environment	<ul style="list-style-type: none"> <li>• Protection of the environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Must apply to plans after 21/07/2006.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a Policy and ensure allocated sites take account of Directives requirements</li> </ul>	<ul style="list-style-type: none"> <li>• Requirements of the Directive must be met within the SA.</li> </ul>
EU Air Quality Framework Directive 1996/62/EC and 1999/30/EC, 2000/3/EC	<ul style="list-style-type: none"> <li>• Maintain good air quality and improve where possible.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a Policy and ensure allocated sites take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• Should include objectives to consider air quality.</li> </ul>
EU Water Framework Directive 2000/60/EC	<ul style="list-style-type: none"> <li>• Prevent deterioration of aquatic water systems.</li> <li>• Promote sustainable water use.</li> <li>• Reduce underground pollution</li> <li>• Mitigate effects of flooding and droughts.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a Policy and ensure allocated sites take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• Should include objectives to consider water quality.</li> </ul>
Drinking Water Directive	<ul style="list-style-type: none"> <li>• Quality of drinking water</li> </ul>	<ul style="list-style-type: none"> <li>• Standards are legally binding</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a Policy and ensure allocated sites take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider water quality.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Provision for Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	<ul style="list-style-type: none"> <li>To ensure conservation of wild flora and fauna species and habitats. Special attention should be given to endangered and vulnerable species, included endangered and vulnerable migratory species.</li> </ul> <p>There are three main aims:</p> <ol style="list-style-type: none"> <li>1. Conserve wild flora, fauna and Natural Habitats.</li> <li>2. To promote co-operation between states.</li> <li>3. To give particular attention to vulnerable/endangered species.</li> </ol>	<ul style="list-style-type: none"> <li>No targets identified</li> </ul>	<ul style="list-style-type: none"> <li>Develop a Policy and ensure that allocated sites take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>The SA should consider the natural environment and biodiversity issues.</li> </ul>
EU Directive on the Conservation of Wild Birds 79/409/EEC	<ul style="list-style-type: none"> <li>Identification of endangered species for which Member States are required to designate Special Protection Areas.</li> </ul>	<ul style="list-style-type: none"> <li>Creation of protected areas;</li> <li>Upkeep and Management;</li> <li>Re-establishment of destroyed biotopes.</li> </ul>	<ul style="list-style-type: none"> <li>Develop a Policy and ensure allocated sites take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>The SA should consider biodiversity issues.</li> </ul>
EU Directive on the Conservation of Natural Habitats and Wild Flora and Fauna 92/43/EEC	<ul style="list-style-type: none"> <li>To conserve natural habitats;</li> <li>Identification of areas of conservation and maintain landscape features;</li> <li>Protection of Species.</li> <li>The consideration of Appropriate Assessments.</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Develop a Policy and ensure allocated sites take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>The SA should consider the protection of landscape benefit for ecological issues.</li> </ul>
RAMSAR Convention on Wetlands of International Importance (1971)	<ul style="list-style-type: none"> <li>The conventions mission statement is 'the conservation and wise use of all wetlands through local, regional and national actions and international co-operation, as a contribution to sustainable development throughout the world'.</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Develop a Policy and ensure allocated sites take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>The SA should consider the protection of the environment.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Provision for Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
EU Framework Waste Directive 75/442/EEC (as amended)	<ul style="list-style-type: none"> <li>Seeks to prevent and reduce the production of waste and its impacts;</li> <li>Where necessary waste should be disposed of with creating environmental problems.</li> </ul>	<ul style="list-style-type: none"> <li>Promoting of the development of clean technologies to process waste;</li> <li>Promote re-cycling and re-use</li> </ul>	To develop policies and programmes which take account of the Directive's requirements and consider recycling and treatment of waste?	<ul style="list-style-type: none"> <li>The SA should include the minimisation of waste.</li> </ul>
Aarhus Convention (1998)	<ul style="list-style-type: none"> <li>Contribute to the protection of the right of every person and future generations to live in an environment adequate to his / her health and well being by:               <ol style="list-style-type: none"> <li>Access to Information;</li> <li>Public Participation in Decision Making;</li> <li>Access to Justice.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Ensure public are consulted at relevant stages.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure the public are consulted at the relevant stages.</li> </ul>
<b>NATIONAL</b>				
NPPF	<ul style="list-style-type: none"> <li>An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;</li> <li>A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the</li> </ul>	<ul style="list-style-type: none"> <li>Making it easier for jobs to be created in cities, towns and villages;</li> <li>Moving from a net loss of bio-diversity to achieving net gains for nature;6</li> <li>Replacing poor design with better design;</li> <li>Improving the conditions in which people live, work, travel and take leisure; and</li> <li>Widening the choice of high quality homes.</li> </ul>	<ul style="list-style-type: none"> <li>To develop the Policy ensuring that allocates sites take account of the NPPF.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that the Policy and site allocations are economically, socially and environmentally sustainable.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Provision for Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
	<p>community's needs and support its health, social and cultural well-being; and</p> <ul style="list-style-type: none"> <li>• An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.</li> </ul>			
NPPF – Planning policy for Traveller Sites	<ul style="list-style-type: none"> <li>• Fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.</li> </ul>	<ul style="list-style-type: none"> <li>• LPA's make their own assessment of need for the purpose of planning</li> <li>• LPA's work collaboratively, develop fair and effective strategies to meet need through the identification of land for sites</li> <li>• Protect Green Belt land from inappropriate development</li> <li>• Reduce the number of unauthorised developments and encampments</li> </ul>	<ul style="list-style-type: none"> <li>• The Policy and site allocations should take into account the key objectives of the Planning Policy for Traveller Site document.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider, where appropriate, the need for objectives relating to traveller sites.</li> </ul>
<b>SUB REGIONAL</b>				
Lancashire Minerals and Waste Local Plan	<ul style="list-style-type: none"> <li>• To resist minerals or waste developments where they could cause unacceptable impact on people and the environment;</li> <li>• To minimise the adverse impact of minerals or waste</li> </ul>	<ul style="list-style-type: none"> <li>• A variety of targets and indicators are referred to relating to a minerals production, waste minimisation and recycling relates.</li> </ul>	<ul style="list-style-type: none"> <li>• The Policy and site allocations should take into account the key objectives of the Minerals and Waste Local Plan where relevant.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider, where appropriate, the need for objectives relating to minerals and waste.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Provision for Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
	<p>developments and seek where appropriate environmental and social benefits;</p> <ul style="list-style-type: none"> <li>• To identify the requirements for, and ensure a supply of land to meet necessary local, regional and national supplies of minerals;</li> <li>• To safeguard minerals resources for the future;</li> <li>• Increased emphasis on waste minimisation, re-use and recycling whilst ensuring that adequate provision is made for the treatment and disposal of waste;</li> <li>• To ensure that minerals and waste development are reclaimed to a high standard, to enable an acceptable after the use to be implemented;</li> <li>• To encourage the use of secondary materials;</li> <li>• To minimise the adverse impacts from the transport of minerals and waste; and</li> <li>• To facilitate the establishment of installations and sites needed to minimise waste requiring final disposal.</li> </ul>			
<p>A landscape strategy for Lancashire – Landscape Character Assessment (2000)</p>	<ul style="list-style-type: none"> <li>• To outline how the landscape of Lancashire has evolved in terms of physical forces and human influences;</li> <li>• To classify the landscapes in</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• To incorporate landscape enhancement into the Policy and site allocations.</li> </ul>	<ul style="list-style-type: none"> <li>• To include protection of landscapes in the Policy and site allocations.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Provision for Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
	<p>district landscape types identifying key characteristics and sensitivities and providing principles to guide landscape change;</p> <ul style="list-style-type: none"> <li>• To describe the current appearance of the landscape, classifying it into district zones of homogenous character, summarising the key features of each landscape character area;</li> <li>• To describe the principal urban landscape types across the County, highlighting their historical development.</li> </ul>			
Lancashire County Council Local Transport Plan	<ul style="list-style-type: none"> <li>• Reduce road casualties;</li> <li>• Improve access to jobs and services;</li> <li>• Improve air quality;</li> <li>• Improve the condition of transport infrastructure;</li> <li>• Reduce delays on journeys;</li> <li>• Increase journeys by bus and rail; and</li> <li>• Increase active travel.</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan includes a wide range of targets and indicators relating to areas such as traffic growth, air quality and public transport use, cycling and walking rates, congestion and accessibility.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop the Policy and site allocations in relation to improving the accessibility to services, encouraging the provision and use of public transport and cycling and walking.</li> </ul>	<ul style="list-style-type: none"> <li>• Include sustainability objectives in relation to improving traffic issues.</li> </ul>
<b>LOCAL</b>				
West Lancs Local Plan 2012-2027	<ul style="list-style-type: none"> <li>• Stronger and safer communities</li> <li>• Education, training and the economy</li> <li>• Health</li> <li>• Natural Environment</li> <li>• Housing</li> <li>• Services and Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan includes a wide range of targets and indicators.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop the Policy and identification of the site allocations in relation to the objectives of the Local Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• To include objectives in the Policy and site allocations.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Provision for Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
	<ul style="list-style-type: none"> <li>• Location of development and built environment</li> <li>• Climate Change</li> <li>• Provision of Gypsy and Traveller sites (Policy RS4)</li> </ul>			
West Lancashire District Council Statement of Community Involvement	<ul style="list-style-type: none"> <li>• Describes the various stages in document preparation when the Council will involve the community, the different groups to be contacted at each stage and for each type of document, and the different ways in which groups will be involved at each stage.</li> <li>• Explains how the Council will provide feedback on any comments received.</li> <li>• Provides a list of organisations and community groups that the Council will consult, both formally and informally.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• The consultation must comply with the SCI.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure the consultation on the SA in undertaken in accordance with the SCI.</li> </ul>
Housing Needs Survey	<ul style="list-style-type: none"> <li>• Provide accurate and robust information about the housing need requirements</li> <li>• Help support the Council's strategic housing role;</li> <li>• Help inform the Housing Strategy for the Masterplan;</li> <li>• Identify key priorities to creating a balanced housing market in the District, particularly addressing issues of affordability;</li> <li>• Provide an assessment of housing markets in the District;</li> <li>• Assess the specific housing</li> </ul>	<ul style="list-style-type: none"> <li>• 20% elderly provision and 35% affordable housing provision.</li> </ul>	<ul style="list-style-type: none"> <li>• The DPD must address the issues of the Housing Needs Survey.</li> </ul>	<ul style="list-style-type: none"> <li>• SA Framework should include for the development of affordable and elderly housing.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Provision for Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
	<p>needs of ethnic minorities, older people and key workers in the District;</p> <ul style="list-style-type: none"> <li>• Provide projections on future housing need.</li> </ul>			
West Lancashire Open Space Strategy	<ul style="list-style-type: none"> <li>• To prioritise strategic sites for enhancement and development of open space and non-sports pitch facilities.</li> <li>• Provide quality targets and management targets for general open space and individual typologies.</li> <li>• Provide information that can be used within the LDF process and supplementary planning documents.</li> <li>• Protect sites, which increase nature conservation and biodiversity, from over use.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• The DPD must consider open space.</li> </ul>	<ul style="list-style-type: none"> <li>• SA should take account of open space in the DPD.</li> </ul>
West Lancashire Playing Pitch Assessment	<ul style="list-style-type: none"> <li>• Analyse the current level of pitch provision in the District</li> <li>• Review the quantity and quality of pitches in the District</li> <li>• Identify how facilities can be improved</li> <li>• Identify the levels of demand</li> <li>• Set a local standard for playing pitches within the District.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• The DPD must consider open space</li> </ul>	<ul style="list-style-type: none"> <li>• SA should take account of open space in the DPD.</li> </ul>

## APPENDIX 2: COLLECTION OF RELEVANT ECONOMIC, SOCIAL AND ENVIRONMENTAL BASELINE DATA

The indicators are West Lancashire Performance indicators

Indicator - 1. Encourage sustainable economic growth and performance.

Indicator	Data Source	Data recent at	West Lancs	North West	England	Comments	Expected baseline without the plan
All Economically Active	NOMIS	Jul 2012-Jun 2013	53,700 (77%)	3,426,000 (75%)	32,474,000 (78%)		No effect
% claiming JSA	NOMIS	Nov 2013	2.5%	3.4%	GB 2.9%		No effect

Indicator – 2. Secure Economic Inclusion

Indicator	Data Source	Data recent	West Lancs	North West	England	Comments	Expected baseline without the plan
All Economically Active	2011 Census	2011	81,601	5,184,216	3,881,374		Unknown
% Claiming JSA	2010 Nomis	2010	4.1%	4.5%	4.1%		Unknown
Higher Occupation workers	2009 Economic Study	2009	38.6	N/A	N/A		Unknown
Intermediate Occupation Workers	2009 Economic Study	2009	38.3	N/A	N/A		Unknown
Lower Occupation Workers	2009 Economic Study	2009	22.4	N/A	N/A		Unknown

Indicator – 3. To deliver Urban Renaissance

Indicator	Data Source	Data recent	West Lancs	North West	England	Comments	Expected baseline without the plan
Number of dwellings.	2001 census	2001	43586	2812789	20451427	Awaiting 2011 census update	No effect
Deficiency of public open space	Playing pitch strategy	2004	Football: minor oversupply of adult pitches; significant shortfall of junior			Needs reviewing as may have	No effect

Indicator	Data Source	Data recent	West Lancs	North West	England	Comments	Expected baseline without the plan
			pitches; undersupply of mini pitches. Large undersupply of junior rugby union pitches. Small undersupply of adult rugby league pitches.			changed over time.	

Indicator – 4. To deliver Rural Renaissance

Indicator	Data Source	Data recent	West Lancs	North West	England	Comment	Expected baseline without the plan
% of population within 5km of 5 basic services	LCC	2005	55.93%				Unknown exact level but if no plan in place the Travelling community would possibly decrease this figure
Proportion of new housing granted consent and completed within 400m of an existing / proposed bus stop	LCC	2013	99% completions				Unknown exact level but if no plan in place the Travelling community would possibly decrease this figure

Indicator - 5. To protect and improve the quality of inland and costal waters, and manage flood risk

Indicator	Data Source	Data recent	West Lancs	North West	England	Comment	Expected baseline without the plan
Number of Planning Permissions permitted against Environment Agency Advice	2013 AMR Environment Agency	2013	0				No effect

Indicator – 6. To reduce the need to travel and improve the choice and use of sustainable transport modes.

Indicator	Data Source	Data recent	West Lancs	North West	England	Comment	Expected baseline without the plan
Proportion of new housing granted consent and completed within 400m of an existing / proposed bus stop	WLDC Housing Land Database	2012/2013	99% completions				Unknown however without the plan unauthorised development and encampments may not meet this requirement
Average distance (km) travelled to a fixed place of work.						Question not asked in 2011 census.	Unknown
Length of Public Footpaths within the District	LCC GIS	2007	144km				No change
Length of cycle ways within the District	LCC GIS	2007	6km				No change
Number of people travelling to work within the borough	West Lancs AMR	2011	63%				This figure would possible increase although it is unknown by how much

Indicator – 7. To minimise the requirement for energy, promote efficient energy use and increase the proportion of energy from renewable sources

Indicator	Data Source	Data relevant	West Lancs	North West	England	Comments	Expected baseline without the plan
Daily domestic use of the water supply.	Audit commission	2004	148 Litres		154.14 Litres		No change
Average annual consumption of gas in Kwh.	Audit commission	2004	22971	20828	20496 (GB)		No change
Average Annual Consumption of electricity in Kwh.	Audit commission	2004	4919	4393	4628 (GB)		No change

Indicator – 8. To protect, enhance and manage West Lancashire’s rich and diverse culture and built environment and archaeological assets.

Indicator	Data Source	Data relevant	West Lancs	North West	England	Comments	Expected baseline without the plan
Number of Conservation Areas	Council Heritage List	2013	28			(Junction Lane CA)	No effect
Listed Buildings	English Heritage	2013	600				No effect
Building of Local Importance	Council Heritage List	2013	120				No effect

Indicator – 9. To protect and restore land and soil

Indicator	Data Source	Data relevant	West Lancs	North West	England	Comments	Expected baseline without the plan
Proportion of land stock that is neglected, underused or derelict.	AMR 2012	2012	29	680	4080		If no plan is in place loss of prime agricultural land could be compromised through unauthorised development/encampments
Proportion of land stock that is classified as contaminated land						No data	No effect
Amount of Contaminated land that has been remediated.	West Lancs		0				No effect

Indicator – 10. To protect and enhance biodiversity and sites of geological importance

Indicator	Data Source	Data relevant	West Lancs	North West	England	Comments	Expected baseline without the plan
Number of RAMSAR sites within the District.	West Lancs AMR	2012	2				No change
Number of SSSIs within the District.	West Lancs AMR	2012	6				No change
Number of TPOs	West Lancs AMR	2012	557				No change
Green Flag Awards	West Lancs AMR	2012	3				No change
Biological Heritage sites			5,111				No change

Indicator – 11. To improve health and well-being and reduce health inequalities.

Indicator	Data Source	Data relevant	West Lancs	North West	England	Comments	Expected baseline without the plan
Life expectancy males	West Lancs	2005-2007	77.7	78.8	77.7		This would remain unchanged for the overall population; however it could increase life expectancy of the ethnic group
Life expectancy Female	West Lancs	2005-2007	80.6	84.4	81.8		As above

Indicator – 12. To protect and improve air, light and noise quality

Indicator	Data Source	Data relevant	West Lancs	North West	England	Comments	Expected baseline without the plan
Numbers of Air Quality Management Zones	West Lancs	2009	1			Moor Street Ormskirk	No effect
% of moderate / higher pollutant days	West Lancs					Not recorded by WLBC	No effect

Indicator – 13. To improve access to and the provision of basic goods, services and amenities.

Indicator	Data Source	Data relevant	West Lancs	North West	England	Comments	Expected baseline without the plan
Amount of new residential development (completions) within 30 minutes public transport time of essential basic services (GP, Hospital, Primary, Secondary, Retail, Employment)	West Lancs		65%				Unknown, however it would be expected that the figure would decrease if the plan was not implemented as there would be no control over where development was located

Indicator – 14. To develop strong and vibrant communities and reduce the fear of crime.

Indicator	Data Source	Data relevant	West Lancs	North West	England	Comments	Expected baseline without the plan
Recorded Crime	Lancashire Profile – West Lancs	2008	38.3	58.4	53.7	Descriptions of each crime type often change.	No effect
Violence Against the Person	Lancashire Profile – West Lancs	2008	1423				No effect
Robbery	Lancashire Profile – West Lancs	2013	27				No effect
Burglary Dwelling	Lancashire Profile – West Lancs	2013	262				No effect
Theft of a Motor Vehicle	Lancashire Profile – West Lancs	2008	276				No effect
Theft from a Motor Vehicle	Lancashire Profile – West Lancs	2008	497				No effect

Indicator – 15. To improve access to a range of good quality affordable and resource efficient homes.

Indicator	Data Source	Data relevant	West Lancs	North West	England	Comments	Expected baseline without the plan
Number of affordable housing units granted permission	West Lancs AMR	2013	95				No effect
Brownfield conversions sites			233				Unknown this could increase or decrease depending upon location of applications
Greenfield agricultural conversion sites			17				Unknown this could increase or decrease depending upon location of applications

### APPENDIX 3: IDENTIFYING SUSTAINABILITY ISSUES

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
Access, Highways & Public Transport	<p>One of the main issues facing the Borough is improving access to sustainable methods of transport including bus, rail links and cycle &amp; footpaths. This also extends to improving the availability and frequency of bus and rail services.</p> <p>Although sites are assessed against this criteria it is important to reduce car dependency levels.</p> <p>There is the need to improve the diversity and availability of employment in West Lancashire in accessible locations or with improved public transport links to enable residents of the Borough to find employment within West Lancs, thereby reducing the necessity to commute.</p>	<p>The Council and Lancashire County Council must work in partnership, ensuring that the issue of congestion is addressed through assessing problem junctions and ensuring a sustainable public transport network functions to its full potential.</p>	<p>Assessing the sites against criteria and liaising with public transport infrastructure providers regarding the transport network.</p>
Social Inclusion	<p>The Borough is required to deliver a yearly requirement of homes over the plan period 2012-2027 to meet the needs of the population which also includes services, employment opportunities as well as provision of and access to health related facilities.</p> <p>Social exclusion occurs from unemployment, low income, high crime rate, poor housing and poor health. Social inclusion is used to assist in addressing these issues.</p>	<p>Engagement with the Health providers will establish what requirements are needed.</p>	<p>Liaise with providers to establish the required need and either provide a facilities onsite or within the town centre, through planning obligations.</p>
Access to services and amenities	<p>Access to services and amenities needs to be improved in-between settlements; this is expected to be delivered through establishing a network of green corridors.</p> <p>There are various deficiencies in open space</p>	<p>Identify areas for linear parks, play areas and footpaths/cycle paths.</p>	<p>Liaise with the green infrastructure providers to establish what provision, if any is required and provide through planning obligations.</p>

	<p>throughout the borough. Development needs to maximise the role of open spaces to improve health and physical activity whilst improving the quality of amenity in open spaces. Provide play facilities needs to be provided and the quality of existing grass pitches needs to be enhanced and development of new multi use pitch sites needs to be forthcoming to provide for the deficiencies.</p>		
Employment	<p>There are levels of disparities and inequalities between skills, education, health &amp; employment across the Borough that need to be reduced. Work is required to reduce unemployment levels and the number of benefit claimants although this is already lower than the regional and national average. Reduce travelling out of the borough for work and increasing the number of those travelling inwards for work will assist in increasing West Lancashire's economy.</p>	<p>Links with improving education and developing skills. It is key to establish any educational and training needs derived from the allocation of sites.</p>	<p>Liaise with the Local Education Authority to establish if an additional education provision is required to link, whilst establishing any local training needs.</p>
Education	<p>There is a need to improve the lack of basic skills and barriers to work as well as the barriers to work through linking workless people to vacancies.  Education provision will need to be subsidised if additional recourses are required dependent upon the location of the site allocations.</p>	<p>The Council will have to liaise with Lancashire county Council in order to establish if a need for additional primary /secondary school places is required.</p>	<p>Liaise with providers to establish the required need and provide a facility within the town centre, through a planning obligation.</p>
Protection of ecology, biodiversity and soils	<p>Protect and promote agricultural land &amp; horticultural land and businesses within West Lancashire. Reduce the amount of vacant land and Brownfield sites unused by promoting their regeneration.</p>	<p>Liaison with Lancashire County Council and RSPB/Natural England will identify areas to be protected; these could be doubled up as areas of public open space.</p>	<p>Habitat Regulations Assessment (HRA) to identify species on the site and any mitigation/provision for ecology on the site.</p>

	<p>Simultaneously review and protect green belt land.</p> <p>Continue to reduce the volume of waste going to landfill.</p> <p>Respond to climate change through protecting the most fertile agricultural land for crop production to respond to the changing needs of the food production industry.</p>		
<p>Surface and Waste Water Treatment</p>	<p>Sustainably manage and use water resources. Ensure all households, businesses, agriculture and environments have enough water available.</p> <p>Support and protect as many watercourses, wetlands and groundwater &amp; surface water sources as financially viable.</p> <p>Ensure more water efficient designs are incorporated into developments and new buildings.</p> <p>Promote the use of Sustainable Drainage Systems (SuDS).</p> <p>Reduce flood risk through location management of development into areas of the lowest risk and supporting flood defences</p> <p>Respond to the impacts of climate change on water resources such as water quantity and quality, changes to water tables and demands from the public.</p>	<p>Careful consideration is needed in protecting areas from surface water flooding.</p> <p>The Council, along with Lancashire County Council and the Environment Agency will be required to work together to ensure new development and the existing area is protected.</p>	<p>Liaise with United utilities to establish what additional infrastructure will be required to assist in the delivery of the sites, and whether or not there is existing capacity within the existing network.</p>



# Sustainability Appraisal Review

## Provision for Traveller Sites Development Plan Document Options and Preferred Options

(Interim SA Report)

Prepared for:  
West Lancashire Borough  
Council

UNITED  
KINGDOM &  
IRELAND



Rev	Date	Details	Prepared by	Approved by
1	January 2014	SA Review	Sam Rosillo <i>Planner</i>	Ian McCluskey <i>Senior Sustainability Consultant</i> Alan Houghton <i>Associate</i>

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The methodology adopted and the sources of information used by URS in providing its services are outlined in this Report. The work described in this Report was undertaken in January 2014 and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

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## 1. CRITICAL REVIEW OF THE SA REPORT FOR TRAVELLER SITES DPD

The following table sets out a review of the (interim) SA Report for the Provision for Traveller Sites Development Plan Document Options and Preferred Options undertaken by URS.

The review is structured by the requirements of Schedule 2 (regulation 12[3]) of the *Environmental Assessment of Plans and Programmes Regulations 2004*.

Review criteria	Requirements	Findings
<b>What's the Plan seeking to achieve?</b>	1. An outline of the contents and main objectives of the plan	Section 3 of the SA report outlines the background relating to the planning policy context. However, there is no specific section that sets out the content and objectives of the DPD. A short section should be included in the Final SA Report that outlines what the DPD will include and what its purpose is. <i>(This can be copied from the DPD itself).</i>
<b>What's the sustainability 'context'?</b>	2. The relationship of the plan with other relevant plans and programmes 3. The relevant environmental protection objectives, established at international or national level	Appendix 1 sets out a summary review of relevant plans, programmes and environmental protection objectives. The review should include reference to the Planning Policy for Traveller Sites. Section 5 of the SA report would be improved with a section outlining the key messages from the relevant plans, programmes and environmental protection objectives.
<b>What's the sustainability 'baseline' at the current time?</b>	4. The relevant aspects of the current state of the environment 5. The environmental characteristics of areas likely to be significantly affected	The baseline review provided in Appendix 2 covers a range of baseline data. Section 5 of the SA report would be improved if the key trends within the baseline review were set out.
<b>What's the baseline projection?</b>	6. The likely evolution of the current state of the environment without implementation of the plan.	The Baseline section in appendix 2 does not discuss how trends might be projected without the implementation of the DPD.

Review criteria	Requirements	Findings
<p><b>What are the key issues that should be a focus of SA?</b></p>	<p>7. Any existing environmental problems / issues which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance</p>	<p>The key sustainability issues are identified in Appendix 3. Section 5 incorporates a very brief summary of Appendix 3, which should be amended so that this table reads as a list of issues.</p>
<p><b>What has Plan-making / SA involved up to this point?</b></p>	<p>8. An outline of the reasons for selecting the <b>alternatives</b> dealt with (and thus an explanation of why the alternatives dealt with are 'reasonable')</p> <p>9. The likely significant effects on the environment associated with <b>alternatives</b> / an outline of the reasons for selecting preferred options / a description of how environmental objectives and considerations are reflected in the draft plan.</p>	<p>The reasons for selecting the alternatives have not been made clear in the SA Report. These need to be brought together in the SA to 'tell the story'.</p> <p>The reasons for selecting the preferred alternatives (including how the SA has influenced the Plan) have also not been made clear in the SA report.</p> <p>These aspects need to be completed to ensure the SA is not open to legal challenge.</p>
<p><b>What are the appraisal findings at this current stage?</b></p>	<p>10. The likely significant effects on the environment associated with <b>the draft plan</b></p> <p>11. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing <b>the draft plan</b></p>	<p>The methodology section ought to be made clearer about what constitutes 'significant' and how this relates to the baseline position.</p> <p>The impacts identified seem generally fine in terms of whether there are positive or negative implications. However, it would be better to refer to the baseline position and identify which impacts are 'significant'. It would also be useful to provide clear justifications where significant impacts have been identified. Cross-checking the appraisal findings for sites and policy alternatives would also be useful to ensure consistency.</p> <p>The spreadsheet outlining the SA of the 20 sites should be included</p>

Review criteria	Requirements	Findings
		<p>as an appendix. (Highlighting the parts that are relevant to the SA by linking to the SA Framework if possible). The SA report should also provide a brief discussion of the findings of the site specific SA including:</p> <ul style="list-style-type: none"> <li>• What the preferred sites are? A map would be useful.</li> <li>• Reasons for selecting/rejecting specific sites for allocation.</li> <li>• Whether there are any particular sites that scored well but were not allocated? If so, why were they not allocated?</li> </ul> <p>The SA report does not outline any measures relating to the preferred options. If there are any measures to reduce/prevent any significant adverse effects, then these should be included.</p>
<p><b>What happens next (including monitoring)?</b></p>	<p>12. A description of the measures envisaged concerning monitoring</p>	<p>There is no consideration of measures concerning monitoring. At this stage, it is only necessary to set out the measures 'envisaged'. Would suggest that a section is included in the SA Report outlining 'what happens next'. This could discuss consultation and set out measures envisaged for monitoring (these should link to any significant impacts that are identified and ideally draw upon existing monitoring measures such as in the AMR or other council performance management system to avoid effort and duplication.</p>

## 2. SUMMARY OF REVIEW AT THIS STAGE

The main issues that need to be addressed to ensure that the SA is not open to legal challenge are as follows:

- There is a need to set out an explanation of the different options and why they have been determined as 'reasonable alternatives'. This is a crucial aspect of SA following various legal challenges on these grounds.
- Once the preferred approach is selected (in the Plan), there is also a need to outline the reasons for choosing this approach.
- The methodology for determining the 'significance' of the impacts compared to the baseline position ought to be made clearer.
- The spreadsheet outlining the SA of the 20 sites should be included as an appendix. The SA report should provide a discussion of the findings of the site specific SA including:
  - Reasons for selecting/rejecting specific sites for allocation.
  - Whether there are any particular sites that scored well but were not allocated? If so, why were they not allocated?
- The impacts identified seem generally fine in terms of whether there are positive or negative implications. However, it would be better to refer to the baseline position and identify which impacts are 'significant'.
- The quantitative method of reaching the conclusions (Section 11) is not reflective of the more qualitative approach adopted throughout the rest of the SA report. It is acknowledged that this scoring system is only used as a tool to indicate which of the options has the most positive effects. However, to ensure consistency, it is suggested that a more qualitative approach to reaching conclusions is taken by setting out the key impacts relating to each option using text.
- Monitoring measures envisaged need to be outlined in the final SA Report.
- The SA Report ought to be structured so that it 'tells the story' of how the DPD has developed and how the issues and options were established and appraised.
- There are comments throughout the SA report that should be addressed.

