

MEMBERS INTERESTS 2012

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

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

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

Please tick relevant boxes

Notes

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

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

Interest

Employment, office, trade, profession or vocation

Sponsorship

Prescribed description

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

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

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

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

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

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

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

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

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

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

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

'a connected person' means

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

'body exercising functions of a public nature' means

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

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

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

EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE

HELD: 1 OCTOBER 2015

Start: 7.30pm

Finish: 7.55pm

PRESENT:

Councillors: Furey (Chairman)

Ashcroft	Mrs Houlgrave
Barron	Kay
Davis	Nixon
Delaney	Pendleton
Devine	Savage
Dowling	Westley
Greenall	Whittington

Officers: Assistant Director Housing and Regeneration (Mr B Livermore)
Borough Treasurer (Mr M Taylor)
Principal Planning Officer (Mr S Benge)
Principal Solicitor (Mrs T Sparrow)
Principal Overview and Scrutiny Officer (Mrs C A Jackson)

In attendance: Councillor J Hodson (Portfolio Holder – Planning)

10. APOLOGIES

Apologies for absence were submitted on behalf of Councillor Cotterill.

11. MEMBERSHIP OF THE COMMITTEE

In accordance with Council Procedure Rule 2, Members noted the termination of membership of Councillors Bullock and Forshaw and the appointment of Councillor Dowling and Barron respectively, thereby giving effect to the wishes of the Political Groups.

12. URGENT BUSINESS

There were no items of urgent business.

13. DECLARATIONS OF INTEREST

There were no declarations of interests.

14. DECLARATIONS OF PARTY WHIP

There were no declarations of a Party Whip.

15. MINUTES

RESOLVED: That the minutes of the meeting held on 2 July 2015 be received as a correct record and signed by the Chairman.

16. RELEVANT MINUTES OF CABINET

Consideration was given to the minutes of the Cabinet held on 15 September 2015.

Questions and comments were raised in respect of the following items:

Minute 30 (Environmental Improvement Budget) – effect on “rolling-programme”; wider budget implications; options priority.

Minute 35 (Ormskirk Town Centre Strategy 2015) – town centre management arrangements.

Minute 44 (Operational Assets – Managed Fishing Lakes) – new asset managements.

RESOLVED: That the minutes of the Cabinet meeting held on 15 September 2015 be noted.

17. CALL IN ITEMS

There were no items under this heading.

18. ADOPTION OF DEVELOPMENT IN THE GREEN BELT SUPPLEMENTARY PLANNING DOCUMENT

Consideration was given to the report of the Assistant Director Planning, as contained on pages 55 to 136 of the Book of Reports that gave details in relation to the adoption of the Development in the Green Belt Supplementary Planning Document (SPD) and sought agreed comments, if any, following approval by Cabinet at its meeting on 15 September 2015. The report had previously been considered by the Planning Committee at its meeting on 3 September 2015.

The Portfolio Holder (Planning), who was in attendance, with the permission of the Chairman, provided background in relation to the adoption of the SPD.

RESOLVED: That the report, the Development in the Green Belt SPD, attached at Appendix A, the Consultation Feedback Report, attached at Appendix B, Adoption Statement for Development in the Green Belt SPD, attached at Appendix C, together with Appendices D to F be noted.

19. NATIONAL BUDGET - IMPLICATIONS FOR TENANTS & HOUSING REVENUE ACCOUNT (HRA)

Consideration was given to the report of the Assistant Director Housing and Regeneration as contained on pages 137 to 146 of the Book of Reports which advised on the impact of the National Budget on tenants and a request by Cabinet, at its meeting on 15 September 2015 (Minute 31, resolution (E)).

In discussion comments and questions were raised in relation to:

- Proposals - Impact on the HRA and Business Plan; changes related to self-financing; future options.

The Assistant Director Housing and Regeneration provided clarification on the issues raised and responded to questions, referring to details as set down in his report.

The Borough Treasurer, provided additional clarification related to the budget setting process.

