

**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).

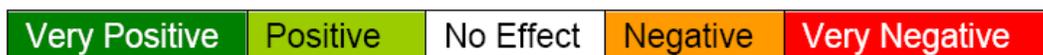
There are a number of ways in which the key issues could be addressed for the DPD; it would not be appropriate to simply choose a single approach that it is assumed would work best. Instead, in line with the requirements of national and European SEA guidance, a number of reasonable alternatives have 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 polices 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

## 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>			
A landscape strategy for Lancashire – Landscape Character Assessment (2000)	<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 resources 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>		
Surface and Waste Water Treatment	<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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## 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
What's the Plan seeking to achieve?	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> .
What's the sustainability 'context'?	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.
What's the sustainability 'baseline' at the current time?	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.
What's the baseline projection?	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.

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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?	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

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
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

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
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>					

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
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

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
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.

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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	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.