At this stage, there is no requirement to produce an SA Report. Therefore, it is entirely possible to fill in the gaps before the final SA Report is published alongside the DPD.

Q	Site Name	1. Aveling Drive A, Banks	2. Aveling Drive B, Banks	3. Sugar Stubbs Lane, Banks	4. Land west of Hoole Lane, Banks
1	Other site references / SHLAA site reference?	No	No	No	SHLAA BA.18
2	Site Address	Land at Mossland Stables, Aveling Drive, Banks	Land west of Mosslands, Aveling Drive, Banks	Land at Sugar Stubbs Stables, Sugar Stubbs Lane, Banks	Land west of Hoole Lane, Banks
3	Post Code	PR9	PR9	PR9	PR9
4	OS Grid Ref - E	339687	339789	340405	339004
5	OS Grid Ref - North	420656	420688	419629	420680
6	Site Area (ha)	0.65	0.23	0.27	0.61
7	Description of Site	Site comprises former agricultural land, involving areas of hardstanding, some buildings, including stables, and storage of vehicles as well as fenced grassed areas.	Site comprises former agricultural land, involving areas of hardstanding, some buildings, including stables, and storage of vehicles as well as fenced grassed areas. .	Site is currently occupied by hardstanding, a few caravans, and storage of vehicles.	Site is currently occupied by horticultural glasshouses. The site is located to the rear of residential properties in the centre of Banks. Drains run along the western perimeter.
8	Description of Surrounding Area	Western edge of site is close to housing on Aveling Drive, although a strip of open land and a line of poplar trees separates the two. Immediate area appears to have been used for agricultural /equestrian use. Long Lane runs above the North-east of the site. The site is screened from the south by trees along the southern edge of Aveling Drive.	Western edge of site is close to housing on Aveling Drive, although the existing caravans at Aveling Drive A, a strip of open land and a line of poplar trees separates the two. Immediate area appears to have been used for agricultural /equestrian use. Long Lane runs above the north east of the site. The site is screened from the south by trees along the bottom edge of Aveling Drive.	Site is adjacent to residential property 'The Willows' (to the north of the site) and in proximity to other residential properties. The south and eastern parts of the site are farmed agricultural land.	The east and south of the site is bordered by residential properties, whilst the North is further glasshouses and the west is agricultural land.
9	Brief Site History	Site currently has p/p pending decision for accommodation for Irish Travellers. Enforcement action in abeyance. Site in use as Traveller site and owned by Travellers	Site in use as Traveller site and owned by Travellers. Previous application for stationing of caravans for Gypsy Traveller use was refused on grounds of flood risk, Green Belt and Policy DE4. Currently at appeal.	2013/1305/LDC pending decision - Cert of Lawfulness for stationing of 5 caravans and equestrian use.	No plan apps.
10	Relevant planning history	2012/0820/COU (pending), 2010/0885/COU (withdrawn)	2010/0998/cou (Refused)	2004/0880, 2013/1305/LDC	n/a
11	Land Ownership Details	Private	Private	Private	Private
12	Source of Site Suggestion	Existing site (illegal)	Existing site (illegal)	Existing site (illegal) / planning application	Owner submitted
13	Date of Appraisal	16/12/2013	16/12/2013	16/12/2013	17/12/2013
<b>Deliverability Issues</b>					
14	Are there any issues of land ownership that could prevent development on the site being delivered?	No. Land currently in hands of Travellers, and in use as Traveller site	No. Land currently in hands of Travellers, and in use as Traveller site	In the hands of Travellers.	None. Owner has expressed a willingness that the site be considered as a potential Traveller site.
15	Is the site potentially available for development?	Yes. Land currently in hands of Travellers, and in use as Traveller site	Yes. Land currently in hands of Travellers, and in use as Traveller site	Yes. Land currently in hands of Travellers, and in use as Traveller site	Yes.

Q	Site Name	1. Aveling Drive A, Banks	2. Aveling Drive B, Banks	3. Sugar Stubbs Lane, Banks	4. Land west of Hoole Lane, Banks
16	Does the planning history of the site caution against its allocation?	Site has history of 2 plan apps - 1 pending, 1 withdrawn. The outcome of a recovered appeal on the neighbouring site (2. Aveling Drive B, Banks) will have a bearing on this site.	Yes. Previous application for stationing of caravans for Gypsy Traveller use was refused on grounds of flood risk, Green Belt and 2006 Local Plan Policy DE4. Currently at appeal	Site has permission for one caravan. Current planning application on site pending consideration.	No relevant planning history. Much of current site is Protected Land.
17	Are there any potential land use conflicts with nearby sites that could prevent development on the site being delivered?	Residential use to the west of the site, although this should not on its own prevent the site being delivered.	Residential use to the west of the site, although this should not on its own prevent the site being delivered.	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).	Site is likely to cause issues with settled community due to its close proximity to existing residential area. Existing derelict glasshouses would need to be removed should the site be allocated. Unknown as to how access to site will be achieved given that existing properties front Hoole Lane.
18	Is the site directly accessible from the highway network or could it reasonably become so?	Aveling Drive is a single track road with a drainage ditch at one side, and reached by passing through a residential area. The narrow lane to the site is not designed for the types of large vehicles associated with Travellers and could not be accessed easily by emergency vehicles	Aveling Drive is a single track road with a drainage ditch at one side, and reached by passing through a residential area. The narrow lane to the site is not designed for the types of large vehicles associated with Travellers and could not be accessed easily by emergency vehicles	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.	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.
19	Does the site have any known land contamination or remediation issues?	None known	None known	None known	None known.
20	Does the site have any known ground instability that would limit development?	None known	None known	None known	None known.
21	Can adequate provision be made to supply all major utilities to the site?	Given the proximity of other buildings, including houses, it is expected that utilities could readily be made available.	Given the proximity of other buildings, including houses, it is expected that utilities could readily be made available.	Given the proximity of other houses, it is expected that these services are available or could readily be made available.	Given the site's location within a settlement, it is expected that appropriate services could be provided.
22	Is the site within Functional Floodplain (Flood Zone 3b)?	Yes - Within Flood Zone 3.	Yes - Within Flood Zone 3.	No. Site is within Flood Zone 2, so must be shown to meet Exceptions Test. Within 100m of Flood Zone 3.	Flood Zone 3
23	Is the site within the Green Belt?	Yes - GB site, but less than 100m to the Banks settlement boundary	Yes - GB site, but less than 100m to the Banks settlement boundary	Yes. Green Belt site, approximately 600m from Banks settlement boundary.	No
24	Would development of the site affect any flight paths?	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site
25	Is there interest in site for development?	Site is in hands of Travellers and in use as a Traveller site.	Site is in hands of Travellers and in use as a Traveller site.	Site is in hands of Travellers and in use as a Traveller site.	Yes. Owner has expressed interest in the site being developed for Travellers.
<b>Biodiversity</b>					
26	Is the site within 5km of and / or likely to impact on internationally designated sites?	Site within 5km of Ribble Estuary, but would be deemed unlikely to impact on environmental sites.	Site within 5km of Ribble Estuary, but would be deemed unlikely to impact on environmental sites.	Site within 5km of Ribble Estuary, but would be deemed unlikely to impact on environmental sites.	No
27	Is the site within 1km of and / or likely to impact on a SSSI?	No.	No.	No.	No
28	Is the site in within 100m of areas designated to be of local nature conservation importance?	No.	No.	No.	No

Q	Site Name	1. Aveling Drive A, Banks	2. Aveling Drive B, Banks	3. Sugar Stubbs Lane, Banks	4. Land west of Hoole Lane, Banks
29	Is the site known to be home to protected species and / or habitats?	None known.	None known.	None known.	No
30	Is the site within 100m of woodlands, or trees with Tree Preservation Orders?	Yes	Yes	No	No
31	What could the effects of development on this site be on the sustainability of biodiversity, locally and wider over time? Will the effects be temporary or permanent?	Site would be unlikely to have an impact on local, or international, biodiversity.	Site would be unlikely to have an impact on local, or international, biodiversity.	Site would be unlikely to have an impact on local, or international, biodiversity.	Site would be unlikely to have an impact on local, or international, biodiversity.
<b>Water and Land Resources</b>					
32	Is the site subject to any known stability issues?	No	No	No	None known
33	Is the site identified for its geological or geomorphological importance?	No	No	No	No
34	Does the site have any adverse gradients on it?	No	No	No	No
35	Is the site located on the best and most versatile agricultural land (grades 1, 2 and 3a)?	Grade 1, although site is hardstanding, rather than farmed land.	Grade 1, although site is hardstanding, rather than farmed land.	Grade 1, although site is predominantly hardstanding, rather than farmed land.	Part urban / Part of site lies in Grade 2 land
36	Is the site an active mineral working site?	No	No	No	No
37	Is the site contaminated or derelict land?	No contaminated land known. Site currently in use, so not classed as derelict land.	No contaminated land known. Site currently in use, so not classed as derelict land.	No contaminated land known. Site currently in use, so not classed as derelict land.	Derelict glasshouses
38	Is the site previously developed land (brownfield)?	Some buildings and hardstanding exist on the site but it is likely they are as a result of agricultural (non-brownfield)	Some buildings and hardstanding exist on the site but it is likely they are as a result of agricultural (non-brownfield)	Some buildings and hardstanding exist on the site but it is likely they are classed as Non brownfield.	No (Horticulture classed as Non brownfield)
39	What could the effects of development on this site be on the sustainability of land resources locally / wider over time? Will the effects be temporary or permanent?	Site is on Grade 1 agricultural land although site is not in active use for farming, containing hardstanding and buildings. Site would therefore be unlikely to have a detrimental effect on land resources.	Site is on Grade 1 agricultural land although site is not in active use for farming, containing hardstanding and buildings. Site would therefore be unlikely to have a detrimental effect on land resources.	Site is on Grade 1 agricultural land although site is not in active use for farming, containing hardstanding and buildings. Site would be unlikely to have a detrimental effect on land resources.	Allocation of site would be unlikely to result in significant loss of land resources.
40	Is the site located within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Unknown	Unknown	Unknown	Unknown
41	What could the effects of development on this site be on the sustainability of water quality and resources locally / wider over time? Will the effects be temporary or permanent?	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.
<b>Climatic factors and flooding</b>					
42	Is the site within Zones 2 or 3 of the floodplain?	Yes. Flood Zone 3.	Yes. Flood Zone 3.	Yes. Site is within Flood Zone 2, so must be shown to meet Exceptions Test. Within 100m of Flood Zone 3.	Flood Zone 3.

Q	Site Name	1. Aveling Drive A, Banks	2. Aveling Drive B, Banks	3. Sugar Stubbs Lane, Banks	4. Land west of Hoole Lane, Banks
43	What could the effects of development on this site be on the sustainability of climatic factors and flooding locally / wider over time? Will the effects be temporary or permanent?	Site would be located in an area of flood risk.	Site would be located in an area of flood risk.	Site would be located in an area of flood risk and would need to meet Exceptions Test.	Site would be located in an area of flood risk.
<b>Heritage and Landscape</b>					
44	Is the site located within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	No	No	No	No
45	Is the site located within or within 1km of any area designated for its local landscape importance or is it likely to have adverse impacts on the landscape?	No historic environment, landscape or nature conservation designation in vicinity of site	No historic environment, landscape or nature conservation designation in vicinity of site	No historic environment, landscape or nature conservation designation applies to site; historic landscape of local importance starts 100m to east of site.	No historic environment, landscape or nature conservation designation in vicinity of site.
46	Is the site in the Green Belt? If so, would development on this site cause harm to the objectives of Green Belt designation?	Yes. Site is in GB, although 100m from settlement boundary.	Yes. Site is in GB, although 100m from settlement boundary.	Yes. Site use would fall outside the objectives of Green Belt designation.	No
47	Is the site within 250m of a site or building with a nationally recognized heritage designation?	No	No	No	No
48	What could the effects of development on this site be on the sustainability of heritage and landscape locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Site would be unlikely to have impacts on heritage and landscape. However, site may impact on the objectives of the Green Belt designation and would affect openness of Green Belt. Given the site is already partly developed, further impact should be minimal.	Site would be unlikely to have impacts on heritage and landscape. However, site may impact on the objectives of the Green Belt designation and would affect openness of Green Belt. Given the site is already partly developed, further impact should be minimal.	Site would be unlikely to have impacts on heritage but will impact on the openness of the Green Belt. Site can be seen from surrounding area.	Site would be unlikely to have impacts on heritage and landscape. The site is screened behind existing residential properties.
<b>Social equality and community services</b>					
49	Will development of the site harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses)?	Development of site for Traveller accommodation would likely be small scale and could be supported by community facilities. If the site is kept small, it should not dominate the settled community.	Development of site for Traveller accommodation would likely be small scale and could be supported by community facilities. If the site is kept small, it should not dominate the settled community.	Development of site for Traveller accommodation would likely be small scale and could be supported by community facilities. If the site is kept small, it should not dominate the settled community.	Development of site for Travellers should not harm community receptors, although may cause issues with the settled community.
50	How close [how many minutes walk at 5km/h average walking speed] is this site to a public transport facility (bus stop / station on regular route)? (Please note that this walking time is taken into account in the questions below referring to X minutes public transport journey from various facilities.)	650m (8 minutes walk) from bus stops on Guinea Hall Lane	700m (8 minutes walk) from bus stops on Guinea Hall Lane	500m / 700m (6 minutes / 8 minutes walk) from bus stops on A565 (depending on direction of travel)	Within 50m (within 1 minute walk) from bus stops on Hoole Lane.
51	Is the site within 30 minutes public transport journey of a Primary School?	Yes - at Banks	Yes - at Banks	Yes - at Banks	Yes (within walking distance)

Q	Site Name	1. Aveling Drive A, Banks	2. Aveling Drive B, Banks	3. Sugar Stubbs Lane, Banks	4. Land west of Hoole Lane, Banks
52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes - at Southport / Tarleton			
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes - at Southport			
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes - at Southport			
55	Is the site within 30 minutes public transport journey of a GP Practice?	Yes - at Banks			
56	Is the site within 30 minutes public transport journey of a Major Centre?	Yes - Southport	Yes - Southport	Yes - Southport	Yes - Southport
57	Is the site within 10 minutes walk (800m) of a district or local centre?	Yes	Yes	No	Yes
58	Is the site within 15 minutes walk (1200m) of a Public Open Space of at least 5ha in size?	Yes	Yes	Yes	Yes
59	Is the site within 10 minutes walk (800m) of a natural green space (e.g. Local Nature Reserve) of at least 2ha in size?	No	No	No	No
60	Is the site within 40 minutes public transport journey of a Leisure / Recreation / Sports Facility?	Yes - Leisure Centre, Banks			
61	What could the effects of development on this site be on the sustainability of community health and equality, leisure and education locally and wider over time ; temporary / permanent effects?	Site is within reasonable accessible distance of existing services and facilities. Would be unlikely to put too much pressure on them.	Site is within reasonable accessible distance of existing services and facilities. Would be unlikely to put too much pressure on them.	Site is not easily accessible to local services and amenities. Would be unlikely to put too much pressure on them.	Site is within good accessible distance of services and facilities and should not place too much pressure on such amenities.
<b>Local economy and employment</b>					
62	Is the site within 250m of any sensitive commercial receptors, existing or proposed (e.g. sensitive business uses and tourist / visitor attractions)?	No	No	No	No
63	What could the effects of development on this site be on the sustainability of the local economy and employment locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)
<b>Housing</b>					
64	Is the site within 250m of residential dwellings (including individual houses)?	Yes. Residential area to west of site. Further development proposed for Greaves Hall site.	Yes. Residential area to west of site. Further development proposed for Greaves Hall site.	Yes. Some residential dwellings (individual houses) located within the rural area. not within an urban settlement.	Yes. Residential properties border the immediate east and south of the site.

Q	Site Name	1. Aveling Drive A, Banks	2. Aveling Drive B, Banks	3. Sugar Stubbs Lane, Banks	4. Land west of Hoole Lane, Banks
65	What could the effects of development on this site be on the sustainability of housing provision locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible
<b>Transportation and air quality</b>					
66	Is the site located with in or adjacent to an existing Air Quality Management Area?	No.	No.	No	No
67	Are there any sensitive receptors nearby (e.g. residential, community facilities) that may be impacted by dust, fumes and emissions caused by the development and end-use of the site?	No.	No.	No	No
68	What could the effects of development on this site be on the sustainability of air quality locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality
69	How suitable is the road network to accommodate expected levels of traffic to and from the site?	Site is accessed by a single track road with a drainage ditch at one site, reached by passing through a residential area. Narrow lane is not designed for types of large vehicles associated with Travellers and would not be easy for large emergency vehicles to access.	Site is accessed by a single track road with a drainage ditch at one site, reached by passing through a residential area. Narrow lane is not designed for types of large vehicles assoc by Travellers and would not be easy for large emergency vehicles to access.	Sugar Stubbs Lane is unclassified and narrow, although it appears wide enough for two vehicles to pass. It is necessary to use approximately 120m of Sugar Stubbs Lane to access the site from the A565. Site has separate gated access from adjacent dwelling. Access for emergency vehicles possible (given the site entrance is set back up to 10m from Sugar Stubbs Lane), although not ideal.	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. 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.
70	Would the likely amount of traffic flowing from the site to the Primary Road Network cause adverse impacts on amenity of sensitive receptors on the route (residential, schools etc.)?	Traffic flow from the site onto the primary road network would likely be minor, compared to the volume of traffic accessing the network from the residential properties at the bottom of Aveling Drive. Traveller vehicles passing the residential properties on Aveling Drive would have some impact.	Traffic flow from the site onto the primary road network would likely be minor, compared to the volume of traffic accessing the network from the residential properties at the bottom of Aveling Drive. Traveller vehicles passing the residential properties on Aveling Drive would have some impact, although this is a small site.	Unlikely due to the location of the site away from such amenities; just two residential properties at the junction of Sugar Stubbs Lane and A565, but the impact of Traveller traffic on these properties will be minor compared with A565 traffic.	The site is within the settlement of Banks, with generally adequate roads. Provided the site were not too large, it should not place undue pressure on local road networks.
71	Is the site within 800m of an existing or proposed Cycle Route?	Yes	Yes	Yes	Yes
72	Is the site within 800m of a bus stop for a high frequency bus service?	Yes	Yes	Yes. Site is approximately 500m / 700m from nearest bus stop (depending on bus direction).	Yes. Site within 50m of bus stops on Hoole Lane.
73	Is the site within 1200m of a Rail Station?	No	No	No	No
74	Does the site have public footpaths, rights of way or any other type of footpath on it or near to it?	Yes	Yes	Yes	Yes
75	What could the effects of development on this site be on the sustainability of transportation locally / wider over time ; temporary / permanent effects?	Site would not be accessible to rail stations, but would be within walking distance of bus services. Narrow lane providing access to the site is less suitable for larger vehicles. Cycle routes and public footpaths can be accessed from the site. Site would be unlikely to cause an unacceptable impact on the local road network.	Site would not be accessible to rail stations, but would be within walking distance of bus services. Narrow lane providing access to the site is less suitable for larger vehicles. Cycle routes and public footpaths can be accessed from the site. Site would be unlikely to cause an impact on the local road network.	Site within walking distance of bus services but few other facilities. Small site should not generate significant traffic.	Providing the site were not too large, it should not place undue pressures on local road and bus services. However, access to the site needs to be considered.
<b>Cumulative Impacts</b>					

Q	Site Name	1. Aveling Drive A, Banks	2. Aveling Drive B, Banks	3. Sugar Stubbs Lane, Banks	4. Land west of Hoole Lane, Banks
76	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, have an adverse impact on the perceived environmental quality or character of the area?	Site may impact on the openness of the Green Belt. However, given the site is already partly developed, further impact on the character of the area should be minimal. As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	Site may impact on the openness of the Green Belt. However, given the site is already partly developed, further impact on the character of the area should be minimal. As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	Development of the site would have an impact on the openness of the Green Belt. As the site already exists, although unauthorised, this impact can already be seen. As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	The site is currently occupied by derelict greenhouses and is 'hidden' from the main road by its location to the rear of surrounding residential properties. However, these properties would overlook such a potential Traveller site. As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.
77	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote social cohesion or inclusion in nearby communities?	If site is kept relatively small, it should not dominate the settled community.	If site is kept relatively small, it should not dominate the settled community.	This is a small site sufficiently far from any settled community to avoid issues of the site dominating the community.	The site is likely to cause issues with settled community due to its abutting several residential and other properties on Hoole Lane.
78	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote the economic potential of the area?	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.

Q	Site Name	5. Land west of Ringtail Road, Burscough	6. Land west of the Quays, Burscough	7. Land west of Tollgate Road, Burscough	8. Pool Hey Caravan Park, Scarisbrick
1	Other site references / SHLAA site reference?	No	SHLAA BU.19	No	No
2	Site Address	Land west of Ringtail Road, Burscough	Land west of the Quays, Burscough	Land west of Tollgate Road, Burscough	Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick
3	Post Code	L40	L40	L40	L40
4	OS Grid Ref - E	342361	344132	342947	337243
5	OS Grid Ref - North	411597	412084	411302	415623
6	Site Area (ha)	1.35	0.83	1.85	0.33
7	Description of Site	Site is Green Belt. A small access road runs along the southern edge of the site, with a storage area in the south-east part of the site. Site has been previously used to site polytunnels.	Site is adjacent the Leeds Liverpool Canal and located in the centre of Burscough, to the rear of residential properties. Site is opposite Priory High School. The site is currently an authorised Travelling Showpeople site. WLBC are unaware of any issues between the site occupants and the local settled community.	Site has a gated access with some hardstanding. Majority of site is Green Belt and belongs to the former airfield site. Site is currently open with just a low hedge on the road boundary.	Site is a narrow strip of land adjacent the railway line and beside a level crossing. The site contains hardstanding and some buildings, including a park home.
8	Description of Surrounding Area	The site is adjacent to an industrial estate (east). One residential property lies to the North of the site. Remaining area, and surrounding areas, are Green Belt land in agricultural use.	Site is located in the centre of Burscough, adjacent the Leeds Liverpool canal and to the rear of residential properties and opposite a high school.	Site lies between the two industrial estates at Tollgate and Ringtail. Eastern part of site is bordered by Tollgate Road. 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 employment uses, rather than residential. 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.	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. Surrounding areas on Green Belt, farmed agricultural land.
9	Brief Site History	Site is Green Belt, and currently subject to unauthorised development, including storage of fairground equipment. Planning application for park homes to accommodate Travelling Showpeople withdrawn Dec 2013.	Current, authorised use as Travelling Showpeople site.	-	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.
10	Relevant planning history	2013/0629/FUL (withdrawn Dec 2013), 2004/0248, 2001/0763	1997/0536 - erection of Dutch barn for storage of fairground vans /equipment and layout of hardstanding.	1997/0345 - use of land for car boot sales (withdrawn)	1999/0106, 1993/0238, 1996/0596 - siting of 6 permanent caravans (Refused), 1999/0755, 2004/0551- siting of 5 residential caravans for 1 Gypsy family (refused)
11	Land Ownership Details	Private	Private	Private	Private
12	Source of Site Suggestion	Submitted in Call for Sites by agent	Authorised site, owned by Travelling Showpeople	Suggested by Travelling Showpeople	Call for Sites; existing site
13	Date of Appraisal	17/12/2013	17/12/2013	17/12/2013	17/12/2013
<b>Deliverability Issues</b>					
14	Are there any issues of land ownership that could prevent development on the site being delivered?	No. Owner submitted site in Call for Sites.	No. Site owned by Travelling Showpeople and in authorised use.	Ownership unknown (land unregistered). Delivery of site depends on owner being willing to sell, or develop. Site is currently used for car boot sales.	No.
15	Is the site potentially available for development?	Yes	Yes. Although availability limited to a particular group or family.	Dependent on owner.	Yes.

Q	Site Name	5. Land west of Ringtail Road, Burscough	6. Land west of the Quays, Burscough	7. Land west of Tollgate Road, Burscough	8. Pool Hey Caravan Park, Scarisbrick
16	Does the planning history of the site caution against its allocation?	Land is currently Green Belt, site has been subject to enforcement action (unauthorised storage).	Land has planning permission.	Site is within the Green Belt.	Site is within the Green Belt. Previous applications for siting of multiple Gypsy caravans have been refused.
17	Are there any potential land use conflicts with nearby sites that could prevent development on the site being delivered?	Site is on the western edge of the Ringtail Industrial Estate. Mitigation in relation to visual impact may be possible by screening, but mitigation in relation to Noise issues more difficult. However, remaining surrounding land is Green Belt, with one residential property to the North.	Site involves storage and manoeuvring of large vehicles, although it has operated adjacent to flattened development for a number of years. Site is subject to an open space designation and is adjacent to the Leeds Liverpool Canal (wildlife corridor designation), but site is already authorised as a Travelling Showpeople site.	Allocating the site as a Travelling Showpeople site would mean an incursion into a "new" area of Green Belt, and particularly good and robust boundary treatment would be necessary. Given the green, open nature of the site, landscaping rather than fencing would be more appropriate, but this obviously takes longer to be established.	Site is adjacent to railway line. These should not have any greater impact on site residents than on other existing residential uses close to the railway line. Officers unaware of any significant issues arising from the site's use as a Traveller site. Site is physically separate (field / road) from the nearest residential properties.
18	Is the site directly accessible from the highway network or could it reasonably become so?	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.	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.	Site has direct access onto the "spine road" through the Burscough Industrial Estate.	This lane has accommodated typical Traveller traffic for 20 years, although access to the site along Pool Hey Lane requires using a narrow stretch of road and thus is not an ideal access road to a Traveller site, although it appears to have functioned as such without significant issues.
19	Does the site have any known land contamination or remediation issues?	None known	None known	None known	None known
20	Does the site have any known ground instability that would limit development?	None known	None known	None known	None known
21	Can adequate provision be made to supply all major utilities to the site?	Site does not currently have any formal connection to mains water / drainage / electricity. Given the neighbouring employment uses, it should be possible to obtain connections.	Yes. Site currently in use.	Site is currently undeveloped, but provision of services should be straightforward given neighbouring industrial areas.	Yes. Site in unauthorised use already.
22	Is the site within Functional Floodplain (Flood Zone 3b)?	No	No	No	No.
23	Is the site within the Green Belt?	Site is in the Green Belt, but adjacent to the Non-Green Belt Burscough Industrial Estate.	No	Yes	Yes.
24	Would development of the site affect any flight paths?	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site
25	Is there interest in site for development?	Yes. Owner has expressed interest in the site being developed for travelling Showpeople.	Yes. Site currently in authorised use.	Unknown	Site is in hands of Travellers and in use as a Traveller site.
<b>Biodiversity</b>					
26	Is the site within 5km of and / or likely to impact on internationally designated sites?	Yes. Within this distance of Martin Mere, however given the industrial uses adjacent, development of this site would be unlikely to impact on designated natural sites.	Yes, however is unlikely to impact on biodiversity sites.	Yes. May have an impact on biodiversity if site is a feeding ground for birds.	No
27	Is the site within 1km of and / or likely to impact on a SSSI?	No	No	No	No
28	Is the site in within 100m of areas designated to be of local nature conservation importance?	No	Site is adjacent to the wildlife corridor (canal), but is an already authorised site.	No	Yes, but the use of this site as a Traveller site should not have any detrimental impact.