- RESOLVED:
- A. That the concerns of the measures and impact of the Business Plan and HRA, be noted.
 - B. That the Portfolio Holder (Housing and Landlord Services) be requested “to write to the Minister to express disquiet, rethink the policy and not implement it.”

20. CAPITAL PROGRAMME OUTTURN 2014-15

Consideration was given to the report of the Borough Treasurer, as contained on pages 147 to 161 of the Book of Reports which provided a summary of the capital outturn position for the 2014/2015 financial year.

- RESOLVED: That the final position on the Capital Programme for the 2014/15 financial year be noted.

21. CAPITAL PROGRAMME MONITORING 2015-16

Consideration was given to the report of the Borough Treasurer, as contained on pages 163 to 169 of the Book of Reports which provided an overview of the current progress on the Capital Programme.

- RESOLVED: That the current progress on the Capital Programme be noted.

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Chairman

CABINET

HELD: 10 NOVEMBER 2015
Start: 7.30pm
Finish: 8.00pm

PRESENT:

Councillor: I Moran (Leader of the Council, in the Chair)

Councillors:

Portfolio

Y Gagen	Deputy Leader of the Council & Leisure
J Hodson	Planning
J Patterson	Housing and Landlord Services
K Wilkie	Street Scene
K Wright	Health and Community Safety
C Wynn	Finance

In attendance:

Councillors Oliver, Pendleton

Officers:

Managing Director (Transformation) (Ms K Webber)
Assistant Director Community Services (Mr D Tilleray)
Assistant Director Housing & Regeneration (Mr B Livermore)
Borough Treasurer (Mr M Taylor)
Borough Solicitor (Mr T Broderick)
Strategic Planning & Implementation Manager (Mr P Richards)
Principal Member Services Officer (Mrs S Griffiths)

47. APOLOGIES

Apologies for absence were submitted on behalf of Councillor Aldridge and the Managing Director (People and Places).

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

There were no items of special urgency.

49. DECLARATIONS OF INTEREST

Councillor Patterson declared the following interests:-

- a disclosable pecuniary interest in item 5(l) Pay to Stay: Fairer Rents in Social Housing – Consultation as a tenant of the Council. She left the room during consideration of this item.
- a disclosable pecuniary interest in items 5(j) HRA Budget Monitoring Position and 5(k) Sale of High Value Council Houses as a tenant of a Council house but by virtue of a dispensation, was able to remain in the meeting and speak and vote on these items.

50. MINUTES

RESOLVED That the minutes of the Cabinet meeting held on 15 September 2015 be approved as a correct record and signed by the Leader.

51. MATTERS REQUIRING DECISIONS

Consideration was given to the report relating to the following matters requiring decisions as contained on pages 769 to 1258 and 1265 to 1384 of the Book of Reports.

52. NEW ALLOTMENTS IN SKELMERSDALE

Councillor Gagen introduced the report of the Assistant Director Community Services which provided an update on progress in relation to the establishment of new allotments in Skelmersdale and sought approval for the proposed implementation timetable, method of management, designation and allocation of plots.

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

RESOLVED A. That the construction of a new allotment site off Marland, Ashurst be approved subject to planning consent being obtained.

B. That the process of devolved management be supported and the Assistant Director Community Services be authorised to take all necessary steps and obtain all necessary consents to enter into negotiations with Skelmersdale Horticultural Society to take on a management agreement for the site.

C. That the new allotment site be designated a "statutory" allotment and the Assistant Director Community Services be authorised to take all necessary steps and obtain any necessary consents to undertake this designation.

D. That the works to extend the Digmaor allotment site be approved.

53. LOCAL GOVERNMENT DECLARATION ON TOBACCO CONTROL

Councillor Wright introduced the report of the Assistant Director Community Services which sought approval for the Council to become a signatory to the Local Declaration on Tobacco Control.

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

RESOLVED That the Council become a signatory to the Local Declaration on Tobacco Control.