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29	Is the site known to be home to protected species and / or habitats?	No	No	No	No
30	Is the site within 100m of woodlands, or trees with Tree Preservation Orders?	No	Yes	No	No
31	What could the effects of development on this site be on the sustainability of biodiversity, locally and wider over time? Will the effects be temporary or permanent?	Site would be unlikely to have an impact on local, or international, biodiversity.	Site would be unlikely to have an impact on local, or international, biodiversity.	Site would be unlikely to have a significant impact on local, or international, biodiversity.	Site would be unlikely to have a significant impact on local, or international, biodiversity.
<b>Water and Land Resources</b>					
32	Is the site subject to any known stability issues?	None known	None known	None known	None known
33	Is the site identified for its geological or geomorphological importance?	No	No	No	No
34	Does the site have any adverse gradients on it?	No	No	No	No
35	Is the site located on the best and most versatile agricultural land (grades 1, 2 and 3a)?	Grade 2 agricultural land	No, urban land.	Grade 2	Site falls within Grade 1 designation, although site is not used for farming.
36	Is the site an active mineral working site?	No	No	No	No
37	Is the site contaminated or derelict land?	No	No	No	No
38	Is the site previously developed land (brownfield)?	No	Site is developed and in use.	Small amount of hardstanding on site, but No permanent buildings.	Part; site in use as an (unauthorised) caravan park
39	What could the effects of development on this site be on the sustainability of land resources locally / wider over time? Will the effects be temporary or permanent?	Allocation of site would lead to loss of agricultural land.	Allocation of site would not create any detrimental effects on land resources.	Allocating the site as a Travelling Showpeople site would mean an incursion into a "new" area of Green Belt; land does not appear to be in agricultural use.	Allocation of site would not create any detrimental effects on land resources.
40	Is the site located within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Unknown	Unknown	Unknown	Unknown
41	What could the effects of development on this site be on the sustainability of water quality and resources locally / wider over time? Will the effects be temporary or permanent?	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources.	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.
<b>Climatic factors and flooding</b>					
42	Is the site within Zones 2 or 3 of the floodplain?	No	No	No	No

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43	What could the effects of development on this site be on the sustainability of climatic factors and flooding locally / wider over time? Will the effects be temporary or permanent?	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.
<b>Heritage and Landscape</b>					
44	Is the site located within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	No	No	No	No
45	Is the site located within or within 1km of any area designated for its local landscape importance or is it likely to have adverse impacts on the landscape?	No historic environment, landscape or nature conservation designation in vicinity of site.	No historic environment, landscape or nature conservation designation in vicinity of site.	No historic environment, landscape or nature conservation designation in vicinity of site. Openness of the site in the surrounding landscape means that screening would be required.	Site lies within an Area of Landscape History of County Importance, and is directly adjacent to the Martin Mere Mosslands Biological Heritage Site.
46	Is the site in the Green Belt? If so, would development on this site cause harm to the objectives of Green Belt designation?	Yes. Site would also result in weaker GB boundaries. Delineation of GB is currently set by trees.	No	Yes. Site would also result in weaker GB boundaries, or the need to redefine boundaries.	Yes
47	Is the site within 250m of a site or building with a nationally recognized heritage designation?	No	Yes	No	No
48	What could the effects of development on this site be on the sustainability of heritage and landscape locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Site would be likely to weaken the GB boundary, and would have an impact on the visual of the area, although evergreen screening exists around part of the site. Site would be unlikely to have impacts on heritage.	Site is already authorised and so would be unlikely to have impacts on heritage and landscape. Any issues could be mitigated through screening.	Site would be likely to have an impact on the openness of Green Belt and require new Green Belt boundaries to be redefined as the allocation of the site would encroach.	The site is largely screened on the south western side by the railway, and on the north eastern side by hedging; the front is screened by substantial wooden gates. Any issues could be mitigated through further screening.
<b>Social equality and community services</b>					
49	Will development of the site harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses)?	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 moving / storage of equipment.	Site is less than 100m from Burscough Centre and its facilities, approx. 200m from bus stops and 500m from Burscough Bridge Station. Site is within walking distance of most services and facilities. WLBC is unaware of any evidence that the existing site is harming and nearby sensitive community receptors.	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 Council is unaware of this site's occupation over recent years harming any nearby sensitive community receptors.
50	How close [how many minutes walk at 5km/h average walking speed] is this site to a public transport facility (bus stop / station on regular route)? (Please note that this walking time is taken into account in the questions below referring to X minutes public transport journey from various facilities.)	Approximately 2km (24 minutes walk) from bus stop.	230m (3 minutes walk) from bus stops; 500m (6 minutes walk from Burscough Bridge Station).	Site is 850m (10 minutes walk) from bus stops on A59.	Site is 1.2km (15 minutes walk) from bus stops on A570.
51	Is the site within 30 minutes public transport journey of a Primary School?	2km to bus stop; 2.7km to school - possibly just about walkable in 30 minutes, but not for young children	Yes	Yes	Yes (Kew)

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52	Is the site within 40 minutes public transport journey of a Secondary School?	School walkable within 40 minutes; could be reached by walking and bus within 40 minutes	Yes	Yes	Yes (Kew)
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes - at Ormskirk	Yes	Yes	Yes
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes - at Ormskirk (but would entail a long walk or two buses)	Yes - at Ormskirk (although would involve a walk or a second bus journey from Ormskirk Centre)	Yes - at Ormskirk (although would involve a walk or a second bus journey from Ormskirk Centre)	Yes
55	Is the site within 30 minutes public transport journey of a GP Practice?	Could reach a GP with a combination of walking and bus, but not ideal with 2km walk to bus stop.	Yes	Yes	GP practice at Ormskirk may be reachable in 30 minutes, depending on traffic. New GP practice being developed at Kew, which is comfortably within 30 minute public transport travel time.
56	Is the site within 30 minutes public transport journey of a Major Centre?	Burscough Centre accessible within 30 minutes (most of it involving walking). Ormskirk Centre beyond 30 minutes walk / bus combined.	Yes	Yes	Yes
57	Is the site within 10 minutes walk (800m) of a district or local centre?	No	Yes	No	No
58	Is the site within 15 minutes walk (1200m) of a Public Open Space of at least 5ha in size?	No	No	Yes (Abbey Lane)	No
59	Is the site within 10 minutes walk (800m) of a natural green space (e.g. Local Nature Reserve) of at least 2ha in size?	No	No	No	No
60	Is the site within 40 minutes public transport journey of a Leisure / Recreation / Sports Facility?	Yes - Leisure Centre, Burscough	Yes - Leisure Centre, Burscough	Yes - Leisure Centre, Burscough	Yes - facilities in Ormskirk / Southport
61	What could the effects of development on this site be on the sustainability of community health and equality, leisure and education locally and wider over time ; temporary / permanent effects?	Site is within reasonable accessible distance of services and facilities but this relies on occupants having access to motorised vehicles. Given the site's size, its development should not have any significant effect on the sustainability of community health, etc.	Site is located in the centre of Burscough and so within good accessible distance of services and facilities.	Site is within reasonable accessible distance of services and facilities if occupants had access to motorised vehicles. Given its size, its development should not have any significant effect on the sustainability of community health, etc.	Site has poor accessibility to community and social facilities, particularly if accessed by foot. There is no evidence of this longstanding site having any significant effect on the sustainability of community health, etc.
<b>Local economy and employment</b>					
62	Is the site within 250m of any sensitive commercial receptors, existing or proposed (e.g. sensitive business uses and tourist / visitor attractions)?	No	No	No	No
63	What could the effects of development on this site be on the sustainability of the local economy and employment locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects likely to be negligible (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.) Neighbouring industrial occupiers have expressed concern about the use of this site for Travelling Showpeople.	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)
<b>Housing</b>					
64	Is the site within 250m of residential dwellings (including individual houses)?	Yes. One residential property lies approx 100m to the north of the site.	Yes. Residential properties lie immediately east of the site.	No. Some existing properties on Lordsgate Lane nearby are less than 50m from similar industrial uses.	Some existing residential properties are within 250m of the site.

Q	Site Name	5. Land west of Ringtail Road, Burscough	6. Land west of the Quays, Burscough	7. Land west of Tollgate Road, Burscough	8. Pool Hey Caravan Park, Scarisbrick
65	What could the effects of development on this site be on the sustainability of housing provision locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible
<b>Transportation and air quality</b>					
66	Is the site located with in or adjacent to an existing Air Quality Management Area?	No	No	No	No.
67	Are there any sensitive receptors nearby (e.g. residential, community facilities) that may be impacted by dust, fumes and emissions caused by the development and end-use of the site?	Site may be impacted by noise and traffic from the adjacent industrial estate.	No. Residential and community facilities are nearby, as well as a school. However site is already in use and so further impacts would be unlikely.	Site may be impacted by Noise and traffic from the adjacent industrial estates.	No. Site is already in use (although unauthorised) so few impacts would be expected.
68	What could the effects of development on this site be on the sustainability of air quality locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality
69	How suitable is the road network to accommodate expected levels of traffic to and from the site?	This site has been put forward as a Travelling Showpeople site. The type of large vehicles associated with this site may cause issues on the unadopted road leading to the most recent proposed site access.	WLBC is unaware of any evidence that the existing site is placing undue pressure on local infrastructure, services and roads. Site is close to A59 but accessed via a narrow road between the site and the A59. The site has functioned as a Travelling Showpeople site for several years using the existing access.	Site under consideration as a Travelling Showpeople site; this involves storage and manoeuvring of large vehicles. Site lies on Tollgate Road, the "spine" road for the industrial estate, and thus appears suitable to accommodate the use of the site for Travelling Showpeople.	This lane has accommodated typical Traveller traffic for a number of years, but Pool Hey Lane includes a narrow stretch of road with a passing place and is not an ideal access road to a Traveller site.
70	Would the likely amount of traffic flowing from the site to the Primary Road Network cause adverse impacts on amenity of sensitive receptors on the route (residential, schools etc.)?	Unlikely due to the location of the site meaning that such amenities need not be passed by traffic travelling from the site to the primary road network.	No; site already in use as a Traveller site.	Unlikely due to the location of the site meaning that such amenities need not be passed by traffic travelling from the site to the primary road network.	This lane has accommodated typical Traveller traffic for a number of years. No evidence of unacceptable impact of traffic from site on the amenity of sensitive receptors.
71	Is the site within 800m of an existing or proposed Cycle Route?	Yes	Yes	No	Yes
72	Is the site within 800m of a bus stop for a high frequency bus service?	No	Yes	Site is 850m (10 minutes walk) from bus stops on A59.	No
73	Is the site within 1200m of a Rail Station?	No	Yes	No	No
74	Does the site have public footpaths, rights of way or any other type of footpath on it or near to it?	No	No	No	No
75	What could the effects of development on this site be on the sustainability of transportation locally / wider over time ; temporary / permanent effects?	Access to the site would need to be improved. Impact on nearby properties could be significant at times, but could possibly be controlled by means of conditions.	Site already in existence and in a sustainable location.	Site can be accessed from the road network, although may not be that accessible by public transport. Site would not have detrimental impacts on the road network. Good location and site access.	This lane has accommodated typical Traveller traffic for a number of years, but Pool Hey Lane includes a narrow stretch of road with a passing place and is not an ideal access road to a Traveller site.
<b>Cumulative Impacts</b>					

Q	Site Name	5. Land west of Ringtail Road, Burscough	6. Land west of the Quays, Burscough	7. Land west of Tollgate Road, Burscough	8. Pool Hey Caravan Park, Scarisbrick
76	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, have an adverse impact on the perceived environmental quality or character of the area?	Development of the site would have an impact on the openness of the Green Belt. As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	Longstanding authorised site.	Site would have an impact on the openness of Green Belt and require new Green Belt boundaries to be redefined as the allocation of the site would encroach. As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	Longstanding site, although unauthorised. As with any Traveller site, its allocation will be likely to have an impact on the perceived environmental quality or character of the area
77	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote social cohesion or inclusion in nearby communities?	The site is physically separated from predominantly residential areas, although there is one residential property approximately 100m from the site.	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.	The site is separated from the settled community by (currently) undeveloped countryside and / or industrial development.	Generally well screened 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.
78	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote the economic potential of the area?	The overall impact of this site being allocated as a Travelling Showpeople site is unlikely to have any significant impact on the economic potential of the area, although it is noted that neighbouring occupiers of industrial units have objected to the principle of this site being used as a Travelling Showpeople site.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Travelling Showpeople site is unlikely to have any significant impact on the economic potential of the area (the storage of fairground equipment, typically on trailers, is not out of keeping with the general industrial nature of the adjacent employment area).	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.

Q	Site Name	9. High Brow Farm, Pool Hey Lane, Scarisbrick	10. Land at 1-3 Southport Road, Kew, Scarisbrick	11. Land to the rear of 281 Smithy Lane, Scarisbrick	12. Land at Southport New Road, Mere Brow
1	Other site references / SHLAA site reference?	SHLAA SR.37	SHLAA SR.13	No	SHLAA TA.26
2	Site Address	High Brown Farm, Pool Hey Lane, Scarisbrick	Land at 1-3 Southport Road, Scarisbrick	Land rear of 281 Smithy Lane, Scarisbrick	Former LCC depot, Southport New Road, Mere Brow
3	Post Code			L40 8HL	
4	OS Grid Ref - E	336461	336167	340384	341715
5	OS Grid Ref - North	415280	415402	411675	418986
6	Site Area (ha)	1.28	2.70	1.01	3.26
7	Description of Site	Site is a former poultry farm containing derelict buildings and hardstanding. 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.	Vacant site on the edge of Southport comprising overgrown hardstanding and some scrub.	Site lies to the rear of a number of residential properties within a semi-rural area.	Site is triangular in shape, the 'eastern apex' of the triangle being a former depot, with a number of derelict buildings, hardstanding 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. 'Tarleton Runner' watercourse runs along the Northern perimeter of the site.
8	Description of Surrounding Area	Site is bordered by residential properties to the south and west. Open Green Belt land lies to the north and east.	The site is bordered by Kew Retail Park to the north west, the A570 to the south east and residential properties to the south. To the north lies open Green Belt land. The site is directly adjacent to one residential property. A watercourse runs on the north western boundary of the site.	Site lies to the rear of a number of residential properties within a semi-rural area. There are a number of commercial properties nearby. The surrounding area is open Green Belt / agricultural land.	To the south of the site lies Southport New Road (A565), beyond which is the small residential settlement of Mere Brow. To the Northern part of the site is open flat Green Belt, agricultural land with some residential properties nearby to the site.
9	Brief Site History	Site has been subject to enforcement action in the past due to occupation by Travellers.	Site has had planning permission for a DIY store (Wickes), allowed on appeal, which has never been implemented. Previous permission was granted consent in 2001 for erection of a sports, leisure and fitness building. Again, this was never implemented. Site has recently been sold.	No planning history relating to Gypsy/ Traveller use	PRE/2012/0514/MIN, PRE/2013/0326/MIN, 2008/0305/COU - reuse of depot for highway engineering contractor (refused), 1999/0168, 2000/0985. No planning history directly related to Travellers.
10	Relevant planning history	No p/p in relation to Gypsy/Traveller uses. 1993/0214, 2007/1350/FUL.	2004/0023, 2001/0289	None	Recent planning applications have been for change of use of site to home engineering contractors or to convert to motorcycle workshop and sales depot.
11	Land Ownership Details	Private	Private	Private	Private
12	Source of Site Suggestion	Site with previous Traveller activity, subject to enforcement action.	Site with previous Traveller activity, subject to enforcement action.	Call for sites	Unknown. The willingness of the owner of the eastern section of the site to sell as a Traveller site is unknown. The owner of the open, western section of the site has stated that they are not willing for this part of the site to be considered as a Traveller site.
13	Date of Appraisal	17/12/2013	17/12/2013	17/12/2013	19/12/2013
<b>Deliverability Issues</b>					
14	Are there any issues of land ownership that could prevent development on the site being delivered?	Unknown	Unknown	Site submitted in "Call for Sites" as a potential Traveller site.	The willingness of the owner of the eastern section of the site to sell as a Traveller site is unknown. The owner of the open, western section of the site has stated that they are not willing for this part of the site to be considered as a Traveller site.
15	Is the site potentially available for development?	Unknown	Unknown	Yes.	Unknown

Q	Site Name	9. High Brow Farm, Pool Hey Lane, Scarisbrick	10. Land at 1-3 Southport Road, Kew, Scarisbrick	11. Land to the rear of 281 Smithy Lane, Scarisbrick	12. Land at Southport New Road, Mere Brow
16	Does the planning history of the site caution against its allocation?	Site has been subject to enforcement action in the past due to occupation by Travellers. No planning permission has been sought.	No, although previous consents have been for different uses.	No planning history specific to Traveller uses.	Recent planning applications have been for change of use of site to home engineering contractors or to convert to motorcycle workshop and sales depot. Most applications for change of use have been refused.
17	Are there any potential land use conflicts with nearby sites that could prevent development on the site being delivered?	The site is directly adjacent to a row of bungalows. It is unlikely that peaceful and integrated co-existence could be achieved between the two uses. No industrial 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.	Site is directly adjacent to one residential property and a retail development, which may create issues between the integration of this site with the settled community. Site is close 200m (as the crow flies) to waste disposal centre, with a landfill site beyond, although it is separated by a watercourse and retail units. Mitigation by way of appropriate screening should be possible.	The 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.	Site is adjacent to the small settlement of Mere Brow, but is separated from residential properties by the A565 Dual Carriageway. This physical barrier may increase the possibility of peaceful co-existence, but not integrated co-existence. With the exception of power cables (although not high tension power lines) over the site, none of the stated uses are next or near to the site.
18	Is the site directly accessible from the highway network or could it reasonably become so?	Site is on a stretch of Pool Hey Lane used by commercial traffic (Kershaws), and is reasonably close to A570.	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.	Site is close to the B-classified Heaton's Bridge Road, although has less than ideal access onto Smithy Lane, especially for larger vehicles associated with Travellers. Access to the site would be directly beside a residential property (283 Heaton's Bridge Road)	Site lies directly on the A565; it has previously been used as a highways depot, so access has been used in the past, but may not be supported at present due to the need for vehicles to slow to almost a standstill on a 50mph stretch of dual carriageway.
19	Does the site have any known land contamination or remediation issues?	None known	None known	None known	None known, although minor contamination may be present on account of site's previous use as a County Council depot.
20	Does the site have any known ground instability that would limit development?	None known	There is evidence of land stability issues in the immediate area. Site is directly adjacent to a watercourse.	None known	None known
21	Can adequate provision be made to supply all major utilities to the site?	Given the proximity to residential and commercial properties on Pool Hey Lane, and the fact the site has been used in the past, it is assumed that provision of utilities and drainage should be achievable.	Site does not currently appear to have these services, but given its location adjacent to development, these services should be straightforward to provide.	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.	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.
22	Is the site within Functional Floodplain (Flood Zone 3b)?	Site is wholly within Flood Zone 2; parts of the site are less than 50m from Flood Zone 3.	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.	No	Land beside Tarleton Runner is in Flood Zones 2 (typically 20-25m from the watercourse) and 3 (typically 15-20m from the watercourse).
23	Is the site within the Green Belt?	Yes - Site abuts the Brown Edge settlement area.	Front part of the site is within Brown Edge settlement area; rear of site is within Green Belt.	Yes.	Site is within the Green Belt, but adjacent to the Mere Brow settlement.
24	Would development of the site affect any flight paths?	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site
25	Is there interest in site for development?	Site is currently being marketed. Whether or not the owner would sell as a Traveller site is not known.	Site is currently for sale. Whether or not the owner would sell as a Traveller site is not known.	Site submitted in "Call for Sites" as a potential Traveller site.	Unknown.
<b>Biodiversity</b>					
26	Is the site within 5km of and / or likely to impact on internationally designated sites?	No	No	No	No
27	Is the site within 1km of and / or likely to impact on a SSSI?	No	No	No	No
28	Is the site in within 100m of areas designated to be of local nature conservation importance?	No	No	No	No

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29	Is the site known to be home to protected species and / or habitats?	No	No	No	No
30	Is the site within 100m of woodlands, or trees with Tree Preservation Orders?	No	Yes	No	No
31	What could the effects of development on this site be on the sustainability of biodiversity, locally and wider over time? Will the effects be temporary or permanent?	Site would be unlikely to have a significant impact on local, or international, biodiversity.	Site would be unlikely to have a significant impact on local, or international, biodiversity.	Site would be unlikely to have a significant impact on local, or international, biodiversity.	Site would be unlikely to have a significant impact on local, or international, biodiversity.
<b>Water and Land Resources</b>					
32	Is the site subject to any known stability issues?	Potentially. There appear to have been some land stability issues on Scarisbrick New Road nearby; further investigation required.	None known	None known	None known
33	Is the site identified for its geological or geomorphological importance?	No	No	No	No
34	Does the site have any adverse gradients on it?	No	No	No	No
35	Is the site located on the best and most versatile agricultural land (grades 1, 2 and 3a)?	Site falls within Grade 1 designation	Site falls within Grade 1 designation, although is not actively farmed land. Site contains hardstanding and has been previously developed.	Yes. Grade 1	Eastern part of site is brownfield. Western part of site is mix of grade 1 and grade 2 agricultural land.
36	Is the site an active mineral working site?	No	No	No	No
37	Is the site contaminated or derelict land?	Yes. Derelict land/farm buildings.	Yes, derelict land - areas of hardstanding.	No	Derelict buildings and hardstanding
38	Is the site previously developed land (brownfield)?	Yes. Derelict land / farm buildings.	Yes.	No	Yes, former LCC depot.
39	What could the effects of development on this site be on the sustainability of land resources locally / wider over time? Will the effects be temporary or permanent?	Site is on Grade 1 agricultural land although site is not in active use for farming, containing hardstanding and buildings. Site would be unlikely to have a detrimental effect on land resources.	Site is brownfield, containing hardstanding. Site would be unlikely to have a detrimental effect on land resources.	The use of this site for Traveller development would lead to the loss of Grade 1 agricultural land.	Development of the eastern part of the site would reuse brownfield derelict land. Development of the western part would impact on agricultural land and Green Belt.
40	Is the site located within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Unknown	Unknown	Unknown	Unknown
41	What could the effects of development on this site be on the sustainability of water quality and resources locally / wider over time? Will the effects be temporary or permanent?	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources, provided utilities were incorporated on the site. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site is adjacent to Tarleton Runner. Development would need to not contaminate or detrimentally affect the Runner.
<b>Climatic factors and flooding</b>					
42	Is the site within Zones 2 or 3 of the floodplain?	Site is wholly within Flood Zone 2; parts of the site are less than 50m from Flood Zone 3.	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.	No	Yes

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43	What could the effects of development on this site be on the sustainability of climatic factors and flooding locally / wider over time? Will the effects be temporary or permanent?	Site would be located in an area of flood risk.	Part of the site would be located in an area of flood risk.	Site would be unlikely to have detrimental impacts on climate and flooding.	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 a site as a Traveller site, but would require caravans to be located away from the Flood Risk area, decreasing the net developable area and the site capacity.
<b>Heritage and Landscape</b>					
44	Is the site located within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	No	No	No	No
45	Is the site located within or within 1km of any area designated for its local landscape importance or is it likely to have adverse impacts on the landscape?	The site is directly adjacent to an Area of Landscape History of County Importance.	No - Site is just over 100m from the edge of an area designated as Area of Landscape History of County Importance.	Site is within an Area of Landscape History of Local Importance.	No
46	Is the site in the Green Belt? If so, would development on this site cause harm to the objectives of Green Belt designation?	Yes. Part in GB.	Front part of the site is within Brown Edge settlement area; rear of site is within Green Belt.	Yes	Yes.
47	Is the site within 250m of a site or building with a nationally recognized heritage designation?	No	No	Yes	No
48	What could the effects of development on this site be on the sustainability of heritage and landscape locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Development of this site would impact upon the local landscape, especially views from neighbouring properties, although their 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. No effect on heritage.	Site would be unlikely to have impacts on heritage. 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.	Site would be unlikely to have impacts on heritage. The site's development would have a local impact on landscape, especially for neighbouring properties.	Eastern part of site is screened partially by hedgerows. 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. Development of the western part of the site would have a much greater impact, but this part of the site is not being considered for development.
<b>Social equality and community services</b>					
49	Will development of the site harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses)?	It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses). There are no such receptors nearby, apart from the Crematorium, but there is no reason this should be harmed were the site to be occupied.	It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses).	It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses). However, site is directly adjacent to a number of residential properties and would be likely to impact negatively upon these properties.	It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses).
50	How close [how many minutes walk at 5km/h average walking speed] is this site to a public transport facility (bus stop / station on regular route)? (Please note that this walking time is taken into account in the questions below referring to X minutes public transport journey from various facilities.)	Site is 350m (4 minutes walk) from bus stops on A570.	Site is within 100m of bus stops on A570.	Site is within 150m (2 minutes walk) of bus stops on Heaton's Bridge Road.	Site is within 550m (7 minutes walk) of bus stops on A565, and within 300m (4 minutes walk) of less frequent bus services on Mere Brow Lane.
51	Is the site within 30 minutes public transport journey of a Primary School?	Yes	Yes	Yes (Scarisbrick)	Yes

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52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes	Yes	Yes (Ormskirk)	Yes
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes	Yes	Yes	Yes (Southport)
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes	Yes	Yes	Yes (change at Southport Lord Street)
55	Is the site within 30 minutes public transport journey of a GP Practice?	Yes	Yes	Yes (Ormskirk)	Yes
56	Is the site within 30 minutes public transport journey of a Major Centre?	Yes	Yes	Yes	Yes
57	Is the site within 10 minutes walk (800m) of a district or local centre?	No	Yes	No	No
58	Is the site within 15 minutes walk (1200m) of a Public Open Space of at least 5ha in size?	No	No	No	No
59	Is the site within 10 minutes walk (800m) of a natural green space (e.g. Local Nature Reserve) of at least 2ha in size?	No	No	No, although site is within easy reach of the Leeds Liverpool Canal.	No
60	Is the site within 40 minutes public transport journey of a Leisure / Recreation / Sports Facility?	Yes - facilities in Ormskirk / Southport	Yes - facilities in Southport	Yes - facilities in Ormskirk / Southport	Yes - Banks Leisure Centre
61	What could the effects of development on this site be on the sustainability of community health and equality, leisure and education locally and wider over time ; temporary / permanent effects?	Site is within reasonable accessible distance of services and facilities. Given the site's size, its development should not have any significant effect on the sustainability of community health, etc.	Site is within reasonable accessible distance of services and facilities. Given the site's size, its development should not have any significant effect on the sustainability of community health, etc.	Site is within reasonable accessible distance of services and facilities, or public transport to them. Given the site's size, its development should not have any significant effect on the sustainability of community health, etc.	Site should not place undue pressure on community services, and as local services are limited it is likely site occupants will travel to access services in Banks or Tarleton.
<b>Local economy and employment</b>					
62	Is the site within 250m of any sensitive commercial receptors, existing or proposed (e.g. sensitive business uses and tourist / visitor attractions)?	No	No	No	No
63	What could the effects of development on this site be on the sustainability of the local economy and employment locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)
<b>Housing</b>					
64	Is the site within 250m of residential dwellings (including individual houses)?	Yes. Site's proximity to residential properties is likely to lead to difficulties in ensuring peaceful co-existence between the settled and travelling community.	Yes. One property directly adjacent to site.	Yes	Yes - Mere Brow settlement to the south, and nearby residential properties to the east and west

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65	What could the effects of development on this site be on the sustainability of housing provision locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible
<b>Transportation and air quality</b>					
66	Is the site located with in or adjacent to an existing Air Quality Management Area?	No	No	No	No
67	Are there any sensitive receptors nearby (e.g. residential, community facilities) that may be impacted by dust, fumes and emissions caused by the development and end-use of the site?	No	No	Site is directly adjacent to a number of residential properties.	No
68	What could the effects of development on this site be on the sustainability of air quality locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality
69	How suitable is the road network to accommodate expected levels of traffic to and from the site?	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 Kershaw's Foods business, as well as farm traffic, use this part of Pool Hey Lane.	Site is directly off the A570 so has good access to the site and local road networks.	Site is close 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 would be directly beside a residential property (283 Heaton's Bridge Road).	Site lies directly on the A565 which would be able to accommodate any increased levels of traffic to/from the site, but access to the site directly from a dual carriageway is likely to be problematic, notwithstanding the previous depot use.
70	Would the likely amount of traffic flowing from the site to the Primary Road Network cause adverse impacts on amenity of sensitive receptors on the route (residential, schools etc.)?	Traffic to the site would be unlikely to create any significant further impacts, other than that which exists currently from farm / commercial / other traffic using Pool Hey Lane.	No; site has direct access onto primary road network.	Site is close to the B-classified Heatons Bridge Road; access to this uses a short stretch of Smithy Lane, although this road is also used by commercial traffic and traffic accessing the nearby large Shaw Hall Caravan Park.	Site is directly on the A565 so would not cause adverse impacts
71	Is the site within 800m of an existing or proposed Cycle Route?	Yes	Yes	Yes	Yes
72	Is the site within 800m of a bus stop for a high frequency bus service?	Yes	Yes	Yes	Yes. Site is within 550m of bus stops on A565 (and within 300m of bus stop on Mere Brow Lane).
73	Is the site within 1200m of a Rail Station?	No	No	No	No
74	Does the site have public footpaths, rights of way or any other type of footpath on it or near to it?	No	No	No	Yes on the site
75	What could the effects of development on this site be on the sustainability of transportation locally / wider over time ; temporary / permanent effects?	The site is close to the A570 and public transport services. Access would involve using a 250m stretch of Pool Hey Lane which is an unclassified residential road, but used by commercial vehicles. Site traffic unlikely to create any significant further impacts.	Site is sustainable in terms of road transport links and accessibility to bus services.	Site is close to the B-classified Heatons Bridge Road with reasonable public transport links. Traffic would be unlikely to cause any additional adverse impacts than those already created by local traffic.	Site is a reasonably sustainable location, supported by bus stops on the A565 and in the Mere Brow settlement.
<b>Cumulative Impacts</b>					

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76	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, have an adverse impact on the perceived environmental quality or character of the area?	As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	Site has been previously developed and is now derelict so development of the site would bring the site into reuse. Green Belt site, and as with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.
77	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote social cohesion or inclusion in nearby communities?	Site's proximity to residential properties is likely to lead to difficulties in ensuring peaceful co-existence between the settled and travelling community.	Site's proximity to residential properties may lead to difficulties in ensuring peaceful co-existence between the settled and travelling community.	If site is kept relatively small, it should not dominate the settled community as a whole, although impacts on a number of neighbouring properties are likely to be more significant.	Site is adjacent to the small settlement of Mere Brow, but is separated from residential properties by the A565 Dual Carriageway. This physical barrier may increase the possibility of peaceful co-existence, but not integrated co-existence.
78	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote the economic potential of the area?	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.

Q	Site Name	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
1	Other site references / SHLAA site reference?	No	No	No	No
2	Site Address	White Moss Road South (A), Skelmersdale	White Moss Road South (B), Skelmersdale	White Moss Road South (C), Skelmersdale	Land at Blackacre Lane, Ormskirk
3	Post Code				
4	OS Grid Ref - E	347632	346489	346332	341478
5	OS Grid Ref - North	405134	405299	405190	410031
6	Site Area (ha)	0.81	0.92	2.75	1.68
7	Description of Site	Site is a former Highways Agency depot, no longer in use and derelict, with buildings and hardstanding.	Site is in the hands of Travellers. Land is Green Belt / agricultural land which is unkempt. Deposits of hardcore and concrete appear to have been dumped on the site.	Site is currently open Green Belt, enclosed by a small fence, hedgerows and trees. Sites runs adjacent to the M58 and Liverpool Road South. Site is adjacent to White Moss Road South (B) site.	Site is currently open Green Belt, enclosed by a small fence, hedgerows and trees. Site contains a number of trees.
8	Description of Surrounding Area	Site is surrounded by land designated as Green Belt. To the North east of the site there is a narrow access road (White Moss Road South) and beyond that the M58 motorway. J4 of the M58 is to the east of the site. To the south / south east is an office business park.	Site is adjacent to the M58 (North) and White Moss Road South (south). To the east of the site lies Green Belt and agricultural land. A (hazardous) waste site is nearby. Site is physically separate from nearest settled community. There is 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 currently open Green Belt, enclosed by a small fence, hedgerows and trees. Sites runs adjacent to the M58 and Liverpool Road South. Site is adjacent to White Moss Road South (B) site.	Surrounding area is mainly Green Belt and agricultural land. There are a small number of residential properties nearby. The settlement of Ormskirk lies to the south.
9	Brief Site History	Site is a former Highways Agency depot, no longer in use and derelict, with buildings and hardstanding.	Application currently in for use of site for keeping houses. Pending decision.	None	Owned by Travellers, currently used for grazing horses.
10	Relevant planning history	2007/1381/FUL - Construction of garage to store winter maintenance plant (granted)	2013/1040/FUL - Change of use from agricultural land to use of the land for keeping horses, including erection of stables and paddock (Pending decision)	None	2013/0068/COU - retention of change of use from agricultural land to use of land for keeping of horses, and retention of stable block and portable horse shelters
11	Land Ownership Details	Private	Private	Private	Owned by Travellers
12	Source of Site Suggestion	Site suggested by a member of the Travelling Community.	Planning application for Traveller-related development.	Site identified by Council officers.	Site suggested in Call for Sites
13	Date of Appraisal	19/12/2013	19/12/2013	19/12/2013	19/12/2013
<b>Deliverability Issues</b>					
14	Are there any issues of land ownership that could prevent development on the site being delivered?	Site owner has informed the Council that the site is not available for sale at present.	Site in the hands of Travellers.	Site in agricultural use. Owner's views unknown.	Owned by Travellers
15	Is the site potentially available for development?	Site owner has informed the Council that the site is not available for sale at present. Future intentions unknown.	Yes	Site in agricultural use. Owner's views unknown.	Yes

Q	Site Name	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
16	Does the planning history of the site caution against its allocation?	No planning history	Recent application for stables approved Dec 2013.	No planning history.	No. Planning permission for change of use for keeping horses has been granted.
17	Are there any potential land use conflicts with nearby sites that could prevent development on the site being delivered?	Site is nearby to the M58 (north) and a business park (South). Site is also in close proximity to a landfill (hazardous waste) - within 500m of the waste facility.	Site is Green Belt. Site is also in proximity to a landfill (hazardous waste) - within 500m of the waste facility.	Site is Green Belt. Site is also in close proximity to a landfill (hazardous waste) and adjacent to the M58.	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. Former sewage works nearby, but this use ceased several years ago and not considered to have any significant impact on the site.
18	Is the site directly accessible from the highway network or could it reasonably become so?	Yes. Site is easily accessed from the M58 J4.	White Moss Road South is generally narrow and the surface is of sub-optimal quality. However, a significant stretch of the road is used by landfill HGVs.	White Moss Road South is generally narrow and the surface is of sub-optimal quality. However, a significant stretch of the road is used by landfill HGVs.	Blackacre Lane is a narrow lane (not much wider than single track) and not suitable for the larger vehicles typically associated with Travellers. Site lies on a bend on the lane, but at present has two gated accesses.
19	Does the site have any known land contamination or remediation issues?	No contamination known of, although minor contamination may be possible on account of site's previous use as a Highways Agency depot.	None known.	None known	None known
20	Does the site have any known ground instability that would limit development?	None known.	None known.	None known	None known
21	Can adequate provision be made to supply all major utilities to the site?	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.	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.	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.	Site does not currently have these services. It is unclear whether they could easily be provided, but it is noted that the site is within 400m of the urban area of Ormskirk with its services / utilities.
22	Is the site within Functional Floodplain (Flood Zone 3b)?	No	No.	No	No
23	Is the site within the Green Belt?	Yes - Site abuts the Non-Green Belt White Moss Business Park.	Yes	Yes	Yes
24	Would development of the site affect any flight paths?	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site
25	Is there interest in site for development?	Unknown	Site in the hands of Travellers and a planning application has been submitted for stables.	None known	Yes
<b>Biodiversity</b>					
26	Is the site within 5km of and / or likely to impact on internationally designated sites?	No	No	No	No
27	Is the site within 1km of and / or likely to impact on a SSSI?	No	No	No	No
28	Is the site in within 100m of areas designated to be of local nature conservation importance?	No	No	No	No

Q	Site Name	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
29	Is the site known to be home to protected species and / or habitats?	No	No	No	No
30	Is the site within 100m of woodlands, or trees with Tree Preservation Orders?	No	Yes	Yes	No
31	What could the effects of development on this site be on the sustainability of biodiversity, locally and wider over time? Will the effects be temporary or permanent?	Site would be unlikely to have a significant impact on local, or international, biodiversity.	Development of site may have an impact on biodiversity given the proximity of the M58 wildlife corridor. This impact is likely to be minor.	Development of site may have a small impact on biodiversity given the proximity of the M58 wildlife corridor.	Site would be unlikely to have a significant impact on local, or international, biodiversity.
<b>Water and Land Resources</b>					
32	Is the site subject to any known stability issues?	None known	None known	None known	None known
33	Is the site identified for its geological or geomorphological importance?	No	No	No	No
34	Does the site have any adverse gradients on it?	No	No	No	No; short gentle slope towards road.
35	Is the site located on the best and most versatile agricultural land (grades 1, 2 and 3a)?	Site is brownfield. Falls under Grade 1 classification	Yes. Grade 1, although not farmed	Yes, Grade 1 land, currently being farmed.	Yes, Grade 1
36	Is the site an active mineral working site?	No	No	No	No
37	Is the site contaminated or derelict land?	Derelict buildings and hardstanding.	No.	No	No
38	Is the site previously developed land (brownfield)?	Yes, former depot	No.	No	No
39	What could the effects of development on this site be on the sustainability of land resources locally / wider over time? Will the effects be temporary or permanent?	Development of the site would re-use vacant land	Loss of grade 1 agricultural land and potential harm to the wildlife corridor.	Loss of grade 1 agricultural land and potential harm to the wildlife corridor.	Site is on Grade 1 agricultural land although site is not in active use for farming. Site would be unlikely to have a detrimental effect on land resources. Site is on the line of the proposed Ormskirk Bypass. Site subject to a financial "clawback" clause which could impact upon deliverability.
40	Is the site located within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Unknown	Unknown	Unknown	Unknown
41	What could the effects of development on this site be on the sustainability of water quality and resources locally / wider over time? Will the effects be temporary or permanent?	Site would be unlikely to detrimentally affect water quality and resources, given that utilities are presumed available on the site already. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources. As with any development, consideration would need to be given to managing waste water / surface water on the site.
<b>Climatic factors and flooding</b>					
42	Is the site within Zones 2 or 3 of the floodplain?	No	No	No	No

Q	Site Name	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
43	What could the effects of development on this site be on the sustainability of climatic factors and flooding locally / wider over time? Will the effects be temporary or permanent?	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.
<b>Heritage and Landscape</b>					
44	Is the site located within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	No	No	No	No
45	Is the site located within or within 1km of any area designated for its local landscape importance or is it likely to have adverse impacts on the landscape?	No - No historic environment, landscape or nature conservation designation in vicinity of site.	No - No historic environment, landscape or nature conservation designation in vicinity of site, apart from M58.	No - No historic environment, landscape or nature conservation designation in vicinity of site.	No historic environment, landscape or nature conservation designation in vicinity of site. Site is a metre or so higher than Blackacre Lane; there is no natural screening between the site and Blackacre Lane at present.
46	Is the site in the Green Belt? If so, would development on this site cause harm to the objectives of Green Belt designation?	Yes, but previously developed site.	Yes. Development would affect the openness of the Green Belt.	Yes. Development would affect the openness of the Green Belt.	Yes. Development may affect the openness of the Green Belt.
47	Is the site within 250m of a site or building with a nationally recognized heritage designation?	No	No	No	No
48	What could the effects of development on this site be on the sustainability of heritage and landscape locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Site would be unlikely to have an impact on sustainability of heritage or landscape. Use of this site as a transit site should have no greater visual impact than the site's previous highways-related use. 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.	Site has no immediate neighbours. Site is reasonably screened (provided existing trees, etc. are retained), and the adjacent motorway already has significant visual and acoustic impact, so the impact of the site should be limited and can be mitigated.	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. This rectangular site is currently open on its "long sides".	Site would be unlikely to have impacts on heritage. The site's development would impact on the open countryside. Screening may help mitigate the visual impact of the site should development occur. There is no natural screening between the site and Blackacre Lane at present.
<b>Social equality and community services</b>					
49	Will development of the site harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses)?	It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses).	No. Site is detached from main residential areas of settled communities. It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses).	No. Site is detached from main residential areas of settled communities. It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses).	Provided the site were not large-scale, it should not dominate the settled community. It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses).
50	How close [how many minutes walk at 5km/h average walking speed] is this site to a public transport facility (bus stop / station on regular route)? (Please note that this walking time is taken into account in the questions below referring to X minutes public transport journey from various facilities.)	Site is approximately 1000-1100m (13 minutes walk) from bus stops on Railway Road; this journey involves crossing a motorway junction.	650m / 750m (8 / 9 minutes walk) from bus stops; journey involves crossing M58 motorway via a footbridge.	700m / 800m (8 / 10 minutes walk from bus stops; journey involves crossing M58 motorway via a footbridge.	600 - 650m (7-8 minutes walk) from bus stops on Grimshaw Lane.
51	Is the site within 30 minutes public transport journey of a Primary School?	Yes	Yes	Yes (although this would entail a walk of more than 10 minutes to the nearest bus stop, as per the other criteria below).	Yes

Q	Site Name	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
52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes	Yes	Yes	Yes
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes	Yes	Yes	Yes
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes	Yes (change required, or a longer walk to 375 / 385 / 395 route)	Yes (change required, or a longer walk to 375 / 385 / 395 route)	Yes
55	Is the site within 30 minutes public transport journey of a GP Practice?	Yes	Yes	Yes	Yes
56	Is the site within 30 minutes public transport journey of a Major Centre?	Yes	Yes	Yes	Yes
57	Is the site within 10 minutes walk (800m) of a district or local centre?	No	No	No	No
58	Is the site within 15 minutes walk (1200m) of a Public Open Space of at least 5ha in size?	No	Yes (Blaguegate)	Yes (Blaguegate)	No
59	Is the site within 10 minutes walk (800m) of a natural green space (e.g. Local Nature Reserve) of at least 2ha in size?	No	No	No	No
60	Is the site within 40 minutes public transport journey of a Leisure / Recreation / Sports Facility?	Site is a short public transport journey from Skelmersdale Town Centre, where leisure facilities are planned, and to Blaguegate Lane football pitches.	Site is a short public transport journey from Skelmersdale Town Centre, where leisure facilities are planned, and to Blaguegate Lane football pitches.	Site is a short public transport journey from Skelmersdale Town Centre, where leisure facilities are planned, and to Blaguegate Lane football pitches.	Yes - facilities in Ormskirk
61	What could the effects of development on this site be on the sustainability of community health and equality, leisure and education locally and wider over time ; temporary / permanent effects?	Site is away from "typical residential" infrastructure and services. Given the site's size, its development should not have any significant effect on the sustainability of community health, etc.	Site is away from "typical residential" infrastructure and services. Given the site's size, its development should not have any significant effect on the sustainability of community health, etc.	Community services cannot be easily accessed by public transport or on foot. Given the site's size, its development should not have any significant effect on the sustainability of community health, etc.	Site should not place undue pressure on community services.
<b>Local economy and employment</b>					
62	Is the site within 250m of any sensitive commercial receptors, existing or proposed (e.g. sensitive business uses and tourist / visitor attractions)?	No	No	No	No
63	What could the effects of development on this site be on the sustainability of the local economy and employment locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)
<b>Housing</b>					
64	Is the site within 250m of residential dwellings (including individual houses)?	Not close to any residential properties, although some residential properties exist along Moss Lane.	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; whilst separated by the M58, there is a footbridge close to the site.	There is a residential property approximately 400m along White Moss Road South; residential properties on White Moss Road are closer as the crow flies; whilst separated by the M58, there is a footbridge close to the site.	Site is physically separate from the built-up area of Ormskirk, although relatively close by (350m to the nearest housing).

Q	Site Name	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
65	What could the effects of development on this site be on the sustainability of housing provision locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible
<b>Transportation and air quality</b>					
66	Is the site located with in or adjacent to an existing Air Quality Management Area?	No	No	No	No
67	Are there any sensitive receptors nearby (e.g. residential, community facilities) that may be impacted by dust, fumes and emissions caused by the development and end-use of the site?	No. Although the site may be impacted by Noise and fumes from the M58, and the waste site.	No., although the site may be impacted by noise and fumes from the M58, and the waste site. Site is adjacent to M58 motorway and within 200m of a waste facility.	No. Although the site may be impacted by Noise and fumes from the M58, overhead pylons, and the waste site. Site is adjacent to M58 motorway and within 200m of a waste facility.	No
68	What could the effects of development on this site be on the sustainability of air quality locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	None. Although the site may be impacted by Noise and fumes from the M58, and the waste site.	None, although the site may be impacted by noise and fumes from the M58, and the waste site.	None. Although the site may be impacted by Noise and fumes from the M58, and the waste site.	Site would be unlikely to have a significant detrimental effect on air quality
69	How suitable is the road network to accommodate expected levels of traffic to and from the site?	Site lies within easy reach of the M58 (J4) which could accommodate traffic.	White Moss Road South between the site and M58 junction 4 is narrow and of sub-optimal quality. However, a significant stretch of the road is used by landfill HGVs. Access to the motorway and elsewhere could be taken in the other direction (towards junction 3). The road is relatively quiet; it should thus be able to accommodate typical Traveller vehicles.	White Moss Road South between the site and M58 junction 4 is narrow and of sub-optimal quality. However, a significant stretch of the road is used by landfill HGVs. Access to the motorway and elsewhere could be taken in the other direction (towards junction 3). The road is relatively quiet; it should thus be able to accommodate typical Traveller vehicles.	Blackacre Lane is a narrow lane (not much wider than single track) and probably unsuitable 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 along Blackacre Lane.
70	Would the likely amount of traffic flowing from the site to the Primary Road Network cause adverse impacts on amenity of sensitive receptors on the route (residential, schools etc.)?	No; site very close to primary road network.	Traffic would pass a small number of residential properties on the way to the M58, but the increase in traffic levels over the traffic that already uses White Moss Road South should not be significant.	Traffic would pass a small number of residential properties on the way to the M58, but the increase in traffic levels over the traffic that already uses White Moss Road South should not be significant.	Traffic would pass residential properties on the way to the primary road network, but the increase in traffic levels for the overwhelming majority of these properties, over what already uses the local roads (Grimshaw Lane, etc.), should not be significant.
71	Is the site within 800m of an existing or proposed Cycle Route?	No	No	No	Yes
72	Is the site within 800m of a bus stop for a high frequency bus service?	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.	Site is 650m / 750m from bus stops on Liverpool Road (using the footbridge over the M58).	Site is 700m / 800m from bus stops on Liverpool Road (using the footbridge over the M58).	Site is 600-650m from nearest bus stops.
73	Is the site within 1200m of a Rail Station?	No	No	No	No
74	Does the site have public footpaths, rights of way or any other type of footpath on it or near to it?	No	Yes	Yes	Yes
75	What could the effects of development on this site be on the sustainability of transportation locally / wider over time ; temporary / permanent effects?	Site adjacent to a business area, but poor access to public transport, thus relatively unsustainable.	Site relatively unsustainable in location, although bus services can be reached on foot using footbridge over M58.	Site relatively unsustainable in location, although bus services can be reached on foot using footbridge over M58.	Road access to the site is not suitable for larger vehicles. Green Belt site, but within easy walking distance of public transport facilities; reasonably close to Ormskirk and its facilities.
<b>Cumulative Impacts</b>					

Q	Site Name	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
76	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, have an adverse impact on the perceived environmental quality or character of the area?	Site has been previously developed and is already well screened. As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	Site is reasonably screened (provided existing trees, etc. are retained), and the adjacent motorway already has significant visual and acoustic impact, so the visual impact of the site should be limited. However, as with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.
77	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote social cohesion or inclusion in nearby communities?	Site is physically separate from the nearest settled communities.	Site is physically separate from the nearest settled communities.	Site is physically separate from the nearest settled communities.	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.
78	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote the economic potential of the area?	There is a possibility that the use of this site as a Traveller site could impact negatively on the nearby business park.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.

Q	Site Name	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton	19. Land east of Middlewood Drive, Aughton	20. Bickerstaffe Colliery, Bickerstaffe
1	Other site references / SHLAA site reference?	SHLAA OA.053	SHLAA OA.054	SHLAA OA.061	SHLAA BK.01
2	Site Address	Land south of Butchers Lane, Aughton	Land east of Brookfield Lane, Aughton	Land east of Middlewood Drive, Aughton	Land at Jubilee Wood, Bickerstaffe Colliery, Bickerstaffe
3	Post Code				
4	OS Grid Ref - E	339897	339373	340444	345220
5	OS Grid Ref - North	403288	403881	405319	404595
6	Site Area (ha)	0.76	6.74	11.36	2.82
7	Description of Site	Site is an open field, in Green Belt, that is located in between two residential properties. Butchers Lane runs along the northern perimeter of the site. To the south of the site is a small wooded area.	Site is agricultural land, in Green Belt. Site is located between Brookfield Lane (to the west) and the railway line (to the east). In addition, the site contains natural boundaries of trees and hedgerows.	Site is agricultural land, in Green Belt, located to the south of the Aughton residential area.	Site is a wooded area, off Junction 3 of the M58 and Rainford Road (A570). Whilst predominantly wooded, the site contains some disused mine shafts, and some hardstanding areas.
8	Description of Surrounding Area	The west of the site is a linear development of residential properties, with an additional residential property to the eastern side of the site. Further east, and to the North of the site is open Green Belt land used for agriculture. Ashworth Security Prison lies due south of the site, beyond the wooded area. A small watercourse lies to the south of the site also.	Scattered residential properties are located in proximity to the site (to the North, west and south). Railway line / embankment lies to the east of the site.	Residential properties are located to the North, east and west of the site.	To the north of the site is the M58, to the east the Rainford Bypass and some built development. To the west and south the site is adjacent to further woodland and agricultural land.
9	Brief Site History	None	None	None	1998/1090, 1994/0209 - both for a hotel and leisure development (approved but lapsed)
10	Relevant planning history	None	None	None	1998/1090, 1994/0209 - both for a hotel and leisure development (approved but never implemented)
11	Land Ownership Details	Private	Private	Private	Private
12	Source of Site Suggestion	Owner	Owner	Owner	Site identified by Council officers.
13	Date of Appraisal	19/12/2013	19/12/2013	19/12/2013	19/12/2013
<b>Deliverability Issues</b>					
14	Are there any issues of land ownership that could prevent development on the site being delivered?	No. Site is not in the hands of Travellers but the owner has expressed willingness for the site to be considered as a Traveller site.	No. Site is not in the hands of Travellers but the owner has expressed willingness for the site to be considered as a Traveller site.	No. Site is not in the hands of Travellers but the owner has expressed willingness for the site to be considered as a Traveller site.	Owner has indicated an unwillingness for the site to be used as a Traveller site.
15	Is the site potentially available for development?	Owner has expressed a willingness for the site to be considered.	Site is not in the hands of Travellers but the owner has expressed willingness for the site to be considered as a Traveller site.	Site is not in the hands of Travellers but the owner has expressed willingness for the site to be considered as a Traveller site.	No.

Q	Site Name	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton	19. Land east of Middlewood Drive, Aughton	20. Bickerstaffe Colliery, Bickerstaffe
16	Does the planning history of the site caution against its allocation?	No planning history.	No planning history	No planning history	No.
17	Are there any potential land use conflicts with nearby sites that could prevent development on the site being delivered?	Site is in a rural area but lies between a collection of residential properties in a linear development. Surrounding landscape is open Green Belt and agricultural land. Site is within 100m of Ashworth Hospital.	Site is in a rural area and in close proximity to existing residential properties. Site and the surrounding landscape is open Green Belt and agricultural land. Site is within 100m of railway embankment, but this is not considered a constraint in terms of impact upon the residents of the site.	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.	Site is within 100m of M58 motorway, although screened by woodland. Cycle facility in adjacent woodland to the south, although it is considered that, with appropriate fencing, etc, this need not prevent the use of the northern part of the site as a Traveller site and vice versa.
18	Is the site directly accessible from the highway network or could it reasonably become so?	Site can be directly accessed from Butchers Lane. 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.	Brookfield Lane is narrow and not ideal for typical Traveller vehicles.	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.	Site is accessible from A570 Rainford Bypass and close to M58, although access is not ideal (dual carriageway, less than 100m from motorway junction roundabout).
19	Does the site have any known land contamination or remediation issues?	None known	None known	None known	No specific contamination known about, although site has been used as a colliery in the past.
20	Does the site have any known ground instability that would limit development?	None known	None known	None known	Site has disused mineshafts in places.
21	Can adequate provision be made to supply all major utilities to the site?	Site does not currently have these services, but it is assumed that they can be provided given residential properties either side of the site.	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.	Site has no known services, but it is probable these could readily be provided given the proximity to an urban area.	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.
22	Is the site within Functional Floodplain (Flood Zone 3b)?	Rear of site (about 15% of site) is within Flood Zone 2, by virtue of the adjacent watercourse.	No	No	No
23	Is the site within the Green Belt?	Yes	Yes	Yes. Green Belt adjacent to settlement area.	Yes
24	Would development of the site affect any flight paths?	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site
25	Is there interest in site for development?	Owner has expressed a willingness for the site to be developed for Travellers.	Owner has expressed a willingness for the site to be developed for Travellers.	Owner has expressed a willingness for the site to be developed for Travellers.	None known of at present.
<b>Biodiversity</b>					
26	Is the site within 5km of and / or likely to impact on internationally designated sites?	No	No	No	No
27	Is the site within 1km of and / or likely to impact on a SSSI?	No	No	No	No
28	Is the site in within 100m of areas designated to be of local nature conservation importance?	No	No	No	No

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29	Is the site known to be home to protected species and / or habitats?	No	No	No	None known of at present.
30	Is the site within 100m of woodlands, or trees with Tree Preservation Orders?	No	No	No	Yes
31	What could the effects of development on this site be on the sustainability of biodiversity, locally and wider over time? Will the effects be temporary or permanent?	Site would be unlikely to have a significant impact on local, or international, biodiversity.	Site appears to be active farmland, and will support some biodiversity.	Site appears to be active farmland, and likely to support some biodiversity.	Potentially some adverse effects: if woodland needed to be removed to provide the site, then this could have an effect on biodiversity.
<b>Water and Land Resources</b>					
32	Is the site subject to any known stability issues?	None known	None known	None known	Unknown. Site likely to have disused mineshafts in places.
33	Is the site identified for its geological or geomorphological importance?	No	No	No	No
34	Does the site have any adverse gradients on it?	No - rear of site slopes gently towards a watercourse	No	No. site slopes gently in parts	Site slopes gently at access point, but majority of site does not slope to any great extent.
35	Is the site located on the best and most versatile agricultural land (grades 1, 2 and 3a)?	Yes, grade 1	Yes, Grade 1	Yes, Grade 1	Yes: officially classed as Grade 1 although the site is not agricultural land.
36	Is the site an active mineral working site?	No	No	No	No
37	Is the site contaminated or derelict land?	No	No	No	Former colliery so there is a possibility of localised contamination
38	Is the site previously developed land (brownfield)?	No	No	No	Yes: former colliery
39	What could the effects of development on this site be on the sustainability of land resources locally / wider over time? Will the effects be temporary or permanent?	Site is on Grade 1 agricultural land although site is not in active use for farming. Site would be unlikely to have a detrimental effect on land resources.	Site is on Grade 1 agricultural land and actively farmed. Use of site would have an impact on land resources.	Site is on Grade 1 agricultural land and actively farmed. Use of site would have an impact on land resources.	Colliery is no longer mined and so redevelopment of the site for Traveller use would be unlikely to have any significant effects on land resources.
40	Is the site located within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Unknown	Unknown	Unknown	Unknown
41	What could the effects of development on this site be on the sustainability of water quality and resources locally / wider over time? Will the effects be temporary or permanent?	Site would be unlikely to detrimentally affect water quality and resources. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources. As with any development, consideration would need to be given to managing waste water / surface water on the site.	Site would be unlikely to detrimentally affect water quality and resources. As with any development, consideration would need to be given to managing waste water / surface water on the site.
<b>Climatic factors and flooding</b>					
42	Is the site within Zones 2 or 3 of the floodplain?	Rear of site (about 15% of site) is within Flood Zone 2, by virtue of the adjacent watercourse.	No	No	No

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43	What could the effects of development on this site be on the sustainability of climatic factors and flooding locally / wider over time? Will the effects be temporary or permanent?	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.
<b>Heritage and Landscape</b>					
44	Is the site located within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	No	No	No	No
45	Is the site located within or within 1km of any area designated for its local landscape importance or is it likely to have adverse impacts on the landscape?	No historic environment, landscape or nature conservation designation in vicinity of site.	No historic environment, landscape or nature conservation designation in vicinity of site.	No historic environment, landscape or nature conservation designation in vicinity of site.	Site is not subject to any historic environment, landscape or nature conservation designation.
46	Is the site in the Green Belt? If so, would development on this site cause harm to the objectives of Green Belt designation?	Yes. Development may affect the openness of the Green Belt.	Yes. Development would affect the openness of the Green Belt.	Yes. Development would affect the openness of the Green Belt.	Yes. Development of site could be encroachment into the countryside.
47	Is the site within 250m of a site or building with a nationally recognized heritage designation?	No	No	Yes	No
48	What could the effects of development on this site be on the sustainability of heritage and landscape locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Site would be unlikely to have impacts on heritage. Screening may help mitigate the visual impact of the site should development occur. Site is located in a gap between residential properties.	Site is within open countryside. Whilst it is screened to an extent by existing trees / hedging, to achieve visual and acoustic privacy for the whole site would mean visual impact on this Green Belt area. The visual impact of the site from the adjacent railway embankment would be very difficult to mitigate in the short-medium term.	Site comprises open countryside on the edge of an urban area. Its development would have a significant impact on the local landscape.	Much of site is wooded, providing natural screening; development / use of the site (or part of the site) as a Traveller site may impact upon the woodland, although this could be mitigated through appropriate fencing / planning conditions.
<b>Social equality and community services</b>					
49	Will development of the site harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses)?	It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses).	It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses).	It is not considered that development of the site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses).	It is not considered that development of site should harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses), although concern has been expressed about the impact of the use of the site for Travellers on a new cycle route facility in the adjacent woodland.
50	How close [how many minutes walk at 5km/h average walking speed] is this site to a public transport facility (bus stop / station on regular route)? (Please note that this walking time is taken into account in the questions below referring to X minutes public transport journey from various facilities.)	1.8km (22 minutes walk) from bus stop on Springfield Road, Aughton.	1km (12 minutes walk) from bus stop on Springfield Road, Aughton	Site within walking distance of Town Green station (280m or 3 minutes walk at best - distance depends on access point).	Site is 450m (5-6 minutes walk) from bus stops on the A570, although walking to these bus stops entails crossing Junction 3 of the M58 (roundabout / under a flyover).
51	Is the site within 30 minutes public transport journey of a Primary School?	No	Yes	Yes	Yes

Q	Site Name	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton	19. Land east of Middlewood Drive, Aughton	20. Bickerstaffe Colliery, Bickerstaffe
52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes	Yes	Yes	Yes
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes	Yes	Yes	Yes
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes	Yes	Yes	Yes
55	Is the site within 30 minutes public transport journey of a GP Practice?	Yes	Yes	Yes	Yes
56	Is the site within 30 minutes public transport journey of a Major Centre?	No	Yes	Yes	Yes
57	Is the site within 10 minutes walk (800m) of a district or local centre?	No	No	Yes	No
58	Is the site within 15 minutes walk (1200m) of a Public Open Space of at least 5ha in size?	No	No	Yes	No
59	Is the site within 10 minutes walk (800m) of a natural green space (e.g. Local Nature Reserve) of at least 2ha in size?	No	No	No	No
60	Is the site within 40 minutes public transport journey of a Leisure / Recreation / Sports Facility?	Coronation Park / Park Pool probably reachable in 18 minutes public transport ride time from Springfield Road bus stop (22 minutes walk away).	Yes	Yes - site within reasonable distance of Town Green Station, from which leisure facilities at Ormskirk (or Liverpool) can be accessed.	Yes - via bus routes on A570.
61	What could the effects of development on this site be on the sustainability of community health and equality, leisure and education locally and wider over time ; temporary / permanent effects?	Site is not in a sustainable location from which to access community services.	Site is not in a sustainable location from which to access community services.	Site is within an accessible distance from services, but has poor access to/from the site.	Site is not in a sustainable location in terms of proximity to services, but is reasonably close to bus stops. Given the site's size, its development should not have any significant effect on the sustainability of community health, etc.
<b>Local economy and employment</b>					
62	Is the site within 250m of any sensitive commercial receptors, existing or proposed (e.g. sensitive business uses and tourist / visitor attractions)?	No	No	No	Restaurant close to the site (other side of A570).
63	What could the effects of development on this site be on the sustainability of the local economy and employment locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)	Effects likely to be negligible. (Travellers are often self-employed, and thus unlikely either to utilise employment sites nearby, or to offer employment on their site to local residents.)
<b>Housing</b>					
64	Is the site within 250m of residential dwellings (including individual houses)?	Yes	Yes	Yes	Small number of properties close to the site, but site is generally away from residential areas.