54. USE OF SECTION 106 MONIES IN AUGHTON PARK

Councillor Gagen introduced the report of the Assistant Director Community Services which considered proposals for the use of Section 106 monies received from housing developers for the enhancement of public open space and recreation provision in Aughton Park.

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

RESOLVED That the use of S106 monies for the enhancement of the existing play area at Redsands Park, Aughton be approved and the sum of up to £5,539 be made available for this project.

55. REVISED ANTI-SOCIAL BEHAVIOUR POLICY

Councillor Wright introduced the report of the Assistant Director Community Services which sought approval for a revised Anti-Social Behaviour (ASB) Policy.

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

RESOLVED A. That the ASB policy, included as appendix 1 to the report, be approved.

B. That the Assistant Director Community Services, in consultation with the relevant Portfolio Holder, be granted delegated authority to approve any future minor changes to the policy that do not affect service delivery.

56. REVIEW AND UPDATE OF WEST LANCASHIRE'S LIST OF LOCALLY IMPORTANT BUILDINGS

Councillor Hodson introduced the report of the Assistant Director Planning which provided an update on the recent review of the Council's List of Locally Important Buildings (Local List) and sought approval for the updated list.

The Assistant Director Planning circulated a revised version of Appendix A.

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

RESOLVED A. That the revised List of Locally Important Buildings set out in the revised Appendix A to the report be approved.

B. That the Assistant Director Planning be authorised, in consultation with the Portfolio Holder, to make the necessary arrangements to publish the revised 'Local List', and notify any property owners affected by the changes.

- C. That the Assistant Director Planning be authorised, in consultation with the relevant Portfolio Holder, to make any necessary amendments to the 'Local List' that reflect future changes to buildings identified on the list.

57. PREFERRED OPTIONS FOR THE PROVISION FOR THE TRAVELLER SITES DEVELOPMENT PLAN DOCUMENT

Councillor Hodson introduced the report of the Assistant Director Planning which sought approval for public consultation on the preferred options for the Provision for Traveller Sites Development Plan Document, attached as Appendix A to the report.

He confirmed that Appendix 1 to Appendix A that had been circulated via e-mail and that this had been made available on the Council's website.

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

- RESOLVED
- A. That the preferred options for the Provision for Traveller Sites Development Plan Document ('Traveller Sites DPD') at Appendix A be approved for public consultation, subject to any amendments made by the Assistant Director Planning in consultation with the relevant Portfolio Holder, following consideration of the Traveller Sites DPD by Planning Committee and Executive Overview and Scrutiny Committee, as per B. below.
 - B. That the Assistant Director Planning be authorised, in consultation with the relevant Portfolio Holder, to make any necessary amendments to the Traveller Sites DPD in the light of agreed comments from Planning Committee and Executive Overview & Scrutiny Committee, before the document is published for consultation.
 - C. That call-in is not appropriate for this item as this report is being submitted to Executive Overview & Scrutiny Committee on 26 November 2015.

58. DRAFT LOCAL DEVELOPMENT ORDERS FOR SITES AT FINDON FORMER DIGMOOR SPORTS CENTRE, AND DELF CLOUGH, SKELMERSDALE

Councillor Hodson introduced the report of the Assistant Director Planning which sought approval for public consultation on the draft Local Development Orders associated with the sites at Findon, the former Digmoor Sports Centre site and Delf Clough, Skelmersdale.

The Assistant Director Planning circulated revised Appendices A, B and C to the report and revised recommendations.

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

- RESOLVED
- A. That the draft Local Development Orders (provided at revised Appendices A–C), Statement of Reason and Design Code (provided at Appendices D & E) be approved for public consultation, subject to any amendments made by the Assistant Director Planning in consultation with the Portfolio Holder, as per B. below.
 - B. That the Assistant Director Planning be authorised, in consultation with the Portfolio Holder, to make any necessary amendments to the draft Local Development Orders and associated documents in the light of agreed comments from Planning Committee before the document is published for consultation.
 - C. That call-in is not appropriate for this item as this matter is one where urgent action is required because consultation on the draft Local Development Orders must commence on 19th November 2015 in order that the Local Development Orders can be refined and adopted by 31st March 2016, in line with the requirements of the CLG funding received to support preparation of the Local Development Orders.