Q	Site Name	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton	19. Land east of Middlewood Drive, Aughton	20. Bickerstaffe Colliery, Bickerstaffe
65	What could the effects of development on this site be on the sustainability of housing provision locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible
<b>Transportation and air quality</b>					
66	Is the site located with in or adjacent to an existing Air Quality Management Area?	No	No	No	No
67	Are there any sensitive receptors nearby (e.g. residential, community facilities) that may be impacted by dust, fumes and emissions caused by the development and end-use of the site?	No	No	No	No. Although the site may be impacted by noise and fumes from the M58. Other residential uses already exist alongside the M58 however.
68	What could the effects of development on this site be on the sustainability of air quality locally and in the wider Borough and sub-region over time ; temporary / permanent effects?	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality	Site would be unlikely to have a significant detrimental effect on air quality, although the site itself may be impacted by noise and fumes from the M58. Other residential uses already exist alongside the M58 however.
69	How suitable is the road network to accommodate expected levels of traffic to and from the site?	Whilst Butchers Lane is unclassified, it is wide enough to accommodate typical Traveller vehicles and should have capacity to cope with traffic associated with this site, were it to be allocated.	Brookfield Lane is narrow and not ideal for typical Traveller vehicles.	Likely access would be Middlewood Road or Middlewood Drive, both narrow cul-de-sacs with significant on-street parking. Extra through traffic likely to prove problematic.	Site is accessible from A570 Rainford Bypass and close to M58, both of which could take extra vehicles, although access to the site is not ideal (dual carriageway, less than 100m from motorway junction roundabout).
70	Would the likely amount of traffic flowing from the site to the Primary Road Network cause adverse impacts on amenity of sensitive receptors on the route (residential, schools etc.)?	No; site would be small, and traffic generated by it would be unlikely to cause any significant adverse impact.	Possibly: Brookfield Lane is narrow and not suitable for typical Traveller vehicles.	Yes, given the narrow and "heavily parked" roads close to the site, one of which would need to be used for access.	No; site has direct access to primary road network.
71	Is the site within 800m of an existing or proposed Cycle Route?	Yes	Yes	Yes	Cycle lanes exist on A570; cycle facility being developed in Jubilee Wood.
72	Is the site within 800m of a bus stop for a high frequency bus service?	No. Site lies on a school bus route, but is over 1km from any "public" bus stop.	A "custom bus stop" exists adjacent to the site, but the nearest "mainstream" service to Ormskirk is over 1km from the site. Few local accessible services.	Site is close to Town Green Station (distance depends on access point) plus bus routes on Town Green Lane.	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).
73	Is the site within 1200m of a Rail Station?	No	No	Yes	No
74	Does the site have public footpaths, rights of way or any other type of footpath on it or near to it?	No	Yes on the site	Yes on the site	Yes
75	What could the effects of development on this site be on the sustainability of transportation locally / wider over time ; temporary / permanent effects?	Relatively unsustainable location, although access by road is reasonable.	Relatively unsustainable location.	Reasonably sustainable location, but access by motor vehicle likely to have adverse impact on nearby streets.	Site is accessible from A570 Rainford Bypass and close to M58, although access is not ideal. Within reasonable walking distance of public transport facilities, but involves crossing a motorway junction underpass.
<b>Cumulative Impacts</b>					

Q	Site Name	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton	19. Land east of Middlewood Drive, Aughton	20. Bickerstaffe Colliery, Bickerstaffe
76	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, have an adverse impact on the perceived environmental quality or character of the area?	As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	Yes. Would affect the openness of the Green Belt. Site is within open countryside. As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	Development would affect the openness of the Green Belt. As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.	As with any Traveller site, its allocation or development will be likely to have an impact on the perceived environmental quality or character of the area.
77	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote social cohesion or inclusion in nearby communities?	Site's proximity to residential properties is likely to lead to difficulties in ensuring peaceful co-existence between the settled and travelling community.	Site is physically separate from the nearest settled communities. Site's location near a number of residential properties may lead to difficulties in ensuring peaceful co-existence between the settled and travelling community.	Site's proximity to residential properties is likely to lead to difficulties in ensuring peaceful co-existence between the settled and travelling community.	Site is generally separate from settled community and is well screened by trees.
78	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, be likely to inhibit or to promote the economic potential of the area?	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.



Provision for  
Traveller Sites  
Development  
Plan Document –  
Options and  
Preferred Options

Habitats Regulations  
Assessment

February 2014

UNITED  
KINGDOM &  
IRELAND



## Revision Schedule

### HRA Report January 2014

Rev	Date	Details	Prepared by	Reviewed by	Approved by
01	01/14	Draft	<b>Dr Graeme Down</b> Ecologist	<b>Dr. James Riley</b> Principal Ecological Consultant	<b>Dr. James Riley</b> Principal Ecological Consultant

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The methodology adopted and the sources of information used by URS in providing its services are outlined in this Report. The work described in this Report was undertaken during January 2014 and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this Report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

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Where field investigations are carried out, these have been restricted to a level of detail required to meet the stated objectives of the services. The results of any measurements taken may vary spatially or with time and further confirmatory measurements should be made after any significant delay in issuing this Report.

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# 1 Introduction

- 1.1 URS has been appointed by West Lancashire Borough Council (“the Council”) to assist in undertaking a Habitats Regulations Assessment (HRA) of the potential effects of the Provision for Traveller Sites Development Plan Document – Options and Preferred Options on the Natura 2000 network and Ramsar sites.
- 1.2 The Habitats Directive applies the precautionary principle to Natura 2000 sites (Special Areas of Conservation, SACs, and Special Protection Areas, SPAs; as a matter of UK Government policy, Ramsar sites<sup>1</sup> are given equivalent status). For the purposes of this Habitats Regulations Assessment (HRA) candidate SACs, proposed SPAs and proposed Ramsar sites are all treated as fully designated sites. The need for HRA (also often referred to as Appropriate Assessment or AA) is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British law by the Conservation of Habitats and Species Regulations 2010 (**Box 1**). The ultimate aim of the Directive is to “*maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest*” (Habitats Directive, Article 2(2)). This aim relates to habitats and species, not the European sites themselves, although the sites have a significant role in delivering favourable conservation status.

### Box 1. The legislative basis for Appropriate Assessment

Habitats Directive 1992

*“Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives.”*

Article 6 (3)

**Conservation of Habitats and Species Regulations 2010**

*“A competent authority, before deciding to ... give any consent for a plan or project which is likely to have a significant effect on a European site ... shall make an appropriate assessment of the implications for the site in view of that sites conservation objectives ... The authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site”.*

- 1.3 Chapter 2 of this report explains the process by which the HRA has been carried out. Chapter 3 explores the relevant pathways of impact resulting from the selection of traveller sites. Chapter 4 provides the results of the screening of the five preferred sites contained within the DPD. The conclusion of the HRA is then summarised in Chapter 5.

<sup>1</sup> Wetlands of International Importance designated under the Ramsar Convention 1979

## 2 Methodology

### Introduction

- 2.1 This section sets out our approach and methodology for undertaking the HRA.

### A Proportionate Assessment

- 2.2 Project-related HRA often requires bespoke survey work and novel data generation in order to accurately determine the significance of effects. In other words, to look beyond the risk of an effect to a justified prediction of the actual likely effect and to the development of avoidance or mitigation measures.
- 2.3 However, the draft CLG guidance<sup>2</sup> makes it clear that when implementing HRA of land-use plans, the AA should be undertaken at a level of detail that is appropriate and proportional to the level of detail provided within the plan itself: *“The comprehensiveness of the [Appropriate] assessment work undertaken should be proportionate to the geographical scope of the option and the nature and extent of any effects identified. An AA need not be done in any more detail, or using more resources, than is useful for its purpose. It would be inappropriate and impracticable to assess the effects [of a strategic land use plan] in the degree of detail that would normally be required for the Environmental Impact Assessment (EIA) of a project.”*
- 2.4 In other words, there is a tacit acceptance that appropriate assessment can be tiered and that all impacts are not necessarily appropriate for consideration to the same degree of detail at all tiers.

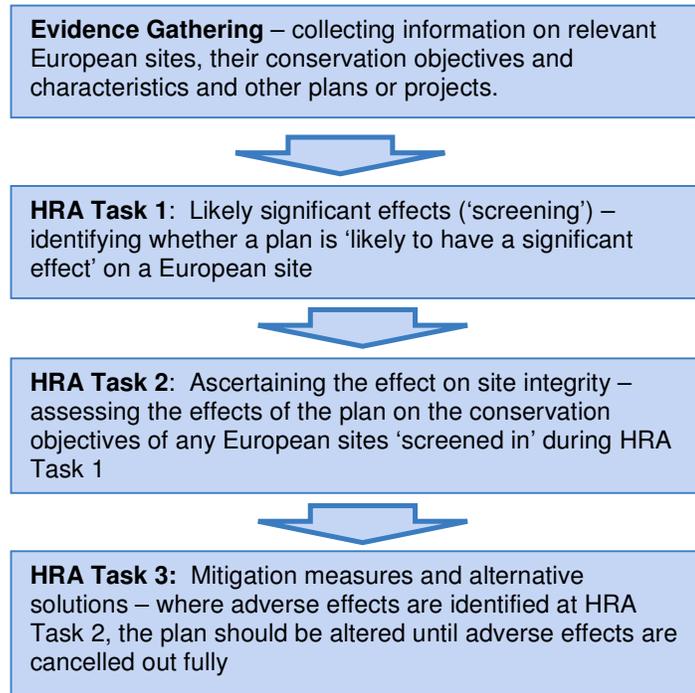
### The Process of HRA

- 2.5 The HRA is likely to be carried out in the continuing absence of formal central Government guidance. CLG released a consultation paper on AA of Plans in 2006<sup>3</sup>. As yet, no further formal guidance has emerged from CLG. However, Natural England has produced its own informal internal guidance and Countryside Council for Wales has produced guidance for Welsh authorities which has been produced to supplement Technical Advice Note 5: Nature Conservation and Planning (2009). Although there is no requirement for an HRA to follow either guidance, both have been referred to in producing this final version of the HRA.
- 2.6 **Figure 1** below outlines the stages of HRA according to current draft CLG guidance (which, since it is Central Government and West Lancashire Borough is an English authority has been considered to take precedence over other sources of guidance). The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations and any relevant changes to the plan until no likely significant effects remain.

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<sup>2</sup> CLG (2006) Planning for the Protection of European Sites, Consultation Paper

<sup>3</sup> Ibid



**Figure 1: Four-Stage Approach to Habitats Regulations Assessment**

2.7 In practice, we and other practitioners have discovered that this broad outline requires some amendment in order to feed into a developing land use plan such as a DPD. The following process has been adopted for carrying out the subsequent stages of the HRA.

### Task One: Likely Significant Effect Test (Screening)

2.8 The first stage of any Habitats Regulations Assessment is a Likely Significant Effect (LSE) test - essentially a high level risk assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is: *“Is the Plan, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?”*

2.9 In evaluating significance, URS has relied on our professional judgement as well as stakeholder consultation. The level of detail concerning developments that will be permitted under land use plans is rarely sufficient to make a detailed quantification of effects. Therefore, we have again taken a precautionary approach (in the absence of more precise data) assuming as the default position that if an adverse effect cannot be confidently ruled out, avoidance or mitigation measures must be provided. This is in line with CLG guidance that the level of detail of the assessment, whilst meeting the relevant requirements of the Habitats Regulations, should be ‘appropriate’ to the level of plan or project that it addresses.

2.10 Task One: determination of likely significant effects is the purpose of this document.

## Physical scope of the HRA

2.11 The physical scope of the HRA is dictated to a large extent by the potential pathways for impact that exist. In determining the potential pathways of impact associated with the five traveller sites, it is important to understand that a traveller sites DPD is not aimed at increasing the population of the area, but is rather concerned with ensuring that there are sufficient legal pitches available for traveller needs. As such, there is no basis to assume that the provision of the five preferred sites identified in this DPD would lead to an increase in the population of West Lancashire.

2.12 If an increase in the population can be discounted then the principal pathways of impact are associated with whether any of the actual preferred sites would be likely to lead to any disturbance effects on sensitive European sites through proximity, or loss of important supporting habitat outside the boundaries of the European sites. This pathway is discussed further in Chapter 3.

2.13 Based on the potential pathways identified above, the physical scope of the HRA is as shown in Table 1.

**Table 1: Physical scope of the HRA**

European site	Reason for inclusion
Martin Mere	Located 1.7km from the preferred traveller sites at its closest point.
Ribble and Alt Estuaries SPA/Ramsar site and Sefton Coast SAC	Located 2km from the preferred traveller sites at its closest point.

2.14 Further details regarding the interest features and vulnerabilities of the European sites included within the scope of the HRA are given below. All baseline data relating to these European Sites presented in subsequent Chapters of this report is taken from Joint Nature Conservancy Council websites (JNCC) unless otherwise stated.

## The ‘in combination’ scope

2.15 It is a requirement of the Regulations that the impacts and effects of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the European site(s) in question. In practice, ‘in combination assessment’ is of greatest importance when the DPD would otherwise be screened out because the individual contribution is inconsequential. It is neither practical nor necessary to assess the ‘in combination’ effects of the DPD within the context of all other plans and projects within the locality. The principal other plans and projects that we are considering are:

- Housing figures identified for West Lancashire as a whole, and housing figures for neighbouring authorities, along with policies relating to employment provision and any significant infrastructure.
- HRA of the West Lancashire Local Plan, and any HRAs for Local Plans of surrounding authorities.
- RSPB and Lancashire Wildlife Trust (July 2008) Wind Turbines, Sensitive Bird Populations and Peat Soils: A Spatial Planning Guide for on-shore wind farm developments in Lancashire, Cheshire, Greater Manchester and Merseyside;
- United Utilities Final Draft Water Resource Management Plan 2015-2040;
- West Lancashire Borough Council Open Space Study (2012);
- Lancashire County Council Local Transport Plan 3 (2011-2021); and
- Environment Agency North West River Basin Management Plan.

2.16 It should be noted that, while the broad potential impacts of these other projects and plans will be considered, we do not propose carrying out full HRA on each of these plans.

### 3 Pathways of Impact

#### Introduction

- 3.1 In carrying out an HRA it is important to avoid confining oneself to effectively arbitrary boundaries (such as Local Authority boundaries) but to use an understanding of the various ways in which land use plans can impact on European sites to follow the pathways along which development can be connected with European sites, in some cases many kilometres distant. Briefly defined, pathways are routes by which a change in activity associated with a development can lead to an effect upon a European site. It is also important to bear in mind CLG guidance which states that the AA should be '*proportionate to the geographical scope of the [plan policy]*' and that '*an AA need not be done in any more detail, or using more resources, than is useful for its purpose*' (CLG, 2006, p.6<sup>4</sup>).
- 3.2 The following indirect pathways of impact were considered relevant to the Habitats Regulations Assessment of the Travellers DPD.

#### Disturbance

- 3.3 The proximity of new development sites to European sites designated for sensitive species (such as over-wintering birds) can result in noise and visual disturbance.
- 3.4 Human activity can affect birds either directly (e.g. through causing them to flee) or indirectly (e.g. through damaging their habitat or rendering it less usable through, for example, light pollution). The most obvious direct effect is that of immediate mortality such as death by shooting, but human activity can also lead to behavioural changes (e.g. alterations in feeding behaviour, avoidance of certain areas *etc.*) and physiological changes (e.g. an increase in heart rate) that, although less noticeable, may ultimately result in major population-level effects by altering the balance between immigration/birth and emigration/death<sup>5</sup>.
- 3.5 The degree of impact that varying levels of noise will have on different species of bird is poorly understood except that a number of studies have found that an increase in traffic levels on roads does lead to a reduction in the bird abundance within adjacent hedgerows - Reijnen et al (1995) examined the distribution of 43 passerine species (i.e. 'songbirds'), of which 60% had a lower density closer to the roadside than further away. By controlling vehicle usage they also found that the density generally was lower along busier roads than quieter roads<sup>6</sup>.
- 3.6 Disturbing activities are on a continuum. The most disturbing activities are likely to be those that involve irregular, infrequent, unpredictable loud noise events, movement or vibration of long

<sup>4</sup> Department for Communities and Local Government. 2006. *Planning for the Protection of European Sites: Appropriate Assessment*. <http://www.communities.gov.uk/index.asp?id=1502244>

<sup>5</sup> Riley, J. 2003. Review of Recreational Disturbance Research on Selected Wildlife in Scotland. Scottish Natural Heritage.

<sup>6</sup> Reijnen, R. et al. 1995. The effects of car traffic on breeding bird populations in woodland. III. Reduction of density in relation to the proximity of main roads. *Journal of Applied Ecology* 32: 187-202

duration. Birds are least likely to be disturbed by activities that involve regular, frequent, predictable, quiet patterns of sound or movement or minimal vibration. The further any activity is from the birds, the less likely it is to result in disturbance.

## Loss of Offsite Habitat of Value to Qualifying Species

- 3.7 While most European sites have been geographically defined in order to encompass the key features that are necessary for coherence of their structure and function, this is not the case for all such sites. Due to the highly mobile nature of waterfowl it is inevitable that areas of habitat of crucial importance to the maintenance of their populations are outside the physical limits of the European site for which they are an interest feature. However, this area will still be essential for maintenance of the structure and function of the interest feature for which the site was designated and land use plans that may affect this land should still therefore be subject to HRA.
- 3.8 In examining the potential constraints for offshore wind development in the region in 2008 the RSPB and Lancashire Wildlife Trust published a mapping exercise that identified sensitive areas for pink-footed geese and whooper swans. These include a zone of sensitivity for pink-footed geese and mapping for whooper swan generated as 1km squares of sensitivity rather than more precise habitat zones as prepared for the geese. It is understood that work is currently underway to update this exercise on a more national basis and if the data become available during the timetable of this project the HRA will be updated to take it into account. However, for the time being, these data (presented in Appendix 1 of this report) have been used to determine proximity of preferred sites to sensitive areas for SPA birds.

## 4 Background to European sites

### Martin Mere

- 4.1 Martin Mere SPA and Ramsar (119.89 ha) is located north of Ormskirk in West Lancashire, North West England. The outstanding importance of Martin Mere is its large and diverse wintering, passage and breeding bird community.
- 4.2 It occupies part of a former lake and mire that extended over some 1,300 ha of the Lancashire Coastal Plain during the 17th century. In 1972 the Wildfowl and Wetlands Trust purchased 147 hectares of the former Holcrofts Farm, consisting mainly of rough damp pasture, with the primary aim of providing grazing and roosting opportunities for wildfowl. Since acquisition, the rough grazed pastures have been transformed by means of positive management into a wildfowl refuge of international importance. Areas of open water with associated muddy margins have been created, whilst maintaining seasonally flooded marsh and reed swamp habitats via water level control. In September 2002, an additional 63 hectares of land were purchased on the southernmost part of the refuge at Woodend Farm, with the aid of the Heritage Lottery Fund, to restore arable land to a variety of wetland habitats including seasonally flooded grassland, reedbed, wet woodland and open water habitats.
- 4.3 The complex now comprises open water, seasonally flooded marsh and damp, neutral hay meadows overlying deep peat. It includes a wildfowl refuge of international importance, with a large and diverse wintering, passage and breeding bird community. In particular, there are significant wintering populations of Bewick's swan (*Cygnus columbianus bewickii*), whooper swan (*Cygnus cygnus*), pink-footed geese (*Anser brachyrhynchus*) and pintail (*Anas acuta*). There is considerable movement of wintering birds between this site and the nearby Ribble and Alt Estuaries SPA/Ramsar.

### Reasons for Designation

- 4.4 This site qualifies for SPA under Article 4.1 of the Directive (79/409/EEC) by supporting populations of European importance of the following over wintering birds listed on Annex I of the Directive:
- Bewick's swan, 449 individuals representing at least 6.4% of the wintering population in Great Britain (5 year peak mean 1991/2 - 1995/6)
  - Whooper swan 621 individuals representing at least 11.3% of the wintering population in Great Britain (5 year peak mean 1991/2 - 1995/6)
- 4.5 This site also qualifies under Article 4.2 of the Directive (79/409/EEC) by supporting populations of European importance of the following over wintering migratory species:
- Pink-footed geese, 25,779 individuals representing at least 11.5% of the wintering Eastern Greenland/Iceland/UK population (5 year peak mean 1991/2 - 1995/6)

- Pintail 978 individuals representing at least 1.6% of the wintering North Western Europe population (5 year peak mean 1991/2 - 1995/6)
- 4.6 The assemblage of birds present makes the site a wetland of international importance. The area qualifies under Article 4.2 of the Directive (79/409/EEC) by regularly supporting at least 20,000 waterfowl. Over winter, the area regularly supports 46,196 individual waterfowl (5 year peak mean 1991/2 - 1995/6) including: pochard (*Aythya farina*), mallard (*Anas platyrhynchos*), teal (*Anas crecca*), wigeon (*Anas penelope*), pintail, pink-footed geese, whooper swan, and Bewick's swan.
- 4.7 It is additionally designated as a Ramsar European site in accordance with Criterion 5 (UN, 2005) for supporting up to 25,306 waterfowl (5-year peak mean 1998/99 – 2002/03) in winter, and in accordance with Criterion 6 for supporting internationally important populations of pink-footed geese, Bewick's swan, whooper swan, Eurasian wigeon and northern pintail.

## Historic Trends and Current Pressures

- 4.8 Since the site's designation as a Wetland of International Importance under the Ramsar Convention and as a Special Protection Area in 1985, there has been a gradual increase in the usage of the mere by wildfowl and wading birds as a direct consequence of positive management. The site is geared towards attracting visitors, with a number of hides from which the Mere and its birds may be viewed. In addition to the wild species for which it is designated, the site holds a collection of about 1,500 captive birds of 125 species from around the world, as well as a number of other visitor attractions. This is because the site is a Wildfowl and Wetlands Trust reserve.
- 4.9 The environmental pressures experienced by Martin Mere in terms of its bird community are likely to be those common to all reedbed and wetland habitats as set out in Lancashire BAP:
- Direct loss of characteristic species as a result of nutrient enrichment from agricultural fertilisers and run-off;
  - Loss of reedbed due to weakening of stems through poor growth conditions;
  - Natural succession to woodland;
  - Changes in farming practice; grazing management is largely dependent upon cattle from surrounding farms;
  - Reduced water level caused by surface and ground water abstractions or agricultural drainage, which causes the habitat to dry out and begin succession towards 'alder/willow carr woodland, hastening the overall process of succession towards broadleaved woodland';
  - Removal of reeds and other vegetation from whole stretches of watercourses (e.g. neighbouring the site) through routine management of ditches and riverbanks (in some instances);

- Erosion of reedbeds due to increased recreational use of waterbodies and waterways (notably canals) including the site and immediate environs;
- Habitat loss or degradation due to the isolation of reedbeds as a result of losses elsewhere, in turn due to the above or other factors.

4.10 In addition, the following site-specific pressures have been documented:

- Invasive plant species: Regular herbicide control of trifid burr marigold is necessary in order to prevent this plant from invading lake/ scrape margins to the detriment of bird populations;
- Water quality problems: water levels on the Mere are controlled to maintain optimum levels throughout the winter period, then lowered progressively in summer to expose marginal mud and the underlying damp pastures and maintain a mosaic of shallow pools. Ditches are regularly cut and dredged and all areas of pasture are positively managed under a Countryside Stewardship Scheme. Nutrients brought in with the water supply from the surrounding arable farmland and inadequate sewage treatment adds considerably to the large deposits of guano from wintering waterfowl. This results in the site being highly eutrophic with extremely poor water quality conditions. The Wildfowl and Wetlands Trust have started to address this issue with the creation of reedbed water filtration systems and a series of settlement lagoons helps to reduce suspended solids of effluent water arising from waterfowl areas;

4.11 Due to the eutrophication described above, the site is also at risk of waterborne disease that could affect wildfowl, although no such outbreaks have been recorded.

## Ribble & Alt Estuaries/Sefton Coast

4.12 The Ribble and Alt Estuary SPA and Ramsar Site is approximately 12,360ha, and consists of extensive sand- and mud-flats and, particularly in the Ribble Estuary, large areas of saltmarsh. There are also areas of coastal grazing marsh located behind the sea embankments. The saltmarshes, coastal grazing marshes and intertidal sand- and mud-flats all support high densities of grazing wildfowl and are used as high-tide roosts. Important populations of waterbirds occur in winter, including swans, geese, ducks and waders. The highest densities of feeding birds are on the muddier substrates of the Ribble.

4.13 The SPA is also of major importance during the spring and autumn migration periods, especially for wader populations moving along the west coast of Britain. The larger expanses of saltmarsh and areas of coastal grazing marsh support breeding birds during the summer, including large concentrations of gulls and terns. These seabirds feed both offshore and inland, outside of the SPA. Several species of waterbird (notably pink-footed geese) utilise feeding areas on agricultural land outside of the SPA boundary. There is considerable interchange in the movements of wintering birds between this European site and Morecambe Bay, the Mersey Estuary, the Dee Estuary and Martin Mere.

4.14 Located to the north of Liverpool, the Sefton Coast SAC (approximately 4,560ha) consists of a mosaic of sand dune communities comprising a range of ages from embryonic (i.e. dune

formation) to more established communities. A number of other habitats are also present, including scrub, heath, coniferous woodland, lagoons, estuaries and riverine environments.

## Reasons for Designation

- 4.15 The Ribble and Alt Estuaries Site is designated as an SPA for its Birds Directive Annex I species, both breeding and over-wintering, and these are:

During the breeding season:

- common tern *Sterna hirundo*: 182 pairs = 1.5% of the breeding population in Great Britain;
- ruff *Philomachus pugnax*: 1 pair = 9.1% of the breeding population in Great Britain;

Over winter:

- bar-tailed godwit *Limosa lapponica*: 18,958 individuals = 35.8% of the population in Great Britain;
- Bewick's swan *Cygnus columbianus ssp. bewickii*: 229 individuals = 3.3% of the population in Great Britain;
- golden plover *Pluvialis apricaria*: 4,277 individuals = 1.7% of the population in Great Britain
- whooper swan: 159 individuals = 2.9% of the population in Great Britain.

- 4.16 It also meets the criteria for SPA designation under Article 2 of the Birds Directive, supporting internationally important populations of lesser black-backed gull *Larus fuscus*, ringed plover *Charadrius hiaticula*, sanderling *Calidris alba*, black-tailed godwit *Limosa limosa ssp. limosa*, dunlin *Calidris alpina alpina*, grey plover *Pluvialis squatarola*, knot *Calidris canutus*, oystercatcher *Haematopus ostralegus*, pink-footed geese, pintail, redshank *Tringa totanus*, sanderling *Calidris alba*, shelduck *Tadorna tadorna*, teal *Anas crecca* and wigeon. It also qualifies by regularly supporting up to 29,236 individual seabirds, and, over winter, 301,449 individual waterfowl.

- 4.17 It is additionally designated as a Ramsar Site in accordance with Criterion 5 (UN, 2005) for supporting up 89,576 waterfowl (5-year peak mean 1998/99 – 2002/03), and in accordance with Criterion 6 for supporting internationally important populations of common shelduck *Tadorna tadorna*, black-tailed godwit *Limosa limosa ssp. limosa*, redshank *Tringa totanus*, Eurasian teal *Anas crecca*, northern pintail and dunlin *Calidris alpina alpina*.

- 4.18 The Ribble and Alt Estuaries also qualifies as a Ramsar as it meets criterion 2 by supporting over 40% of the UK population of natterjack toad. The natterjack Toad occurs on the Sefton Coast in seaward dunes between Southport and Hightown. In 2000 it was present on 13 sites (three of which are reintroductions). The breeding population is estimated at just over 1000 females.

- 4.19 The largest populations are on Ainsdale Sand Dunes NNR and Ainsdale and Birkdale Sandhills LNR. Natterjacks are absent from much of the dune coast and some breeding sites are considered to be isolated (North Merseyside Biodiversity Action Plan, undated).
- 4.20 The Sefton Coast qualifies as a SAC for both habitats and species. Firstly, the European site contains the Habitats Directive Annex I habitats of:
- Embryonic shifting sand dunes: considered rare, as its total extent in the United Kingdom is estimated to be less than 1,000 hectares – the Sefton Coast SAC is considered to be one of the best areas in the United Kingdom;
  - Shifting dunes along the shoreline with marram *Ammophila arenaria* (“white dunes”): the Sefton Coast SAC is considered to be one of the best areas in the United Kingdom;
  - Fixed dunes with herbaceous vegetation (“grey dunes”): the Sefton Coast SAC is considered to be one of the best areas in the United Kingdom;
  - Dunes with creeping willow *Salix repens ssp. argentea (Salicion arenariae)*: considered rare, as its total extent in the United Kingdom is estimated to be less than 1,000 hectares – the Sefton Coast SAC is considered to support a significant presence of the species;
  - Humid dune slacks: the Sefton Coast SAC is considered to be one of the best areas in the United Kingdom;
  - Atlantic decalcified fixed dunes (*Calluno-Ulicetea*): considered rare, as its total extent in the United Kingdom is estimated to be less than 1,000 hectares – the Sefton Coast SAC is considered to support a significant presence.
- 4.21 Secondly, the European site contains the Habitats Directive Annex II species petalwort *Petalophyllum ralfsii*, for which it is one of the best areas in the United Kingdom, and great crested newt *Triturus cristatus*, for which the area is considered to support a significant presence.

## Historic Trends and Current Pressures

- 4.22 As an estuarine site linked with the Liverpool Bay, this site has been subject to the same changes as described for the Liverpool Bay SPA but additionally its own unique pressures (some similar to those experienced in the Mersey Estuary). The estuaries were largely undisturbed until the 19th century, at which point there was extensive modification and dredging of the river channel for the Port of Preston, as well as landfill and drainage along the shoreline in order to increase agricultural usage of the land. The Ribble Estuary has over the past century experienced ‘a general pattern of sediment accretion in the inner estuary and erosion in outer areas,’ but the estuary has begun ‘to revert to its natural state... since maintenance of the Ribble Channel for shipping ceased in 1980. There have been dramatic changes in the course of channels in the outer Estuary, and these are expected to continue. Anticipated climatic and sea level changes are likely to exaggerate existing patterns of erosion and accretion, although sea level rise is not expected to cause significant loss of intertidal land in the Ribble’ (Ribble Estuary Strategy Steering Group, 1997, p.15).