59. THE DUTY TO CO-OPERATE AND A LIVERPOOL CITY REGION STRATEGIC HOUSING & EMPLOYMENT LAND MARKET ASSESSMENT

Councillor Hodson introduced the report of the Assistant Director Planning which provided an update on proposals for a Liverpool City Region Strategic Housing & Employment Land Market Assessment in order to provide a key evidence base document for all Local Plans in the Liverpool City Region (including West Lancashire) and sought agreement to a Memorandum of Understanding with the Liverpool City Region authorities on this matter.

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

- RESOLVED
- That the Portfolio Holder for Planning be authorised to enter into a Memorandum of Understanding (provided in draft at Appendix A) with the Liverpool City Region authorities in order to support the preparation of a Liverpool City Region Strategic Housing and Employment Land Market Assessment, subject to the Assistant Director Planning being satisfied as to the costs of, and funding for, the Assessment.

60. REVISED CAPITAL PROGRAMME AND MID YEAR REVIEW 2015-2016

Councillor Wynn introduced the report of the Borough Treasurer which sought agreement of a revised Capital Programme for 2015/2016 and provided an overview on the progress against it at the mid year point.

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

- RESOLVED
- A. That the Revised Capital Programme, including the re-profiling, virements and budget adjustments contained within Appendix A, be approved for consideration by Council.
 - B. That the progress against the Revised Capital Programme at the mid-year point be noted.
 - C. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 26 November and Council on 16 December 2015.

61. HRA BUDGET MONITORING POSITION

Councillor Patterson introduced the joint report of the Assistant Director Housing and Regeneration and the Borough Treasurer which provided a projection of the financial position on the Housing Revenue Account (HRA) and the Housing Capital Investment Programme to the end of the financial year and sought agreement to a number of budget changes.

Minute no. 30 of the Landlord Services Committee (Cabinet Working Group) held on 4 November 2015 was circulated at the meeting.

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

- RESOLVED
- A. That the progress against the HRA and the Capital Investment Programme budgets be noted.
 - B. That the revised Capital Investment Programme including the re-profiling, virements and budget adjustments contained in Appendix A be approved for consideration by Council.
 - C. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 26 November 2015.

62. SALE OF HIGH VALUE COUNCIL HOUSING

Councillor Patterson introduced the report of the Assistant Director Housing and Regeneration which provided an update on Government proposals to force Councils to sell "high value" Council houses upon them becoming empty, and sought authority to progress with sales prior to the legislation being introduced.

Minute no. 28 of the Landlord Services Committee (Cabinet Working Group) held on 4 November 2015 was circulated at the meeting.

A motion from Councillor Patterson was circulated at the meeting.

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

- RESOLVED
- A. That this item be referred to the Executive Overview and Scrutiny Committee on 26 November 2015 and that any agreed comments arising therefrom be submitted to Cabinet on 12 January 2016 together with this report for further consideration.
 - B. That call-in is not appropriate for this item as it is being considered by the Executive Overview and Scrutiny Committee on 26 November 2015.

63. PAY TO STAY - FAIRER RENTS IN SOCIAL HOUSING

Councillor Moran introduced the report of the Assistant Director Housing and Regeneration which considered the Council's proposed response to the Department for Communities and Local Government (DCLG) consultation on Pay to Stay – Fairer Rents in Social Housing.

Minute no. 29 of the Landlord Services Committee (Cabinet Working Group) held on 4 November 2015 was circulated at the meeting.

A motion from Councillor Moran was circulated at the meeting.

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

- RESOLVED
- A. That the report be referred to the Executive Overview and Scrutiny Committee on 26 November 2015 with a request that any agreed comments from the Committee be submitted to the Assistant Director Housing and Regeneration
 - B. That the Assistant Director of Housing and Regeneration write to the Department for Communities and Local Government (DCLG) and advise them that this Council's response to the Consultation paper will be provided after the closing date (20 November 2015) and request that this receive consideration.
 - C. That the Assistant Director Housing and Regeneration be given delegated authority, in consultation with the relevant Portfolio Holder, to finalise the submission to the DCLG on the Pay to Stay consultation paper after having regard to any agreed comments by the Executive Overview and Scrutiny Committee.

- D. That call-in is not appropriate for this item as the matter is one where urgent action is required to provide the response at B above, and the report is being submitted to the Executive Overview and Scrutiny Committee on 26 November 2015.

(Note: Councillor Patterson declared a Disclosable Pecuniary Interest and left the meeting during consideration of this item.)

64. PUBLIC INVOLVEMENT AT MEETINGS DRAFT PROTOCOL

Councillor Moran introduced the report of the Borough Solicitor which considered the extension of public speaking at meetings by way of an agreed Protocol.

A motion from Councillor Moran was circulated at the meeting.

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

RESOLVED That the agreed comments to Council be “that the recommendations as set down at paragraphs 4.1, 4.2, 4.3, 4.4(a) and 4.5 of the report be supported”.

65. REGULATION OF INVESTIGATORY POWERS ACT - ANNUAL SETTING OF THE POLICY AND REVIEW OF USE OF POWERS

Councillor Moran introduced the report of the Borough Solicitor which reported upon the Council’s use of its powers under the Regulation of Investigatory Powers Act 2000 (RIPA) and presented a revised RIPA policy document.

A revised Appendix 3 (to Appendix 1) and a revised recommendation were circulated by the Borough Solicitor.

In reaching the decision below, Cabinet considered the revised Appendix 3 (to Appendix 1), the revised recommendation and the details set out in the report before it and accepted the reasons contained therein.

RESOLVED That the revised RIPA Policy document be approved subject to the inclusion of the replacement version of Appendix 3 (to Appendix 1) to the report.

66. CHEQUER LANE PLAYING FIELDS

Councillor Gagen introduced the joint report of the Assistant Director Community Services and the Assistant Director Housing and Regeneration which considered requests from local football teams for agreements to secure the use of land at Chequer Lane Playing Field as football pitches.

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

- RESOLVED
- A. That the proposal to enter into a licence agreement with Skelmersdale United Youth Academy to use the land at Chequer Lane, Up Holland, shown at appendix 1 as football pitches, be approved.
 - B. That the entering into a lease arrangement with Skelmersdale United Youth Academy for a new changing pavilion on the site on the location of the old changing rooms, be approved in principle subject to planning consent being obtained.
 - C. That the above agreement to include community use agreements to allow Skem Men-Aces the use of a pitch and the changing pavilion.
 - D. That the Assistant Director Community Services be authorised to take all necessary steps to establish the agreements with Skelmersdale United Youth Academy, subject to all necessary consents and approvals being obtained.

67. EXCLUSION OF PRESS AND PUBLIC

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

68. MATTER REQUIRING DECISION

Consideration was given to the report relating to the following matter requiring a decision as contained on pages 1259 – 1263 of the Book of Reports.

69. REBUILD UNITS 34-36 GORSEY PLACE, SKELMERSDALE

Councillor Moran introduced the report of the Assistant Director Housing and Regeneration which advised on the current position in relation to the above units following fire damage to the premises.

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

RESOLVED That the Assistant Director Housing and Regeneration be authorised to take all necessary steps to rebuild and refurbish units 34 and 36 Gorsey Place using the insurance payments where possible, supplemented by the CRA reserves if necessary as detailed in section 5 of the report.

(Note: No representations had been received in relation to the above item being considered in private.)