- 4.23 The Ribble and Alt Estuaries are among ‘*the most popular holiday destinations in Britain,*’ with Blackpool as the largest resort and Southport increasing in visitors. Leisure activities include ‘*watersports such as sailing and windsurfing; fishing and shooting; bird watching; land yachting; and generally relaxing at the coast... enjoyed by both local people and visitors*’ (Ribble Estuary Strategy Steering Group, 1997, p.10).
- 4.24 Some of the main environmental pressures relevant to the nature conservation objectives of the Ribble and Alt Estuaries SPA / Ramsar Site are:
- Loss or damage of habitat as a result of increasing off-shore exploration and production activity associated with oil and natural gas;
  - Over-grazing of the saltmarshes by cattle-farming;
  - Heavy metal pollution (lead, cadmium, arsenic and other poisons) from either industry or disturbance of sediment (legacy pollution bound into the sediment);
  - Pollution via rivers by agricultural effluent flowing off fields, ‘leading to increased fertility of inshore waters and associated algal blooms and de-oxygenation of seawater, particularly in enclosed bays and estuaries’;
  - Pollution via rivers and drains by both treated sewerage and untreated runoff containing inorganic chemicals and organic compounds from everyday domestic products, which ‘may combine together in ways that make it difficult to predict their ultimate effect of the marine environment. Some may remain indefinitely in the seawater, the seabed, or the flesh, fat and oil of sea creatures’;
  - Damage of marine benthic habitat directly from fishing methods;
  - Damage of marine benthic habitat directly or indirectly from aggregate extraction;
  - ‘Coastal squeeze’ (a type of coastal habitat loss) from land reclamation and coastal flood defences and drainage used in order to farm or develop coastal land, and from sea level rise;
  - Harm to wildlife (especially birds) or habitat loss due to increasing proposals/demand for offshore wind turbines;
  - Pollution, direct kills, litter, disturbance or loss of habitat as a result of water-based recreation or other recreation activity and related development along the foreshore<sup>7</sup>;
  - Disturbance to birds from aircraft, both from Blackpool Airport and from a private testing station;
  - Introduction of non-native species and translocation;
  - Selective removal of species (e.g. bait digging, wildfowl, fishing)<sup>8</sup>;
  - Interruption of dune accretion processes leading to over-stabilisation of dunes;

<sup>7</sup> Wildlife Trust (2006) – The Wildlife Trust For Lancashire, Manchester And North Merseyside (2006). *Uses and abuses*. [Online]. Available at: <http://www.lancswt.org.uk/Learning%20&%20Discovery/theirishsea/usesandabuses.htm> (accessed 15<sup>th</sup> June 2009).

<sup>8</sup> (Wildlife Trust, 2006 and Ribble Estuary Strategy Steering Group, 1997);

- The spread of rank grasses and scrub, partly caused by a decline in rabbit-grazing, further reducing suitable habitat;
- Losses to development, forestry and recreational uses have reduced the area of available habitat;
- Fragmentation of habitat has led to isolation of populations;
- Creation of permanent water bodies in the dunes has encouraged populations of invertebrates which prey on natterjack tadpoles and, most seriously, populations of common toads which both predate and suppress the development of natterjack tadpoles;
- Gassing of rabbits, especially on golf courses, can kill natterjacks using burrows and removes a valuable grazing animal;
- Collecting and disturbance of spawn and tadpoles can reduce metamorphic success;
- Inappropriate management can cause the loss of low vegetation structure and open ground used by natterjacks for foraging;
- Water abstraction, conifers and scrub lower the water table locally and reduces the number of pools in which natterjack tadpoles can develop to maturity.

There is both formal and informal recreation along the Sefton Coast and intensity varies with season, event and attraction. Recreation is informal within the Ribble Estuary itself.

4.25 The dune habitats of the Sefton Coast SAC are dependent on natural erosive processes. Various human activities which interrupt natural sedimentation and deposition patterns within the Liverpool Bay have had an effect on the extent and wildlife value of these dunes. Since as early as the 18th century, *'dredging, river training and coastline hardening have imposed a pattern of accretion and erosion on the shoreline where previous conditions were much more variable'* (Liverpool Hope University College, 2006). More recently, the dunes have been partially stabilised through vegetation maintenance, the planting of pine trees, and artificial sea defences for protecting the developed shorelines. Another compounding influence is that the inland lakes and mosses behind the belt of coastal dunes have been drained and claimed for agricultural production (Liverpool Hope University College, 2006).

4.26 The environmental requirements of the Sefton Coast SAC can be described as:

- The need to reduce the fragmentation of habitats, and the impact of fragmentation, to provide stepping stones for the movement of species;
- The need to counter negative changes to low-nutrient habitats resulting from atmospheric nutrient deposition;
- The need to manage the continuing coastal erosion at Formby Point which leads to a squeeze on habitats. This management would not involve formal defences, as these would in themselves harm the dune ecosystem, but the management of pine plantations preventing dune roll-back. The dunes require sufficient space that natural processes can maintain the important habitats through roll-back;

- The need to consider the potential impact of climate change on shorelines, wetlands and dunes;
- The need to manage abstraction from the underlying aquifer for sources such as golf courses. The aquifer is critical to some features of the European site, such as the humid dune slacks and the great crested newts;
- To manage recreational pressures and direct disturbance to qualifying habitats;
- The need to develop and maintain management practices which sustain the conservation value of the area;
- The need to avoid loss of great crested newt habitat, and such habitats being further fragmented by distance or barriers.

## 5 Screening of Travellers Sites Preferred Options

### Introduction

5.1 The Travellers Sites DPD essentially presents five preferred sites. Of these, one site: Site 6 (Land west of The Quays, Burscough), is already permitted. As such, it is excluded from this HRA. The remaining four sites are:

- Site 3: Sugar Stubbs Lane, Banks 3 pitches
- Site 8: Pool Hey Caravan Park, Scarisbrick 6 pitches
- Site 14: White Moss Road South (B), Skelmersdale 15 pitches
- Site 5: Land at Ringtail Road / Site 7: Land west of Tollgate Road, Burscough<sup>9</sup>

5.2 This screening assessment therefore examines the proximity of these sites to the Martin Mere SPA and Ribble & Alt Estuaries SPA and determines whether these sites would constitute important supporting habitat for SPA birds.

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<sup>9</sup> One of these sites would be chosen as a Preferred Site. Council officers consider Site 7 preferable in planning policy terms, but the intentions of the owners of Site 7 are currently unknown, therefore consultation is proposed on both Site 5 and Site 7. Either site would be a site for Travelling Showpeople, with space for equipment and at least one residential pitch.

Table 4. Likely Significant Effect of Preferred Sites

Site	Proximity to European sites	Sensitive habitat for SPA birds?	Likely Effect?	Significant
Site 3: Sugar Stubbs Lane, Banks	2km from Ribble & Alt Estuaries 6.5km from Martin Mere	Site is within a whooper swan 1km square but habitat is bare ground/scrub and is unsuitable.	No	
Site 8: Pool Hey Caravan Park, Scarisbrick	6km from Ribble & Alt Estuaries 4km from Martin Mere	Site lies within a whooper swan 1km square and a pink-footed goose area but constitutes bare ground and caravans and is unsuitable.	No	
Site 14: White Moss Road South (B), Skelmersdale	12km from Ribble & Alt Estuaries 6km from Martin Mere	Site is potentially suitable short grassland habitat but it is adjacent to a motorway and not in a sensitive area	No	
Site 5: Landwest of Ringtail Road, Burscough	10.km from the Sefton Coast SAC and 11km from Ribble & Alt Estuaries 2.2km from Martin Mere	Site consists of relatively short sparse grassland so potentially would be suitable habitat but it does not lie within a sensitive area and comprises only a narrow strip of suitable habitat.	No	
Site 7: Land west of Tollgate Road, Burscough	10.8 km from the Sefton Coast SAC and 11.8km from Ribble & Alt Estuaries	Site consists of relatively short sparse grassland so potentially would be suitable habitat but it does not lie within a sensitive area	No	

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<b>Site</b>	<b>Proximity to European sites</b>	<b>Sensitive habitat for SPA birds?</b>	<b>Likely Effect? Significant</b>
	2.6km from Martin Mere		

## 6 Role of Other Plans and Projects

6.1 The other plans and projects that have the potential to create likely significant adverse effects on Martin Mere SPA and Ramsar are as follows.

6.2 In considering disturbance of bird species for which the SPA/Ramsar are designated, the HRA of the West Lancashire Local Plan concluded that policy wording was sufficient to be able to confirm that this was unlikely. Despite a presumption in favour of sustainable development, policy SP1 (A Sustainable Development Framework for West Lancashire) indicates that future development in West Lancashire will have to demonstrate compliance with other policies in the Local Plan. These provide robust protection for development affecting European sites. The Local Plan states that:

*'Where there is reason to suspect that there may be protected species on or close to a proposed development site, planning applications should be accompanied by a survey assessing the presence of such species and, where appropriate, making provision for their needs. In particular, the HRA of the Local Plan identifies a series of sites (in Appendix 8 of that document) where the potential of the site to supporting important habitat for birds associated with Martin Mere SPA cannot be ruled out at this stage. For those sites (and any others which may support suitable habitat) the applicant should submit an Ornithology Report containing sufficient information to demonstrate that consideration has been given to the potential for effects on SPA birds and, if necessary, that suitable mitigation measures will be implemented to address this to the satisfaction of the Council and ensure no adverse effect on site integrity. The report could, depending on the site, be a confirmation that no suitable habitat is in fact present and therefore no loss of supporting habitat would result.'*

Therefore, all other potential developments within West Lancashire that might occur on land supporting designated bird species will be subject to the same caveats as Yew Tree Farm.

6.3 The Council is currently preparing a SPD for Yew Tree Farm, and the Local Plan HRA indicates that this should also be subject to commitment to provide an ornithological survey report as part of any planning applications. Without such a commitment, there would remain potential for birds to be disturbed in combination with any disturbance resulting from development at Yew Tree Farm.

6.4 However, once the Yew Tree Farm SPD makes clear the recommendations in paragraph 5.29 above will be adhered to, then it can be concluded that no likely significant effects on Martin Mere SPA and Ramsar site will arise, through disturbance of qualifying bird species, as a result of the SPD either alone or in combination with other plans and projects.

6.5 The HRA of the West Lancashire Local Plan states, with respect to consideration of water quality that:

*'New development proposed in the areas of Ormskirk, Burscough, Rufford and Scarisbrick that are affected by limitations on wastewater treatment must be phased to ensure delivery of the development coincides with delivery of an appropriate solution which meets the requirements of the Council, the Undertaker and the Regulators.'*

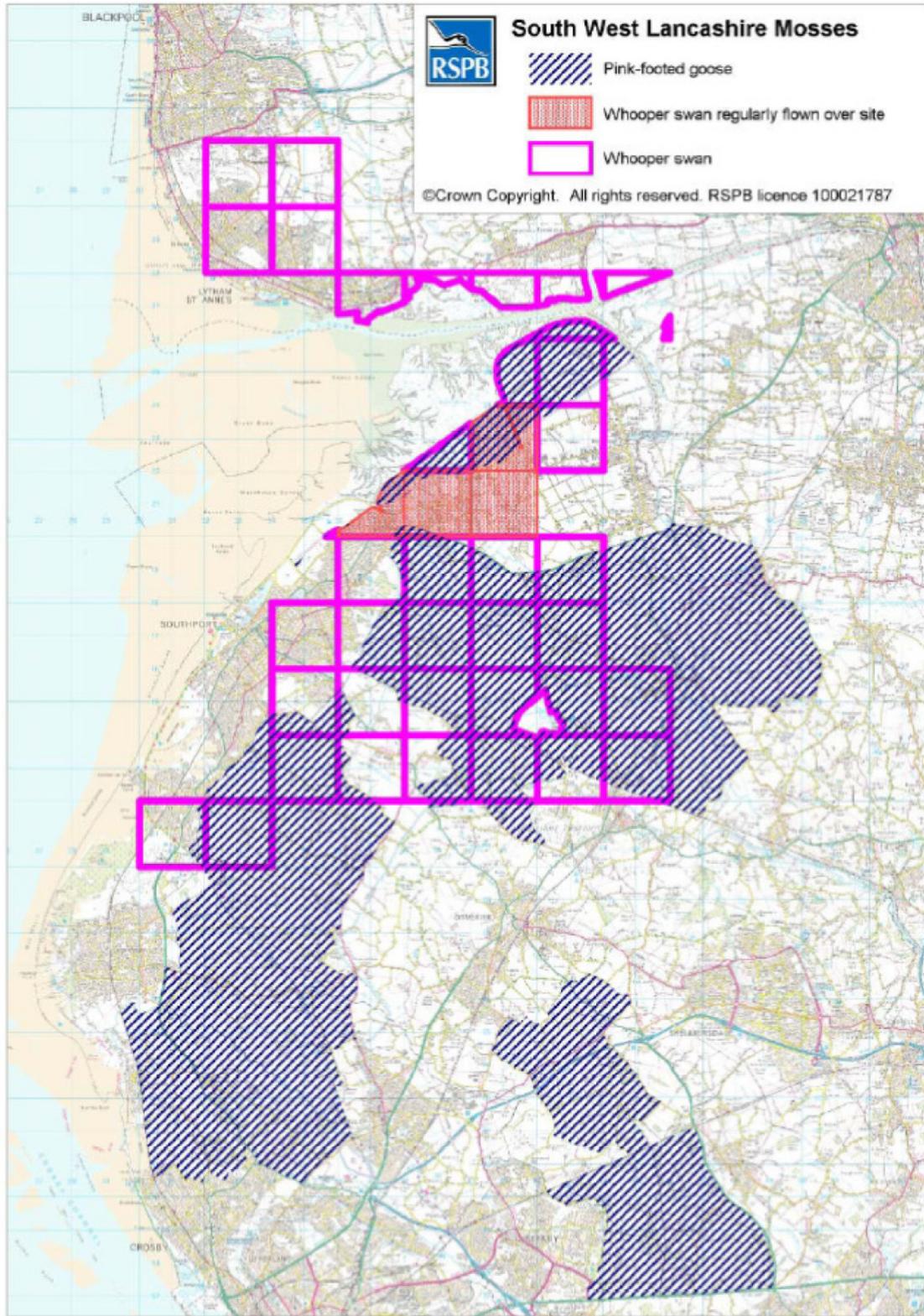
Given this, it can be concluded that other developments will not contribute to increased nutrient enrichment at Martin Mere, since they should conform with the Local Plan policy.

- 6.6 Due primarily to the unsuitability of habitat, distance from European sites and/or lack of being within a sensitive area for SPA/Ramsar birds, there is no mechanism for any of the preferred traveller sites to operate in combination with these other projects and plans.

## 7 Conclusions

- 7.1 The HRA of the Traveller Sites DPD Options and Preferred Options has been able to conclude that no likely significant effects will occur on European sites either alone or in combination with other projects and plans.

## **Appendix 1 – Qualifying Bird Species Sensitivity Map: South West Lancashire**



HABITATS REGULATIONS  
ASSESSMENT REPORT

February 2014



**Provision for Traveller Sites Development Plan Document  
Options and Preferred Options**

**Consultation and  
Duty to Co-Operate Report**

**February 2014**

**John Harrison, DipEnvP, MRTPI  
Assistant Director Planning  
West Lancashire Borough Council**



# **Provision for Traveller Sites Development Plan Document: Options and Preferred Options**

## **Consultation Report and Duty to Co-Operate Statement (Regulation 18)**

### **Introduction**

This report sets out the consultation that West Lancashire Borough Council has undertaken between September 2013 and January 2014 in relation to the emerging Provision for Traveller Sites Development Plan Document: Options and Preferred Options. Further consultation will take place as the DPD progresses through its preparation stages; this will be summarised in future consultation reports.

The two main tenets of the consultation to date are:

1. 'Scoping' Consultation
2. Duty to Co-operate letters

## 1. ‘Scoping’ Consultation

In accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the West Lancashire Borough Council notified a number of specific and general consultation bodies (as defined in Paragraph 2 of the Regulations), plus a number of other interested parties, of the subject matter of the Traveller Sites DPD, and invited them to make representations of what the DPD ought to contain.

Table 1 below lists the bodies contacted by the Council under this ‘Scoping’ consultation, and Table 2 below lists and summarises the responses made to the Borough Council’s initial “Scoping” consultation letter, listed in alphabetical order of respondent. All comments have been noted.

**Table 1 Consultation Bodies contacted by the Council**

	<b>Organisation</b>	<b>Type of Consultee</b>
1	The Coal Authority	Specific consultation body
2	Environment Agency	Specific consultation body
3	English Heritage	Specific consultation body
4	Marine Management Organisation	Specific consultation body
5	Natural England	Specific consultation body
6	Network Rail	Specific consultation body
7	Merseyrail	Other
8	Merseytravel	Other
9	Transport for Greater Manchester (GMPTE)	Other
10	Northern Rail	Other
11	Arriva NW Ltd	Other
12	Peel Airports	Other
13	Highways Agency	Specific consultation body
14	Sefton Council	Specific consultation body
15	Wigan Council	Specific consultation body
16	St Helens Council	Specific consultation body
17	Chorley Council	Specific consultation body
18	South Ribble Council	Specific consultation body
19	Fylde Council	Specific consultation body
20	Knowsley Council	Specific consultation body
21	Liverpool Council	Specific consultation body
22	Lancashire County Council	Specific consultation body
23	United Utilities	Specific consultation body
24	National Grid	Specific consultation body
25	Electricity North West	Specific consultation body
26	Scottish Power Manweb	Specific consultation body
27	N Power renewables	Specific consultation body

	<b>Organisation</b>	<b>Type of Consultee</b>
28	Shell UK Ltd	Specific consultation body
29	Sabic Pipeline	Specific consultation body
30	Mono Consultants	Specific consultation body
31	Central Lancashire NHS	Specific consultation body
32	Ormskirk and Southport Hospital Trust	Specific consultation body
33	West Lancashire GP Consortia	Specific consultation body
34	NHS England	Specific consultation body
35	Homes and Communities Agency	Specific consultation body
36	Lancashire Constabulary	Specific consultation body
37	Lancashire Fire and Rescue	Other
38	North West Ambulance Service NHS Trust	Other
39	Canals and Rivers Trust	Other
40	Sport England	Other
41	West Lancashire Local Strategic Partnership	Other
42	West Lancashire Council for Voluntary Service	Other
43	Civil Aviation Authority	Other
44	Office of Rail Regulation	Other
45	Lancashire Local Enterprise Partnership	General consultation body
46	Mersey Fire & Rescue Authority	Other
47	Merseyside Police	Specific consultation body
48	Helena Partnership (Registered Social Provider)	Other
49	Mersey Fire & Rescue Authority	Other
50	NHS Sefton	Other
51	Merseyside Police	Other
52	Irish Community Care Merseyside	General consultation body
53	Liverpool City Region Local Enterprise Partnership	Other
54	Irish Community Care Merseyside	General consultation body
55	National Federation of Gypsy Liaison Groups	General consultation body
56	Friends, Families and Travellers	General consultation body
57	Alison Heine (Agent representing Travellers)	Other
58+	Parish Councils in and adjacent to West Lancashire	Specific consultation body

**Table 2 Responses made to Regulation 18 ‘Scoping’ Consultation**

	<b>Organisation / Body</b>	<b>Summary of response</b>
1	Alison Heine (Agent)	<p>DPD should consider following points:</p> <ul style="list-style-type: none"> <li>- Full summary of GTAA and comparison with previous assessment / what changed / explain any differences;</li> <li>- Evidence that criteria policy has also informed any site selection;</li> <li>- Evidence of duty to co-operate;</li> <li>- Does the need for Travellers have to respect housing market areas (NPPF para. 47)?</li> <li>- Importance of offering choice of sites to include range of location, size, tenure, also flexibility and some contingency;</li> <li>- Importance of front loading provision to be sure immediate need is met at outset. Most of need in West Lancs is immediate;</li> <li>- Need to include explanation for choice of sites in sustainability appraisal summary;</li> <li>- Note that Showpeople store equipment year round on sites, not just in the winter.;</li> <li>- For transit sites, could consider potential to provide as part of small private family Gypsy sites as well as separate provision.</li> </ul>
2	Bickerstaffe Parish Council	Jubilee Colliery (Bickerstaffe) is not an appropriate site for Traveller accommodation on account of highways access, neighbouring uses and ownership.
3	English Heritage	No comments to make at this stage.
4	Highways Agency	At this initial stage, the Agency is content with the matters that the DPD intends to cover. As the DPD progresses, the Agency would welcome the opportunity to comment on proposed sites in order to consider any potential impact of these on the strategic road network.
5	Liverpool City Council	Clarification sought as to whether the DPD will cover the Local Plan period of 2012-2027 or fifteen years from the anticipated DPD adoption date, 2015-2030.
6	Marine Management Organisation	No comments to make at this stage.
7	Natural England	<p>No specific comment to make on the document itself at this stage but, in order to allocate the most appropriate sites to deliver high quality, sustainable development, environmental issues and opportunities should be considered as an integral part of the assessment process.</p> <p>Detailed comments made about biodiversity (designated sites, habitats), geological conservation, landscape, best and most versatile agricultural land, public rights of way / access, and Green Infrastructure.</p>
8	Network Rail	<ol style="list-style-type: none"> <li>1. The Council should ensure that no Network Rail land is included within the policy consultation;</li> <li>2. The policy should consider security of the railway boundary from trespass. Any site adjacent to the railway needs suitable trespass proof fencing (minimum 1.8m in height).</li> <li>3. Request that sites are situated away from level crossings (and not on any highways leading to level crossings), as any</li> </ol>

	<b>Organisation / Body</b>	<b>Summary of response</b>
		proposal may result in a material increase in type and volume over the crossing and the developer could be liable for all mitigation costs required to ensure the on-going safety of the crossing.
9	Newburgh Parish Council	Newburgh Parish Council support the drawing up of a plan; however, it is difficult to comment further until the detail has been put together.
10	The Coal Authority	The LPA should give due consideration to coal mining legacy issues when considering site allocations.
11	United Utilities	No specific comments to make at this stage, but wish to be included in further consultations, to ensure that all new growth can be delivered. Previous UU responses to the West Lancashire Local Plan remain valid.
12	Wrightington Parish Council	The Parish Council cannot see the need for a permanent site for "Travellers" as the term itself implies that the people in question are always on the move and do not require a permanent place of residence. Also, the Parish Council believe that "Showpeople" should be subject to business rates in the same way any other business operating within the Borough.

## 2. Duty to Co-operate – initial liaison

The Localism Act and the NPPF require LPAs to fulfil the Duty to Co-operate on planning issues, including provision for Travellers, in order to ensure that their approaches are consistent, and that they address cross-border issues with neighbouring authorities. Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations prescribe which bodies, as a minimum, should be contacted under the Duty to Co-operate.

West Lancashire Borough Council intends to consult relevant organisations on an ongoing basis under the Duty to Co-operate as the Traveller Sites DPD is prepared. In October 2013, the Council wrote to a number of different organisations, setting out what it considers are the primary cross-boundary issues with regard to provision of accommodation for Travellers, asking for views on whether the Council's understanding of cross-boundary issues was correct, and for any other comments. The Council's letter is appended to this report as Appendix 1.

Table 3 below lists the bodies that the Council has contacted so far under the Duty to Co-operate, and Table 4 sets out the responses received to the Council's initial Duty to Co-operate letter, listed in alphabetical order of respondent. All comments have been noted.

**Table 3 Bodies contacted by WLBC in October 2013 under the Duty to Co-operate**

Organisation Contacted	"Prescribed body" (as required by Regulation 4)?
Environment Agency	Yes
English Heritage	Yes
Marine Management Organisation	Yes
Natural England	Yes
Network Rail	
Merseytravel	Yes
Transport for Greater Manchester (GMPTE)	Yes
Highways Agency	Yes
Sefton Council	Neighbouring authority
Wigan Council	Neighbouring authority
St Helens Council	Neighbouring authority
Chorley Council	Neighbouring authority
South Ribble Council	Neighbouring authority
Fylde Council	Neighbouring authority
Knowsley Council	Neighbouring authority
Lancashire County Council	Neighbouring / common authority
United Utilities	
NHS Property Services Ltd	
Ormskirk and Southport Hospital Trust	Yes
West Lancashire GP Consortia	
NHS England	Yes
Homes and Communities Agency	Yes
Lancashire Constabulary	
West Lancashire Local Strategic	

Organisation Contacted	“Prescribed body” (as required by Regulation 4)?
Partnership	
West Lancashire Council for Voluntary Service	
Civil Aviation Authority	Yes
Office of Rail Regulation	Yes
Lancashire Local Enterprise Partnership	Yes
Merseyside Police	
Lancashire County Council (Highways)	Yes
Parish Councils in and directly adjacent to West Lancashire Borough	Common / neighbouring administrative areas.

**Table 4 Responses to WLBC’s initial Duty to Co-operate letter**

	Body	Summary of response
1	Chorley BC	Can confirm that the Central Lancashire authorities will provide for the Traveller needs identified in the Central Lancashire GTAA within the Central Lancashire administrative boundaries.
2	English Heritage	In terms of English Heritage’s interest, in the absence of any identified sites, it is difficult to know whether or not there are likely to be any strategic cross-boundary issues affecting the historic environment. In the development of the <i>Provision for Traveller Sites DPD</i> it is important that consideration is given to the potential impact which allocations might have upon heritage assets within neighbouring local planning authority areas. If there is potential for a proposed site to have a significant impact upon such assets, then English Heritage would be expected to be involved in any discussions regarding that site.
3	Environment Agency	No further comments to make at this stage. The EA will be happy to provide further comments when specific sites have been formally proposed for allocation.
4	Fylde BC	Fylde BC have just commissioned a GTAA for Fylde, Wyre and Blackpool. Until that study is complete (end of March 2014), it is not possible to state the issues in the Fylde area.
5	Homes and Communities Agency	No reason to dispute WLBC’s understanding of cross-boundary issues.
6	Knowsley MBC	Broadly agree with the assessment of cross-boundary issues. It may be helpful to refer more specifically to the status of the emerging Knowsley, Liverpool, Sefton, St Helens, West Lancashire and Wirral Gypsy and Traveller Accommodation Assessment, the recommendations of which have yet to be finalised. This Assessment will recommend pitch provision for both transit and permanent sites across the study area for a fifteen year period and may thereby impact upon the first and third cross-boundary issues identified in the letter. In advance of the publication of this Assessment, and given the different preparation stages and status of Local Plans within the sub-region, it may be premature at the present time to assume that all authorities will be able to meet their own needs for permanent sites within their own boundaries.
7	Lancashire County Council	In regard to the West Lancashire’s co-operation with Merseyside authorities about the provision of transit sites, it is felt that this provision needs to be combined with the provision of permanent

	<b>Body</b>	<b>Summary of response</b>
		<p>sites. The provision of transit sites on their own are not sufficient and should instead be coupled with a permanent site. The Council should also co-operate with Merseyside authorities on the issue of permanent provision.</p> <p>In regard to the Council's assumption in bullet point 3 that each neighbouring LPA will meet its own need for permanent sites, it is agreed that this should be the case. In order to assist in cross-boundary working between neighbouring authorities, a working group has been set up between all the districts of Lancashire.</p> <p>From the County Council's point of view, once the Council gets to the stage of their DPD production where they are ready to discuss specific sites, the County Council is willing to provide advice and guidance on access improvements required to make allocated sites safe and sustainable in terms of transport requirements.</p>
8	Lancashire LEP	No comments to make.
9	Merseyside Police	<p>We have a static site in Broad Lane (Sefton) already. There is a planning application for 4 extra pitches on this site which technically would be in Green Belt land.</p> <p>From time to time through the spring/summer period we have illegal encampments in the Sefton area. The largest ones in recent years being in the Crosby area. It is fair to say there is nowhere available for them to be told of in the local area. The provision of any places locally would obviously be of benefit.</p>
10	Natural England	No comments to make at this stage
11	Network Rail	No comments to make regarding cross-boundary issues.
12	NHS England	The Council's understanding of cross-boundary issues is correct.
13	Sefton MBC	<p>Consider WLBC has correctly identified the cross-boundary issues in Sefton. Also agree that being at different stages of the Local Plan process makes it difficult to embark on a joint Traveller Sites DPD at this time. Nevertheless, given that our respective Councils are part of the study group currently undertaking the Merseyside and West Lancashire Traveller Accommodation Assessment, I feel that we have a good overview on the sub-regional Traveller pitch requirements in the sub-region. It may be useful to build upon this and co-operate in identifying some common criteria in a Traveller site selection methodology. Welcome further discussion on this issue.</p> <p>Sefton is anticipating meeting its own requirement for permanent Traveller sites in the borough, particularly as its site requirement is largely driven by demand from existing residents on Sefton's one permanent Traveller site.</p>
14	South Ribble BC	<p>Central Lancashire authorities are currently updating their Gypsy and Traveller Accommodation Assessment and cross-boundary issues form an important consideration.</p> <p>We accept that there is a need for a full discussion on this issue and welcome the opportunity to meet to discuss the outcome of our respective Gypsy and Traveller Accommodation Assessments and any cross boundary issues that may arise as a result of this evidence.</p> <p>The Central Lancashire Gypsy and Traveller Accommodation Assessment is due to be completed by the end of 2013, therefore we will be in a better position to discuss with you in early 2014.</p>
15	St Helens MBC	Will have to await the outcome of the final Merseyside and West Lancashire GTAA to be sure [of cross-boundary issues], but we feel that the need identified for each LPA by the study should be addressed by each individual authority on the basis of meeting needs where they arise. This logic is also likely to extend to transit

	<b>Body</b>	<b>Summary of response</b>
		<p>site provision, especially as we are unclear of the linkages between unauthorised encampments in different authority areas.</p> <p>Do not feel that joint plan preparation is feasible at this time as St Helens are committed to a full allocations local plan which will take longer than a single topic Gypsy and Travellers local plan.</p>
16	United Utilities	No comments to make at this stage.
17	West Lancashire CCG (NHS)	<p>The clinical commissioning group already deals with cross boundary issues in relation to the commissioning of health services and so this issue would not cause any major concerns for the organisation. Once the locations of the traveller sites are know, the CCG will be able to comment in more detail on any specific impacts on health commissioning.</p>
18	Wigan MBC	<p>Agree that the list of potential cross-boundary issues included in WLBC's letter give an accurate overview of the situation and that there are unlikely to be any cross-boundary issues with regard to the provision of permanent Traveller sites if each authority meets its own need for such sites.</p>

## Appendix 1

### West Lancashire Borough Council's initial Duty to Co-Operate Letter



To: Prescribed Bodies

#### Directorate of Transformation

**John R Harrison DipEnvP, MRTPI**  
**Assistant Director Planning**

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**Date: 14 November 2013**  
**Our ref: GTDPD / DtC / 01**

Dear Sir / Madam

#### **West Lancashire Provision for Traveller Sites DPD: Duty to Co-operate**

West Lancashire Borough Council are preparing a Development Plan Document (DPD) to set out the accommodation requirements in West Lancashire for the Travelling Community, to set criteria against which planning applications for Traveller sites can be assessed, and to allocate specific sites to meet the accommodation needs of the Travelling Community.

The Localism Act and the National Planning Policy Framework (NPPF) create a duty on local planning authorities (LPAs), county councils and other "Prescribed Bodies" to cooperate with each other to address strategic matters relevant to their areas in the preparation of a DPD. I am writing to you, as the representative of one of the "Prescribed Bodies" (as set out in Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012), or as a representative of another body that may have a direct interest in the DPD.

It is likely that we have previously liaised with you over the West Lancashire Local Plan 2012-2027, which was adopted by the Council on 16 October. The Submission version of this Plan contained a criteria-based policy on Traveller site location (Policy RS4), setting out criteria against which planning applications for Traveller sites could be judged. There was a recognition that some Green Belt land may be required to meet Traveller accommodation needs. Under the Duty to Co-operate, no objections were raised by neighbouring authorities or other Prescribed Bodies over the soundness of Policy RS4, nor over the potential use of Green Belt land in West Lancashire to meet Traveller accommodation needs. However, the Local Plan Inspector advised that he could not find Policy RS4 sound as it did not identify a five year supply of specific deliverable sites. It was recommended that the policy be deleted from the Local Plan and that a separate DPD be prepared as quickly as possible to identify and allocate appropriate Traveller sites.

An important part of the evidence base behind the new Provision for Traveller Sites DPD is a joint Gypsy and Traveller Accommodation Assessment, currently being undertaken by consultants on behalf of this Council and the five Merseyside authorities. We are expecting the results of this study soon.

At present, our understanding of cross-boundary issues relating to provision for the Travelling Community is as follows:

- There is a need for this Council to co-operate with Merseyside authorities on the issue of transit site provision (transit sites are intended to meet the short term needs of Travellers who are passing through local authority areas on their way to other destinations or choose to occasionally visit the area for short periods), as Travellers who require such sites are almost certain to be moving between different boroughs.
- We are unaware of any significant cross-boundary issues between West Lancashire and Wigan / Central Lancashire in terms of transit site provision.
- If each LPA were to meet its own need for permanent Traveller sites (which may be used for Travellers to base themselves throughout the majority of the year, or for Travelling Showpeople to live and store their equipment outside their touring season), there should be no cross-boundary issues in terms of a need for sites. As far as we are aware, our neighbouring authorities are intending to fully meet their needs for permanent Traveller sites within their own boundaries.
- However, dependent upon the location of any proposed site allocations, it may be the case that occupants of sites may seek to make use of facilities and services (education, health, etc.) in a neighbouring Borough. As we understand it, we and our neighbouring authorities, are not yet at the stage where specific sites have been formally proposed for allocation, and thus cannot comment at present as to whether cross-boundary issues are likely to arise as a result of specific site locations.
- The government's Planning Policy for Traveller Sites document (Section 9(c)) requires that local planning authorities consider production of joint development plans that set targets on a cross-authority basis. Given the differing timescales for the different authorities surrounding West Lancashire, and the West Lancashire Local Plan Inspector's recommendation that the Council have this Traveller Sites DPD adopted as soon as possible, it is our view that production of a joint development plan would not be realistic.

As part of this Council's actions under the Duty to Co-operate for the Traveller Sites DPD, we are intending to hold a workshop with Prescribed Bodies to discuss cross-boundary issues and how West Lancashire Borough Council intends to deal with them. This workshop would be likely to take place at the Council offices in Ormskirk in late 2013 or early 2014.

I would be grateful if you would reply to this letter, and let us know your views on:

- a) Do you agree with our understanding of the cross-boundary issues, as above? What amendments need to be made to the list (additions / deletions / alterations) to give a more accurate overview of the issues?
- b) Would you wish to attend the proposed workshop in the New Year, to discuss cross-boundary issues, and how they might be addressed?

I look forward to receiving your views on (a) and (b) above. I would be grateful if you could reply by **29 November 2013**. Contact details for a response (including email address) are provided overleaf.

Yours faithfully

**Peter Richards**  
**Planning Policy and Implementation Team Leader**

<p>1. Using information that you have gathered from service monitoring, surveys, consultation, and other sources such as anecdotal information fed back by members of staff, in your opinion, could your service / policy / strategy / decision (including decisions to cut or change a service or policy) disadvantage, or have a potentially disproportionately negative effect on, any of the following groups of people:  <i>People of different ages – including young and older people</i>  <i>People with a disability;</i>  <i>People of different races / ethnicities / nationalities;</i>  <i>Men; Women;</i>  <i>People of different religions/beliefs;</i>  <i>People of different sexual orientations;</i>  <i>People who are or have identified as transgender;</i>  <i>People who are married or in a civil partnership;</i>  <i>Women who are pregnant or on maternity leave or men whose partners are pregnant or on maternity leave;</i>  <i>People living in areas of deprivation or who are financially disadvantaged.</i></p>	<p>No. The document referred to in the Cabinet / Planning Committee Report (i.e. the Provision for Travellers Sites Development Plan Document: Options and Preferred Options) should have a positive effect on certain people of different ethnicities.</p>
<p>2. What sources of information have you used to come to this decision?</p>	<p>Government policy and guidance (Planning Policy for Traveller Sites, March 2012, and Designing Gypsy and Traveller Sites: Good Practice Guide, May 2008).</p>
<p>3. How have you tried to involve people / groups in developing your service / policy / strategy or in making your decision (including decisions to cut or change a service or policy)?</p>	<p>The document being reported on (Traveller Sites DPD) represents the first draft of what will be a Local Plan to allocate specific sites for Traveller accommodation. The purpose of the Cabinet report is seek approval of the document for public consultation for six weeks. A wide range of different individuals and bodies will be contacted directly to advise about the consultation. In addition, the document will be publicised in the press and on the Council’s website. People will be invited to submit their views on the content of, and proposals contained within, the document. These views will be taken into account in preparing the subsequent version of the document.</p>
<p>4. Could your service / policy / strategy or decision (including decisions to cut or change a service or policy) help or hamper our ability to meet our duties under the Equality Act 2010? Duties are to:-  <i>Eliminate discrimination, harassment and victimisation;</i>  <i>Advance equality of opportunity (removing or minimising disadvantage, meeting the needs of people);</i>  <i>Foster good relations between people who share a protected characteristic and those who do not share it.</i></p>	<p>The purpose of the Traveller Sites DPD is to allocate land to meet the objectively-assessed accommodation needs of the travelling community (of whom, Romany Gypsies and Irish Travellers are groups recognised as having a protected characteristic under the Equality Act 2010). By facilitating the provision of authorised, permanent sites of adequate standards and in suitable locations, the DPD should contribute towards meeting each of the duties listed at left.</p>
<p>5. What actions will you take to address any issues raised in your answers above</p>	<p>(The relevant actions are referred to above.)</p>



Agenda item 5(l)

Provision for Traveller Sites Development Plan Document (DPD): Options and Preferred Options

**MOTION FROM COUNCILLOR FORSHAW**

- A. That the Assistant Director Planning explore the possibility of identifying a single deliverable site in a suitable and sustainable location along the M58 corridor to meet the Borough's identified needs for Travelling communities (excluding travelling showpeople) to 2028 in a way which minimises the impact on the Borough's Green Belt and the non-travelling community.





**AGENDA ITEM: 9**

**CABINET: 18 March 2014**

**EXECUTIVE OVERVIEW &  
SCRUTINY COMMITTEE:  
3 April 2014**

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**Report of: Transformation Manager**

**Relevant Head of Service: Managing Director (Transformation)**

**Relevant Portfolio Holder: Councillor D Westley**

**Contact for further information: Ms A Grimes (Extn. 5409)  
(E-mail: [alison.grimes@westlancs.gov.uk](mailto:alison.grimes@westlancs.gov.uk))**

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**SUBJECT: CORPORATE PERFORMANCE MANAGEMENT 2014/15**

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Borough wide interest

**1.0 PURPOSE OF THE REPORT**

1.1 To seek approval for the Suite of Performance Indicators (Appendix A) to be adopted as the Council's Corporate PI Suite 2014/15.

**2.0 RECOMMENDATIONS TO CABINET**

2.1 That the Suite of Performance Indicators 2014/15 (Appendix A) and targets be approved as being the most important in terms of delivering the Council's Corporate Priorities and adopted as the Council's Corporate PI Suite 2014/15.

2.2 That the Transformation Manager, in consultation with the Portfolio Holder for Resources & Transformation, be authorised to finalise and amend the suite having regard to comments from Executive Overview and Scrutiny Committee made on 3 April 2014, and to make any amendments to the suite in year in response to any issues that may arise, for example government policy or collection mechanisms.

2.3 That call-in is not appropriate for this item as it is being considered at the next meeting of Executive Overview & Scrutiny Committee on 3 April 2014.

**3.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE**

3.1 That the Committee consider the Suite of Performance Indicators 2014/15 (Appendix A) and agree comments as appropriate.

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## **4.0 BACKGROUND**

- 4.1 The corporate suite of performance indicators is reported to demonstrate performance against the priorities agreed by Members through the Business Plan. The suite will help the authority understand how well it is performing and provide information as to whether the organisation is on track to achieve the priorities.
- 4.2 Following the *Business Plan 2014/15 Refresh*, a review of the 2013/14 suite of performance indicators was undertaken. The review resulted in:
- the addition of the remainder of the PIs that form part of the Revenues & Benefits and ICT Services contract.
  - the revision to the definitions of two existing PIs to reflect methods of calculation (*% Rent Collected* and *Working Days Lost to Sickness Absence*)
  - the addition of *Number of completed scheduled vehicle services*
  - the revision to some targets.

The proposed suite for 2014/15 is attached at Appendix A.

- 4.3 It is recommended that targets for performance in 2014-15 are set to be challenging but realistic. In most cases this means that targets are maintained as for 2013-14, but where circumstances suggest that PIs/targets need to vary from 2013/14 an explanation for the proposed change is provided in the table.
- 4.4 As in previous years, PI targets are reviewed and agreed with Heads of Service and Portfolio Holders prior to submission to committee.
- 4.5 There are 56 proposed performance indicators within the suite. 35 of these are the 'key performance indicators' which will be reported to Members on a quarterly basis as indicated in the Appendix. The remainder will be reported annually. The full suite outturn will be reported with the Annual Business Plan Report.

## **5.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

- 5.1 The information set out in this report aims to help the Council to improve service performance and is consistent with the Sustainable Community Strategy aim of providing good quality services that are easily accessible to all.

## **6.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 6.1 There are no significant financial or resource implications arising from the recommendations within this report.

## **7.0 RISK ASSESSMENT**

- 7.1 Monitoring and managing performance information data together with the monitoring of progress against the Business Plan helps the authority to ensure it is achieving its priorities and reduces the risk of not doing so.

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

The decision does not have a direct impact on members of the public, employees, elected members and/or stakeholders. Therefore no equality impact assessment is required.

### **Appendices**

Appendix A – 2014/15 Corporate Performance Indicator Suite

Appendix B – Proposed for replacement for 2014/15

Appendix C – Minute of Cabinet 18 March 2014 (Executive Overview and Scrutiny Committee only)



**APPENDIX A: CORPORATE PERFORMANCE INDICATOR SUITE 2012-15**

PI Code & Short Name	Reported	2012/13 Outturn	2012/13 Annual Target	2013/14 Annual Target	2014/15 Annual Target	Notes setting targets for 14/15	Change to 2013/14
<b>Corporate Priorities</b>							
<b>Balancing the budget and providing the best possible services within the resources available</b>							
WL117 Planned net spend per head	Annual	£129.92	Data only	Data only	Data only	Information based on Revenue Return Estimates	
WL118 Income from fees & charges	Annual	£7.48m	£7.057m	£7.069m	£6.967m	Information from Budget decision	Y - target
OCL-R1-BV9 % of Council Tax collected	QPI /Annual	96.40%	98.06%	96.11%	tbc	OCL contractual PI. Annual target set via contract process. Quarterly target reported in performance reports is not contractual.	tbc
OCL-R3-BV10 % of Non-domestic Rates Collected	QPI /Annual	95.40%	97.77%	96.57%	tbc	OCL contractual PI. Annual target set via contract process. Quarterly target reported in performance reports is not contractual.	tbc
CIT03 % satisfied with how WLBC runs things	Annual	67.00%	67.00%	67.00%	67%		
CIT08 % residents agreeing that WLBC provides value for money	Annual	42%	42%	42%	42%		
TS1 Rent collected as a % of rent owed (excluding arrears b/f)	QPI /Annual	N/A	N/A	N/A	99.83%	Replacing BV66a. The change in coding acknowledges that the calculation in use has never been fully reflective of the BV66a guidance, due to the way income is received. The replacement TS1 definition simplifies the calculation and uses the actual rent & charges collected year-to-date on current General Needs and Housing for Older People tenancies (excluding garages) as a percentage of the actual rent & charges due year-to-date for all tenanted GN and HfOP properties (excluding garages). The data for this can be taken directly from the balance summary. The PI is also used by Housemark and will present the opportunity to benchmark nationally. A realistic target has been set however the full impact of Welfare Reform is not yet known and may affect this indicator. Members will be advised accordingly.	Y - definition
<b>Focussing upon sustainable regeneration and growth within the Borough</b>							
NI 154 Net additional homes provided	Annual	139	80	260	310	Target taken from the Local Plan.	Y - target
NI 159 Supply of ready to develop housing sites	Annual	108.00%	80.00%	105%	105%	Target based on the Local Plan and a national policy requirement for a five-year-plus-5% supply of ready-to-develop housing sites.	
NI 155 Number of affordable homes delivered (gross)	Annual	168	60	30	60		Y - target
NI 152 Working age people on out of work benefits	Annual	14%	12.00%	Data only	Data only		
<b>Caring for our Borough by delivering the small improvements that can make a big difference</b>							
NI 195a Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Litter	QPI /Annual	~	1.61%	1.61%	1.61%	2012/13 Q4 survey data has not been analysed	
NI 195b Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Detritus	QPI /Annual	~	7.33%	7.33%	7.33%	2012/13 Q4 survey data has not been analysed	
NI 195c Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Graffiti	QPI /Annual	~	1.11%	1.11%	1.11%	2012/13 Q4 survey data has not been analysed	
NI 195d Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Fly-posting	QPI /Annual	~	0.00%	0.00%	0.00%	2012/13 Q4 survey data has not been analysed	

**Caring for our Borough by delivering the small improvements that can make a big difference (continued)**

PI Code & Short Name	Reported	2012/13 Outturn	2012/13 Annual Target	2013/14 Annual Target	2014/15 Annual Target	Notes setting targets for 14/15	Change to 2013/14
WL01 No. bins missed per 100,000 collections	QPI /Annual	65.94	81.64	70	70		
WL06 Average time taken to remove fly tips (days)	QPI /Annual	1.11	1.09	1.09	1.09		
CIT01 % feel West Lancs is safe & secure to live	Annual	79%	76%	70%	70%		
CIT02 % satisfied with cleanliness of streets	Annual	63%	67%	67%	67%		
CIT05 % satisfied with local area as a place to live	Annual	83%	89%	89%	89%		
CIT04 Local authority tenants' satisfaction with landlord services	Annual (Bi-ennial survey)	87.00%	89.00%	not carried out	90%	Survey subject to growth bid. Useful benchmarking tool. Increase in target to reflect investment.	Y - target
HS14-NI158 % non-decent council homes	Annual	0.96%	1.00%	0.50%	0.40%	Improved target to further reduce numbers.	Y - target
<b>Services</b>							
<b>Street Scene</b>							
CIT12 % of people satisfied with household collections for domestic waste	Annual	81%	79%	79%	79%		
CIT13 % of people satisfied with household collections for recyclable materials	Annual	77%	77%	77%	77%		
WL122 No. completed scheduled vehicle services	QPI /Annual	N/A	N/A	N/A	tbc	Target set will reflect achieving 100% of scheduled services.	New
NI 191 Residual household waste per household (Kg)	QPI /Annual	490.26	493.91	493.91	493.91		
NI 192 Percentage of household waste sent for reuse, recycling and composting	QPI /Annual	47.75%	47.58%	47.58%	47.58%		
<b>Community Services</b>							
WL18 Use of leisure and cultural facilities (swims and visits)	QPI/Annual	1,140,027	1,182,039	1,095,000	1,120,000	Data for 2014-15 will no longer include data from Community Resource Centres following the community transfers. The quarter targets applied will reflect the seasonal variation.	Y - target
CIT06 % satisfied with sports/leisure facilities	Annual	39%	46%	46%	46%		
CIT07 % satisfied with parks and open spaces	Annual	58%	65%	65%	65%		
WL08a Number of Crime Incidents	QPI/Annual	5,440	6,076	6,076	6,076		
<b>Planning</b>							
NI 157a Processing of planning applications: Major applications	QPI/Annual	60.61%	65.00%	65.00%	65%		
NI 157b Processing of planning applications: Minor applications	QPI/Annual	78.28%	75.00%	75.00%	75.00%		
NI 157c Processing of planning applications: Other applications	QPI/Annual	91.10%	85.00%	85.00%	85.00%		
WL24 % Building regulations applications determined within 5 weeks	QPI/Annual	75.98%	70.00%	70.00%	70.00%		

PI Code & Short Name	Reported	2012/13 Outturn	2012/13 Annual Target	2013/14 Annual Target	2014/15 Annual Target	Latest Notes	Change to 2013/14
<b>Housing</b>							
HS1-WL111 % Housing repairs completed in timescale	QPI/Annual	97.34%	95.00%	95.50%	97%	Target approved by tenants.	Y - target
HS13-WL114 % LA properties with CP12 outstanding [Lower is Better]	QPI/Annual	0.11%	0%	0%	0%		
TS24b-BV212 SP Average time taken to re-let local authority housing (days) - SUPPORTED NEEDS	QPI/Annual	77.9	45	45	50	The marketing work we are undertaking to promote supported housing will result in some long term voids being tenanted which will have a negative impact on re-let performance. We have therefore reflected this negative impact in the 2014/15 target.	Y - target
TS24a-BV212 GN Average time taken to re-let local authority housing (days) - GENERAL NEEDS	QPI/Annual	23.36	17.5	22	35	To take account of current low demand.	Y - target
<b>Shared Services - ICT and Revenues &amp; Benefits</b> <sup>1</sup>							
OCL-ICT1 Severe Business Disruption (Priority 1)	QPI/Annual	100%	99%	99%	99%	Contractual PI.	
OCL-ICT2 Minor Business Disruption (P3)	QPI/Annual	99%	95%	97%	97%	Contractual PI.	
OCL-ICT3 Major Business Disruption (P2)	QPI/Annual	100%	95%	97%	97%	Contractual PI.	New
OCL-ICT4 Minor Disruption (P4)	QPI/Annual	99%	95%	97%	97%	Contractual PI.	New
OCL-ICT5 Advice & Guidance (P5)	Annual	99%	95%	97%	97%	Contractual PI.	New
OCL-B1-NI181 Time taken to process benefits	QPI/Annual	11.27	12 days	12 days	tbc	Contractual PI. For 2014/15, the quarter outturn will be reported as a progressive 'year to date' position rather than the current 'within quarter' performance.	Y - outturn period
OCL-B2 Overpayment Recovery of Housing Benefit overpayments (payments received)	QPI/Annual	£170,882	£170,000	£170,000	tbc	Contractual PI.	tbc
OCL-B3 Benefit Fraud Sanctions & Prosecutions	Annual	47	Data only	Data only	Data only	Contractual PI.	New
OCL-B4 Benefits Local authority Error Overpayments	Annual	£166,979	Below £180,107	Below £145,308	tbc	Contractual PI. Assessment made on year end figure.	New
OCL-R1-BV9 % of Council Tax collected	see entry on p1					Contractual PI.	
OCL-R2 % council tax arrears collected	QPI/Annual	18.32%	24.46%	24.46%	tbc	Contractual PI.	New
OCL-R3-BV10 % of Non-domestic Rates Collected	see entry on p1					Contractual PI.	
OCL-R4 Sundry Debtors (cash collected and write offs)	QPI/Annual	5,675,860	5,768,616	*5,706,034 (5,768,616)	tbc	Contractual PI. During the year, the sundry debt collection function for Housing Chargeable Repairs was transferred from OCL to Housing. The target was therefore reduced* to reflect the change in definition / reduction in debt available for recovery by OCL. This definition is applied to 2014-15.	Y - definition and target
<b>Transformation</b>							
WL90 % of Contact Centre calls answered	QPI/Annual	87.20%	90.60%	90.60%	90.60%		
WL108 Average waiting time for callers to the contact centre (seconds)	QPI/Annual	36.5	26.25	26.25	26.25		
WL19b(ii) % Direct Dial calls answered within 10 seconds	QPI/Annual	78.91	82.21	82.21	82.21		

PI Code & Short Name	Reported	2012/13 Outturn	2012/13 Annual Target	2013/14 Annual Target	2014/15 Annual Target	Latest Notes	Change to 2013/14
CIT14 % of residents satisfied with how the council keeps them informed	Annual	58%	47%	47%	58%	Question first asked in 2012/13. 2012/13 outturn received after the 13/14 target was set. 14/15 target raised to reflect 12/13 baseline outturn. Many sections of the council communicate with stakeholders keeping them informed about services. This is in addition to the dedicated resource that covers media relations and website content.	Y- target
WL121 Working Days Lost Due to Sickness Absence	QPI/Annual	9.14	8.08	8.08	8.08	Formerly BV12. The change in coding reflects that the full BV12 guidance was not being applied to the calculation in relation to working out the average FTE. There will be no actual change to the method of calculation used for reporting sickness for 2014/15.	Y - code
BV8 % invoices paid on time	QPI/Annual	97.22%	98.24%	98.24%	98.24%		

Notes: <sup>1</sup> Managed through One Connect Limited contract. Contractual targets are annual and set via SLA. Quarter targets reported in performance reports are provided as a gauge for performance but are not contractual. One Connect Ltd is a joint venture between BT and LCC. From 1 April, revised arrangements between BT and LCC will mean that for WLBC, ICT and Revenues & Benefits services will continue to be delivered through existing structures but via BT Lancashire Services Ltd, a wholly owned subsidiary of BT.

Reporting of PIs is dependent on collection mechanisms remaining in place.  
Coding of PIs may be subject to change during the year.

APPENDIX B: PROPOSED FOR REPLACEMENT IN THE CORPORATE SUITE 2014/15

PI Code & Short Name	Reported	Note
BV66a % Rent collected (excluding arrears brought forward)	QPI/Annual	The definition has been replaced to reflect existing practices (see TS1)
BV12 Working Days Lost Due to Sickness Absence	QPI/Annual	The definition has been replaced to reflect existing practices (see WL121)



**APPENDIX A: CORPORATE PERFORMANCE INDICATOR SUITE 2012-15**

PI Code & Short Name	Reported	2012/13 Outturn	2012/13 Annual Target	2013/14 Annual Target	2014/15 Annual Target	Notes setting targets for 14/15	Change to 2013/14
<b>Corporate Priorities</b>							
<b>Balancing the budget and providing the best possible services within the resources available</b>							
WL117 Planned net spend per head	Annual	£129.92	Data only	Data only	Data only	Information based on Revenue Return Estimates	
WL118 Income from fees & charges	Annual	£7.48m	£7.057m	£7.069m	£6.967m	Information from Budget decision	Y - target
OCL-R1-BV9 % of Council Tax collected	QPI /Annual	96.40%	98.06%	96.11%	tbc	OCL contractual PI. Annual target set via contract process. Quarterly target reported in performance reports is not contractual.	tbc
OCL-R3-BV10 % of Non-domestic Rates Collected	QPI /Annual	95.40%	97.77%	96.57%	tbc	OCL contractual PI. Annual target set via contract process. Quarterly target reported in performance reports is not contractual.	tbc
CIT03 % satisfied with how WLBC runs things	Annual	67.00%	67.00%	67.00%	67%		
CIT08 % residents agreeing that WLBC provides value for money	Annual	42%	42%	42%	42%		
TS1 Rent collected as a % of rent owed (excluding arrears b/f)	QPI /Annual	N/A	N/A	N/A	99.83%	Replacing BV66a. The change in coding acknowledges that the calculation in use has never been fully reflective of the BV66a guidance, due to the way income is received. The replacement TS1 definition simplifies the calculation and uses the actual rent & charges collected year-to-date on current General Needs and Housing for Older People tenancies (excluding garages) as a percentage of the actual rent & charges due year-to-date for all tenanted GN and HfOP properties (excluding garages). The data for this can be taken directly from the balance summary. The PI is also used by Housemark and will present the opportunity to benchmark nationally. A realistic target has been set however the full impact of Welfare Reform is not yet known and may affect this indicator. Members will be advised accordingly.	Y - definition
<b>Focussing upon sustainable regeneration and growth within the Borough</b>							
NI 154 Net additional homes provided	Annual	139	80	260	310	Target taken from the Local Plan.	Y - target
NI 159 Supply of ready to develop housing sites	Annual	108.00%	80.00%	105%	105%	Target based on the Local Plan and a national policy requirement for a five-year-plus-5% supply of ready-to-develop housing sites.	
NI 155 Number of affordable homes delivered (gross)	Annual	168	60	30	60		Y - target
NI 152 Working age people on out of work benefits	Annual	14%	12.00%	Data only	Data only		
<b>Caring for our Borough by delivering the small improvements that can make a big difference</b>							
NI 195a Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Litter	QPI /Annual	~	1.61%	1.61%	1.61%	2012/13 Q4 survey data has not been analysed	
NI 195b Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Detritus	QPI /Annual	~	7.33%	7.33%	7.33%	2012/13 Q4 survey data has not been analysed	
NI 195c Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Graffiti	QPI /Annual	~	1.11%	1.11%	1.11%	2012/13 Q4 survey data has not been analysed	
NI 195d Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Fly-posting	QPI /Annual	~	0.00%	0.00%	0.00%	2012/13 Q4 survey data has not been analysed	

Caring for our Borough by delivering the small improvements that can make a big difference (continued)							
PI Code & Short Name	Reported	2012/13 Outturn	2012/13 Annual Target	2013/14 Annual Target	2014/15 Annual Target	Notes setting targets for 14/15	Change to 2013/14
WL01 No. bins missed per 100,000 collections	QPI /Annual	65.94	81.64	70	70		
WL06 Average time taken to remove fly tips (days)	QPI /Annual	1.11	1.09	1.09	1.09		
CIT01 % feel West Lancs is safe & secure to live	Annual	79%	76%	70%	70%		
CIT02 % satisfied with cleanliness of streets	Annual	63%	67%	67%	67%		
CIT05 % satisfied with local area as a place to live	Annual	83%	89%	89%	89%		
CIT04 Local authority tenants' satisfaction with landlord services	Annual (Bi-ennial survey)	87.00%	89.00%	not carried out	90%	Survey subject to growth bid. Useful benchmarking tool. Increase in target to reflect investment.	Y - target
HS14-NI158 % non-decent council homes	Annual	0.96%	1.00%	0.50%	0.40%	Improved target to further reduce numbers.	Y - target
<b>Services</b>							
<b>Street Scene</b>							
CIT12 % of people satisfied with household collections for domestic waste	Annual	81%	79%	79%	79%		
CIT13 % of people satisfied with household collections for recyclable materials	Annual	77%	77%	77%	77%		
WL122 % Vehicle Operator Licence Inspections carried out within 6 weeks	QPI /Annual	N/A	N/A	N/A	100%		New
NI 191 Residual household waste per household (Kg)	QPI /Annual	490.26	493.91	493.91	493.91		
NI 192 Percentage of household waste sent for reuse, recycling and composting	QPI /Annual	47.75%	47.58%	47.58%	47.58%		
<b>Community Services</b>							
WL18 Use of leisure and cultural facilities (swims and visits)	QPI/Annual	1,140,027	1,182,039	1,095,000	1,120,000	Data for 2014-15 will no longer include data from Community Resource Centres following the community transfers. The quarter targets applied will reflect the seasonal variation.	Y - target
CIT06 % satisfied with sports/leisure facilities	Annual	39%	46%	46%	46%		
CIT07 % satisfied with parks and open spaces	Annual	58%	65%	65%	65%		
WL08a Number of Crime Incidents	QPI/Annual	5,440	6,076	6,076	6,076		
<b>Planning</b>							
NI 157a Processing of planning applications: Major applications	QPI/Annual	60.61%	65.00%	65.00%	65%		
NI 157b Processing of planning applications: Minor applications	QPI/Annual	78.28%	75.00%	75.00%	75.00%		
NI 157c Processing of planning applications: Other applications	QPI/Annual	91.10%	85.00%	85.00%	85.00%		
WL24 % Building regulations applications determined within 5 weeks	QPI/Annual	75.98%	70.00%	70.00%	70.00%		

PI Code & Short Name	Reported	2012/13 Outturn	2012/13 Annual Target	2013/14 Annual Target	2014/15 Annual Target	Latest Notes	Change to 2013/14
<b>Housing</b>							
HS1-WL111 % Housing repairs completed in timescale	QPI/Annual	97.34%	95.00%	95.50%	97%	Target approved by tenants.	Y - target
HS13-WL114 % LA properties with CP12 outstanding [Lower is Better]	QPI/Annual	0.11%	0%	0%	0%		
TS24b-BV212 SP Average time taken to re-let local authority housing (days) - SUPPORTED NEEDS	QPI/Annual	77.9	45	45	50	The marketing work we are undertaking to promote supported housing will result in some long term voids being tenanted which will have a negative impact on re-let performance. We have therefore reflected this negative impact in the 2014/15 target.	Y - target
TS24a-BV212 GN Average time taken to re-let local authority housing (days) - GENERAL NEEDS	QPI/Annual	23.36	17.5	22	35	To take account of current low demand.	Y - target
<b>Shared Services - ICT and Revenues &amp; Benefits</b>							
OCL-ICT1 Severe Business Disruption (Priority 1)	QPI/Annual	100%	99%	99%	99%	Contractual PI.	
OCL-ICT2 Minor Business Disruption (P3)	QPI/Annual	99%	95%	97%	97%	Contractual PI.	
OCL-ICT3 Major Business Disruption (P2)	QPI/Annual	100%	95%	97%	97%	Contractual PI.	New
OCL-ICT4 Minor Disruption (P4)	QPI/Annual	99%	95%	97%	97%	Contractual PI.	New
OCL-ICT5 Advice & Guidance (P5)	Annual	99%	95%	97%	97%	Contractual PI.	New
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OCL-B2 Overpayment Recovery of Housing Benefit overpayments (payments received)	QPI/Annual	£170,882	£170,000	£170,000	tbc	Contractual PI.	tbc
OCL-B3 Benefit Fraud Sanctions & Prosecutions	Annual	47	Data only	Data only	Data only	Contractual PI.	New
OCL-B4 Benefits Local authority Error Overpayments	Annual	£166,979	Below £180,107	Below £145,308	tbc	Contractual PI. Assessment made on year end figure.	New
OCL-R1-BV9 % of Council Tax collected		see entry on p1				Contractual PI.	
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OCL-R3-BV10 % of Non-domestic Rates Collected		see entry on p1				Contractual PI.	
OCL-R4 Sundry Debtors (cash collected and write offs)	QPI/Annual	5,675,860	5,768,616	*5,706,034 (5,768,616)	tbc	Contractual PI. During the year, the sundry debt collection function for Housing Chargeable Repairs was transferred from OCL to Housing. The target was therefore reduced* to reflect the change in definition / reduction in debt available for recovery by OCL. This definition is applied to 2014-15.	Y - definition and target
<b>Transformation</b>							
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PI Code & Short Name	Reported	2012/13 Outturn	2012/13 Annual Target	2013/14 Annual Target	2014/15 Annual Target	Latest Notes	Change to 2013/14
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WL121 Working Days Lost Due to Sickness Absence	QPI/Annual	9.14	8.08	8.08	8.08	Formerly BV12. The change in coding reflects that the full BV12 guidance was not being applied to the calculation in relation to working out the average FTE. There will be no actual change to the method of calculation used for reporting sickness for 2014/15.	Y - code
BV8 % invoices paid on time	QPI/Annual	97.22%	98.24%	98.24%	98.24%		

Notes: <sup>1</sup> Managed through One Connect Limited contract. Contractual targets are annual and set via SLA. Quarter targets reported in performance reports are provided as a gauge for performance but are not contractual. One Connect Ltd is a joint venture between BT and LCC. From 1 April, revised arrangements between BT and LCC will mean that for WLBC, ICT and Revenues & Benefits services will continue to be delivered through existing structures but via BT Lancashire Services Ltd, a wholly owned subsidiary of BT.

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Coding of PIs may be subject to change during the year.

APPENDIX B: PROPOSED FOR REPLACEMENT IN THE CORPORATE SUITE 2014/15

PI Code & Short Name	Reported	Note
BV66a % Rent collected (excluding arrears brought forward)	QPI/Annual	The definition has been replaced to reflect existing practices (see TS1)
BV12 Working Days Lost Due to Sickness Absence	QPI/Annual	The definition has been replaced to reflect existing practices (see WL121)



MINUTE OF CABINET: 18 MARCH 2014

90. CORPORATE PERFORMANCE MANAGEMENT 2014/2015

Councillor Westley introduced the report of the Transformation Manager which sought approval for the Suite of Performance Indicators for adoption as the Council's Corporate PI Suite for 2014/15.

The Transformation Manager circulated a copy of a revised Appendix A (Appendix Ai).

Councillor Owens proposed an amendment to the Performance Indicator TS24a-BV212 GN Average time taken to re-let local authority housing (days) - General Needs.

In reaching the decision below, Cabinet considered the revised Appendix A (Ai) the comments of Councillor Owens and the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That the Suite of Performance Indicators 2014/15 (Appendix Ai) and targets be approved as being the most important in terms of delivering the Council's Corporate Priorities and adopted as the Council's Corporate PI Suite 2014/15, subject to the annual target for 2014/2015 for TS24a – BV212 GN Average time taken to re-let local authority housing (days) - General Needs being amended to 28 days.
  - B. That the Transformation Manager, in consultation with the Portfolio Holder for Resources & Transformation, be authorised to finalise and amend the suite having regard to comments from the Executive Overview and Scrutiny Committee made on 3 April 2014, and to make any amendments to the suite in year in response to any issues that may arise, for example government policy or collection mechanisms.
  - C. That call-in is not appropriate for this item as it is being considered at the next meeting of Executive Overview & Scrutiny Committee on 3 April 2014.





**AGENDA ITEM: 10**

**CABINET: 18 March 2014**

**EXECUTIVE OVERVIEW &  
SCRUTINY COMMITTEE:  
03 April 2014**

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**Report of: Borough Treasurer**

**Relevant Managing Director: Managing Director (People and Places )**

**Relevant Portfolio Holders: Councillor D Westley  
Councillor A Owens**

**Contact for further information: Mrs K Samosa (Ext. 5038)  
(E-mail: karen.samosa@westlancs.gov.uk)**

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**SUBJECT: CAPITAL PROGRAMME MONITORING**

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Wards affected: Borough wide

**1.0 PURPOSE OF REPORT**

1.1 To update Members on the current position in respect of the 2013/2014 Capital Programme.

**2.0 RECOMMENDATIONS TO CABINET**

2.1 That the current position in respect of the 2013/2014 Capital Programme be noted.

2.2 That Call In is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 3<sup>rd</sup> April 2014.

**3.0 RECOMMENDATION TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE**

3.1 That Members note the current position in respect of the 2013/2014 Capital Programme.

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**4.0 BACKGROUND**

4.1 The Capital Programme is set on a three-year rolling basis that is updated regularly when Members are advised of progress against it. The revised programme of £19.503m for 2013/2014 was agreed by Members in December 2013. Council subsequently approved the new Medium Term Programme for 2014/2015 to

2016/2017 on 26<sup>th</sup> February 2014, but due to the timing of this budget, any changes have not been incorporated into this report.

## 5.0 CAPITAL EXPENDITURE

- 5.1 Generally, capital schemes are profiled with relatively low spending compared to budget in the early part of the financial year with increased spending as the year progresses. This reflects the fact that many new schemes have considerable lead in times, for example, because of the need to undertake a tendering process and award contracts at the start of the scheme. Some schemes are dependent on external partner funding and schemes can only begin once their funding details have been finalised. Other schemes include contract retentions or contingencies that will only be spent some time after completion of the contract. Most schemes then progress and spend in line with their approval by the year-end.
- 5.2 This pattern has been repeated in the current year with £9.243m (47%) of expenditure having been incurred by the end of January. The actual spend on capital investment is higher than the same point last year although the percentage spend to budget is lower. This is due to the budget being significantly more than in previous years. However, the spend compares favourably to recent programmes as indicated in Table 1:

Year	Expenditure £m	Budget £m	% Spend against Budget
2013/2014	9.243	19.503	47%
2012/2013	8.078	13.362	60%
2011/2012	5.823	12.341	47%
2010/2011	5.084	11.013	46%

- 5.3 Appendix A shows a breakdown by Service of expenditure and approvals whilst Appendix B provides comments from Heads of Service on the progress of schemes against the Programme. Housing Public Sector schemes represent 77% of the overall programme and consequently progress in these areas will largely determine the overall spending position at the year end.

## 6.0 CAPITAL RESOURCES

- 6.1 Sufficient resources have been identified to fund the Capital Programme as shown in Appendix A.
- 6.2 A proportion of the resources to fund capital expenditure are based on government allocations that have been confirmed. Other resources come from external funding and schemes that are heavily dependent on this source are not able to start until after the funding has been confirmed. A further source of funding is capital receipts.
- 6.3 Capital receipts are the main area of the capital resources budget that is subject to variation. They are the useable proceeds from the sale of Council assets (mainly houses under Right to Buy (RTB) legislation) that are available to fund capital

expenditure. They can vary significantly depending on the number and value of assets sold.

- 6.4 The Mid Year Review report identified that 25 RTB sales had been achieved against the target of 12 for the year and 2 plots of land sold. At the end of the third Quarter a further 9 RTB sales had been achieved with no further land sales. The useable receipts generated are analysed in Table 2:

Year	Estimate £'000	Actual £'000	% Received against Budget
Right to Buy Sales	120	210	175%
Land Sales	50	22	44%
Total	170	232	136%

- 6.5 The estimate for the year was based on historical averages as the actual pattern of sales is volatile. However, following a change to the rules relating to Right to Buy sales, although the average receipt from each sale has reduced, it has led to an increase in the number of sales. Officers are also progressing land sales in line with the Asset Management Strategy with further sales in the offing.
- 6.6 Council have been advised that changes in capital receipt regulations meant that the Council retain a greater share of the proceeds generated by Council House sales. This funding is split between general usable capital receipts (detailed above), One for One Replacement Funding, and Debt Funding. At the end of the third Quarter, £0.16m had been generated for One for One Replacement Funding and there will be an estimated total Debt Funding of £0.652m at the end of the financial year.

## **7.0 SUSTAINABILITY AND COMMUNITY STRATEGY LINKS**

- 7.1 The Capital Programme includes schemes that the Council plans to implement to enhance service delivery and assets. The Capital Programme also achieves the objectives of the Prudential Code for Capital Finance in Local Authorities by ensuring capital investment plans are affordable, prudent, and sustainable. This report provides an updated position and progress against project plans.

## **8.0 RISK ASSESSMENT**

- 8.1 Capital assets shape the way services are delivered for the long term and, as a result, create financial commitments. The formal reporting of performance against the Capital Programme is part of the overall budgetary management and control framework that is designed to minimise the financial risks facing the Council. Schemes within the Programme that are reliant on external contributions or decisions are not started until funding is secured and other resources that are subject to fluctuation are monitored closely to ensure availability. The capital receipts position is scrutinized on a regular basis and managed over the medium term to mitigate the risk of unfunded capital expenditure.

**Background Documents:**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

**Equality Impact Assessment**

The decision does not have any direct impact on members of the public, employees, elected members and/or stakeholders. Therefore, no Equality impact assessment is required.

**Appendices:**

A Capital Programme Expenditure and Resources Budget

B Heads of Service Comment

C. Minute of Cabinet 18 March 2014 (Executive Overview and Scrutiny Committee only)

**2013/2014 CAPITAL PROGRAMME**  
**EXPENDITURE AND RESOURCES BUDGET**  
**as at JANUARY 2014**

Service	Budget Approval	Actual		Variance	
	£'000	£'000	%	£'000	%
<b>EXPENDITURE</b>					
Housing and Regeneration					
Public Sector Housing	15,082	7,116	47%	7,966	53%
Housing Strategy	657	0	0%	657	100%
Property Management	272	187	69%	85	31%
Regeneration	184	30	16%	154	84%
Community Services					
Private Sector Housing	692	661	95%	31	5%
Other Community Services	1,378	786	57%	592	43%
Planning	82	12	15%	70	85%
Street Scene	758	339	45%	419	55%
Corporate Services					
Financial Services	60	37	61%	23	39%
Transformation	338	74	22%	264	78%
	<b>19,503</b>	<b>9,243</b>	<b>47%</b>	<b>10,260</b>	<b>53%</b>
<b>RESOURCES</b>					
Capital Grants	858				
HRA	11,104				
HRA Borrowing	3,569				
GRA	1,374				
GRA Borrowing	150				
Capital Receipts	2,448				
	<b>19,503</b>				



**CAPITAL PROGRAMME 2013/2014**  
**HEADS OF SERVICE COMMENTS**  
**AS AT JANUARY 2014**

**Public Sector Housing**

This is the most ambitious programme of investment that the Council has undertaken and this year's Budget for Public Sector Housing is £15.1m.

It is anticipated, however, that there will be some slippage into next year for the following schemes: Disabled Adaptations, Environmental Improvements, Void Capital Contingency, Communal Areas, Lifts, General Sheltered Upgrades, Drainage, and Elmstead Affordable Housing. The main reasons for this slippage are planning and design issues along with retentions.

There is likely to be an overspend due to excess need on the Communal Door and Community Heating Programmes. This overspend, however, will be more than offset by tender savings achieved in the following work streams: Heating, Energy Efficiency, Kitchen and Bathroom Replacements, Replacement Windows and Doors, General Contingency, and corresponding Professional Fees.

All of the remaining schemes, including Firbeck Revival Project, are progressing with budgets fully committed. Most will be substantially completed by the end of the financial year allowing for retentions and minor slippage.

This is a satisfactory position bearing in mind the level of investment and the resources available.

**Housing Strategy**

The proposed Affordable Housing scheme at Furnival/Pickles Drive has been delayed but is still progressing. Budget has been earmarked for a contribution to three further sites that have attracted HCA funding. The remaining Affordable Housing Budget will be used for further sites that have been identified where our registered provider partner has also committed resources.

Each site is different and delivery and timing can be affected by various issues. However, the first development using this budget will commence construction later in the year meaning that budgets will slip into the next financial year.

**CAPITAL PROGRAMME 2013/2014**  
**HEADS OF SERVICE COMMENTS**  
**AS AT JANUARY 2014**

<p><b>Regeneration and Estates</b></p>
<p>Demolition works at Gorse Place are complete and the timeline for the Greenshoots project has been finalised. Plans are being put into place for procurement and appointment of consultants for the Greenshoots project and expenditure is likely to be in the next financial year.</p> <p>Although the scoping work for the Culvert Debris Screens is scheduled to start by the end of the financial year, it is anticipated that this budget will need to slip into next year when the scheme should be completed.</p>
<p><b>Property Management</b></p>
<p>The Corporate Property Programme comprises a number of projects within Property Services. As the responsibility for resurfacing of the car park at the Robert Hodge Centre is with Technical Services, this budget (£40,000) has been transferred from Property Services. The remaining schemes are progressing and, although some are dependent upon the weather, the Programme will be delivered by 31<sup>st</sup> March.</p>
<p><b>Planning</b></p>
<p>An order has been placed for new PC's for the Planning ICT System and phase 2 is likely to commence in April. The budget for this phase will, therefore, need to be slipped into the new financial year.</p> <p>The remaining Planning schemes are demand led. The Free Tree Scheme has been hugely popular and is complete for the year. However, demand for both Conservation Area Enhancement Grants and Buildings at Risk has been lower than anticipated and unused budgets will be slipped into the next financial year.</p>

**CAPITAL PROGRAMME 2013/2014**  
**HEADS OF SERVICE COMMENTS**  
**AS AT JANUARY 2014**

**Community Services - Private Sector Housing**

Both Renovation Grants and Disabled Facility Grants are demand led but expenditure should be in line with current budgets. Any unspent budgets will be slipped into the new financial year to meet anticipated demand.

The Clearance Programme is completed.

**Other Community Services**

The Leisure Trust funding is part of an on-going agreement and the budget will be fully spent. Playground Improvement Schemes are completed for the year as is the extension to Sandy Lane Car Park and the resurfacing of the car park at the Robert Hodge Centre.

The CCTV schemes are progressing and will be mostly completed this financial year although there could be an element of slippage for the Parish area allocation.

Expenditure on additional works on the Flood Alleviation schemes at both Calico and Dock Brooks will be funded by additional grant. Works at Abbey Brook have commenced and will continue into the new year.

Survey works on Playing Pitch Improvements are due to commence towards the end of the financial year and may slip into next year. This is also the case for Moor Street.

Approvals for using section 106 monies have been made for the refurbishment of the fountain at St Helen's Road Park, the development of a Bowling Green adjacent to Ormskirk Cricket Ground, and improvements to the park at Ruff Wood. Although preliminary works on these schemes is due to commence, the approvals have not been included in the programme as the timing of the expenditure is uncertain. The phasing of the approvals will be included in the next monitoring report.

**Street Scene**

Replacement Blue Bins have been purchased and distributed to households and the scheme is expected to be completed on schedule by the end of April.

**CAPITAL PROGRAMME 2013/2014**  
**HEADS OF SERVICE COMMENTS**  
**AS AT JANUARY 2014**

**Corporate Services**

Progress made on delivering Parish Capital Schemes rests with individual Parishes and is not within the direct control of the Borough Council. Part of this budget has been reprofiled into the new financial year and part has been given back to the Capital Pot.

A new ICT strategy is being drawn up to ensure that risk is effectively controlled. Expenditure to date in this area has been limited but will increase significantly once the strategy has been put in place. Work on the new Website Content Management System has also commenced and a number of purchase orders have been raised for this project.

Agenda Item 5(i)

**Subject: Capital Programme Monitoring**

**REVISED RECOMMENDATIONS**

- 2.1 That the current position in respect of the 2013/2014 Capital Programme be noted.
- 2.2 That an allocation of £120,000 from the Environmental / Town and Village Centre Improvement Budget to a scheme for the improvement of Ormskirk Town Centre Car Parks be endorsed.
- 2.3 That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 3 April 2014.



MINUTE OF CABINET: 18 MARCH 2014

**93. CAPITAL PROGRAMME MONITORING**

Councillor Westley introduced the report of the Borough Treasurer which provided an update on the current position of the 2013/2014 Capital Programme.

The Borough Treasurer circulated revised recommendations at the meeting.

In reaching the decision below, Cabinet considered the revised recommendations and the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That the current position in respect of the 2013/2014 Capital Programme be noted.
  - B. That an allocation of £120,000 from the Environmental/Town and Village Centre Improvement Budget to a scheme for the improvement of Ormskirk Town Centre Car Parks be endorsed.
  - C. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 3 April 2014.





## **AGENDA ITEM: 11**

**CABINET: 18<sup>th</sup> March 2014**

**EXECUTIVE OVERVIEW AND  
SCRUTINY: 3<sup>rd</sup> April 2014**

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**Report of: Borough Treasurer**

**Relevant Managing Director: Managing Director (People and Places)**

**Relevant Portfolio Holders: Councillor D. Westley  
Councillor A. Owens**

**Contact for further information: Marc Taylor (Extn. 5092)  
(E-mail: [Marc.Taylor@westlancs.gov.uk](mailto:Marc.Taylor@westlancs.gov.uk))**

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### **SUBJECT: REVENUE BUDGET MONITORING**

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Wards affected: Borough wide

#### **1.0 PURPOSE OF THE REPORT**

1.1 To provide a projection of the financial position on the General and Housing Revenue Accounts to the end of the financial year.

#### **2.0 RECOMMENDATIONS TO CABINET**

2.1 That the financial position of the Revenue Accounts be noted including the position on reserves and balances.

2.2 That call in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 3<sup>rd</sup> April 2014.

#### **3.0 RECOMMENDATION TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE**

3.1 That the financial position of the Revenue Accounts be noted.



## **4.0 BACKGROUND**

4.1 In February 2013 the Council approved budgets for the Housing and General Revenue Accounts for the 2013-2014 financial year. It is good practice that monitoring reports are produced on a regular basis to ensure that Members are kept informed of the financial position of these accounts. This is the third monitoring report for the year and is based on information available in January 2014.

## **5.0 GENERAL REVENUE ACCOUNT**

5.1 The Council has set a revenue budget of £13.972m for the financial year. The mid-year monitoring report projected an overall favourable variance of £435,000 or 3.1% on the budget. At its meeting in December, Council then agreed to use £261,500 of this favourable variance to provide funding:

- To ensure that all Council staff are paid the Living Wage
- To support the new Economic Development Strategy that is being developed
- For 2 new capital schemes on Vehicle Fleet in Cab Communications and Payment Card Industry Data Security Standards Compliance
- To enable the Ormskirk MotorFest to be held for the next 3 years

5.2 After allowing for these allocations, the balance of the projected favourable budget variance remaining was then £173,500. The latest third quarter monitoring figures now show an improvement of £141,500, and forecast an updated favourable variance of £315,000 or 2.3% of the budget. The Appendix to this report provides further details on the performance of individual service areas.

5.3 The projections have been calculated on a prudent basis, and consequently it can be confidently expected that the Council will achieve a surplus by the year end. This will continue our strong track record of managing our financial performance to ensure that the outturn position is in line with the budget.

5.4 Council considered the potential uses of this favourable budget variance at its meeting in February as part of the Budget Requirement Report. It was then decided that this delivery of a managed underspend against budget in the current year should be used to support the GRA budget position for 2014-15. Consequently the full amount of the projected favourable variance has now been allocated.

5.5 The Council's Business Plan sets out a four-year process to save money and protect frontline services within a very challenging financial environment. As part of this process, the Budget that was approved for this year included a significant value of savings to be achieved, particularly through initiatives that had been agreed through the Major Service Review process. The majority of these initiatives have delivered the expected level of savings either on time or ahead of schedule, and as a consequence the overall savings target will be exceeded.

- 5.6 Employee costs form a significant proportion of the Council's total budget and consequently are very important from a budget management perspective. The budget contains a corporate target for staff efficiency savings of £280,000, and the active management of staffing levels will mean that this target should be achieved by the year end.
- 5.7 The external income that the Council generates can be one of the most volatile areas of the budget, with income going up and down due to factors outside our direct control. However at the current time, while there is some variation in certain areas, income levels are generally in line with budget targets.
- 5.8 There are a number of services where income is currently performing below the budget target including Car Parks and Treasury Management. However these variances are not significant in the context of the Council's overall financial position. There are also a number of areas where income is performing well above the budget target in particular in relation to Planning application fees. Consequently in overall terms external income levels are currently satisfactory.
- 5.9 A number of spending and income pressures have been identified in the current year that are expected to persist into the next financial year. These areas have been reviewed during the budget process for 2014-15, and budget targets adjusted to reflect anticipated future cost and income levels where appropriate.

## **6.0 HOUSING REVENUE ACCOUNT (HRA)**

- 6.1 The Council approved an external income budget for the HRA of £25.141m for this financial year. Right to Buy sales and void rates heavily influence the amount of income generated and these have caused a number of significant adverse impacts to date.
- 6.2 There were 20 Right to buy Sales allowed for when the budget was set, which was in line with recent trends. However due to government changes on the maximum discount allowable and the increased availability of mortgages, the number of sales is expected to be around 50 for the year. While this has the effect of reducing HRA income it does however increase the available receipts for capital investment.
- 6.3 It was previously reported that a number of issues had impacted on void levels and turnaround in the first half of the year which were caused by a backlog of voids, fitting new kitchens to voids, and capacity issues due to an increase in void numbers. Implementation of an action plan has improved void turnaround and re-let costs, resulting in those properties put on hold due to budgetary pressures in 2012-13 being re-let. The current void level of 1.5% compares favourably against the 2.7% encountered earlier in the financial year, and this has improved the HRA income stream.
- 6.4 On the positive side, the active management of staffing levels combined with the higher level of professional fees being charged through to the much increased capital programme will ensure a significant favourable budget variance this year.

Expenditure in other areas is being effectively controlled, although there are a range of both favourable and adverse variances across different budget areas.

- 6.5 When all of these factors are put together, current projections show that the HRA should achieve a small surplus against its bottom line budget target for the year.

## **7.0 RESERVES AND BALANCES**

- 7.1 The Council agreed an updated Reserves Policy at its meeting in February. This Policy has taken various factors into account including the difficult medium term financial position facing the Council as a result of an ongoing series of reductions in its grant funding. Consequently the GRA will continue to have an adequate level of reserves in place that should enable it to deal with its financial challenges effectively.

## **8.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

- 8.1 There are no significant sustainability impacts associated with this report and, in particular, no significant impact on crime and disorder. The report has no significant links with the Sustainable Community Strategy.

## **9.0 RISK ASSESSMENT**

- 9.1 The formal reporting of performance on the General and Housing Revenue Accounts is part of the overall budgetary management and control framework that is designed to minimise the financial risks facing the Council.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore no Equality Impact Assessment is required.

### **Appendices**

Appendix 1 – General Revenue Account Projected Outturn Position

Appendix 2 – Minute of Cabinet 18 March 2014 (Executive Overview and Scrutiny Committee only)

**APPENDIX 1  
GENERAL REVENUE ACCOUNT PROJECTED OUTTURN POSITION**

Budget area	Net Budget £000	Variance from Budget £000	Variance %
Community Services	4,644	-100	-2.2%
Corporate Services			
- Borough Solicitor	1,194	-40	-3.4%
- Borough Treasurer	1,103	-65	-5.9%
- Transformation Manager	1,746	-35	-2.0%
Housing and Regeneration	300	-160	See note
Planning Services	1,520	-220	-14.5%
Street Scene	5,045	-100	-2.0%
Central Budget Items	87	185	See note
Non Service Items	-1,667	-42	2.5%
Allocations agreed by Council in December		262	Para 5.1
<b>TOTAL BUDGET REQUIREMENT</b>	<b>13,972</b>	<b>-315</b>	<b>-2.3%</b>

Table Notes

The budget figures for each Service have been updated to include capital accounting adjustments and the allocation of central budget items to services. These are technical accounting adjustments that do not affect the bottom line budget requirement, which has remained unchanged during the year at £13.972m.

Housing and Regeneration has a relatively small net budget requirement because it contains Property Services which is a support service that recharges most of its costs to other services, and also the Community Related Assets portfolio, which generates a significant amount of external income.

General

It should be recognised that some areas of the budget are within the Council's control, for example the filling of vacant posts to achieve salary savings. However other areas such as external income can be volatile where we are exposed to market forces. In addition some service areas are demand led where it can be difficult to directly control expenditure.

Community Services – Favourable variance £100,000

The financial performance of the Service continues to do well, with the largest single contributory factor being managed savings on staffing, supported by a number of smaller savings on non staffing areas. The bottom line projection for the Service reported at the mid year stage was a favourable budget variance of £70,000. This projection has now increased to £100,000 taking into account the latest available information.

Income performance has generally been good but with a number of variances. Car Park Pay and Display income has been performing below budget and this position has been exacerbated by the termination of the agreement at Two Saints Car Park. This adverse variance will be mitigated by additional income from penalty charge notices, but overall the car park income stream will be significantly down on budget. These factors have been taken into account when setting the car park budgets for 2014-15.

Home Care Link (previously reported as Lifeline), is anticipated to outturn ahead of its budget target with a surplus on the account at the year end. The surplus on the account will be transferred to the Home Care Link Reserve, for future use in line with the Reserves Policy.

Borough Solicitor – Favourable variance £40,000

Income from Local Searches is currently performing above the budget target to date, and there has also been a substantial amount of Legal Costs recovered. Expenditure is being effectively controlled and there are savings in a range of areas including Civic Admin and Supplies and Services. When all of these factors are combined it should ensure that the service has an overall favourable variance.

Borough Treasurer – Favourable variance £65,000

The new insurance contract will deliver a 12% reduction in cost while maintaining the same level of cover, and Council have previously agreed that this saving should be used to help finance the new Blue Wheelie Bin scheme.

Staffing and other costs are being effectively managed and controlled, and this should result in an overall favourable variance being delivered over the course of the year.

Transformation Manager – Favourable variance £35,000

There is a small favourable budget variance on salary costs across the Service, as well as a range of minor savings on other budget headings that have contributed to the overall positive financial performance. The level of Benefits payments will be kept under review as this is a demand led area that is not under the direct control of the Council.

Housing and Regeneration – Favourable variance £160,000

The restructuring of the Housing and Regeneration service has enabled a £60,000 saving to be made this year as previously reported in the MSR report to Council in July.

Regeneration and Estates is projected to achieve a significant favourable variance mainly due to staff savings. The Investment Centre is trading far better than its budget targets, although a loss is still projected for this financial year, as discussed elsewhere on the agenda. The Industrial Portfolio income position is bucking the national trend and is better than previous years. In general, income from the Commercial Assets Portfolio is holding up, although due to the economic climate there is an issue with bad debts that will have to be considered in more details through the closure of accounts process.

The overall Property Services forecast is for expenditure to match budget for the year. Utilities expenditure for water, gas and electricity are all projected to have an adverse variance, which has been taken into account in preparing next year's budgets. However tight control of other expenditure headings, and in particular repairs and maintenance, has mitigated these cost pressures in order to achieve a budget neutral position.

### Planning Services – Favourable variance £220,000

Planning Application Fees and Pre-Application Advice charges are continuing to perform significantly above their targets for the year. Building Control income is also performing in line with its target and there are additional payments due for the Housing survey works that were negotiated towards the end of the last financial year. Whilst this increase in income has been a significant contributor to the projected favourable variance, it should be borne in mind that this income is demand led and volatile and not necessarily sustainable for the long term.

Savings have also been achieved through the strict management of staffing and supplies and services ahead of the implementation of the Organisational Reengineering of Planning Services and the continuing Major Services Review.

### Street Scene – Favourable variance £100,000

The budget that was set for this year included £200,000 of budget streamlining savings and these are being achieved. The new vehicles that have been introduced have also facilitated service improvements. Progress is being made on the deployment of recycling bins and work is progressing in line with timescales. The service area is expected to outturn with a £100,000 favourable budget variance, mostly as a result of non-staff savings including some vehicle hire costs.

### Central Budget and Non Service Items

This heading covers a range of corporate budgets including savings targets, treasury management, and capital charges. Central savings targets for staff and other efficiency improvements are all held in this area. The actual savings that are made in relation to these items are contained within Services. Consequently savings made elsewhere will help to offset the adverse variances on these budget items.

MINUTE OF CABINET: 18 MARCH 2014

**95. REVENUE BUDGET MONITORING**

Councillor Westley introduced the report of the Borough Treasurer which provided a projection of the financial position on the General and Housing Revenue Accounts to the end of the financial year.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

- RESOLVED
- A. That the financial position of the Revenue Accounts be noted.
  - B. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 3 April 2014.