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LEADER



AGENDA ITEM: 9(a)

**EXECUTIVE OVERVIEW &
SCRUTINY COMMITTEE:
26 November 2015**

CABINET: 12 January 2016

Report of: Borough Solicitor

Relevant Managing Director: Managing Director (People and Places)

Relevant Portfolio Holder: Councillor Patterson

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

SUBJECT: SALE OF HIGH VALUE COUNCIL HOUSES

Borough wide interest

1.0 PURPOSE OF THE REPORT

1.1 To consider the report entitled "Sale of High Value Council Houses" referred by Cabinet on 10 November 2015 to the Executive Overview and Scrutiny Committee.

2.0 RECOMMENDATION TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE

2.1 That the report of the Assistant Director Housing and Regeneration 'Sale of High Value Council Houses', at Appendix 1 to the report, be considered and any agreed comments be submitted to Cabinet on 12 January 2016.

3.0 RECOMMENDATION TO CABINET

3.1 That the recommendations set out in paragraphs 2.1 to 2.4 of the report attached at Appendix 1 be considered, taking into consideration the agreed comments submitted by the Executive Overview and Scrutiny Committee (Appendix 2).

3.0 BACKGROUND

3.1 Cabinet received a report on the Sale of High Value Council Houses at its last meeting on 10 November 2015, and resolved:-

- RESOLVED
- A. That this item be referred to the Executive Overview and Scrutiny Committee on 26 November 2015 and that any agreed comments arising therefrom be submitted to Cabinet on 12 January 2016 together with this report for further consideration.
 - B. That call-in is not appropriate for this item as it is being considered by the Executive Overview and Scrutiny Committee on 26 November 2015.

3.2 A copy of the report of the Assistant Director Housing and Regeneration as submitted to Cabinet on 10 November 2015 is attached as Appendix 1,

Background Documents

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

Appendices

1. Cabinet report 10 November 2015 of the Assistant Director Housing and Regeneration.
2. Minute of Executive Overview and Scrutiny Committee held on 26 November 2015 (Cabinet only – 12 January 2016)



AGENDA ITEM: 5(k)

CABINET: 10th November 2015

Report of: Assistant Director Housing and Regeneration

Relevant Managing Director: Managing Director (Transformation)

Relevant Portfolio Holder: Councillor J. Patterson

**Contact for further information: Mr B. Livermore (Extn. 5200)
(E-mail: bob.livermore@westlancs.gov.uk)**

SUBJECT: SALE OF HIGH VALUE COUNCIL HOUSES

Wards affected: Potentially Borough wide dependent on valuation of housing properties.

1.0 PURPOSE OF THE REPORT

1.1 To update Members on proposals by Government to force Councils to sell “high value” Council houses when they become empty and to seek authority to progress with sales prior to legislation being introduced.

2.0 RECOMMENDATIONS

2.1 That the Assistant Director Housing and Regeneration proceed to market and sell empty Council houses with potential values as outlined in paragraph 5.4 prior to legislation being passed to force the sale by this Council.

2.2 That the Exemptions in 5.7 are used allowing “high value” properties to be re-let by the Assistant Director Housing and Regeneration in accordance with the Council’s policies and practices.

2.3 That the decision at 2.1 above be reviewed in the light of the Housing Bill being enacted.

2.4 That the Assistant Director of Housing and Regeneration take all necessary actions, including obtaining all consents etc. to raise finance for the HRA from the sale of high value empty properties.

3.0 BACKGROUND

- 3.1 A manifesto pledge, committed the Government to legislate to give Social Tenants in Registered Social Landlords (RSL) property a similar Right to Buy (RTB) their homes as Council Tenants.
- 3.2 A Housing and Planning Bill has recently been announced which, amongst other things, starts the process of forcing Council's to raise funds to pay for the process of forcing Council's to raise funds to pay for the costs associated with introducing the Right to Buy for RSL tenants.

4.0 CURRENT POSITION

- 4.1 The Housing and Planning Bill will give some certainty about the definition of 'High Value'.
- 4.2 My opinion is that this Council will have to make some form of contribution towards this Government initiative either by sale of "high value" homes when they become vacant or some other form of mechanism to raise the finances necessary.
- 4.3 The classification of "high value" properties within the manifesto was defined in the North West in accordance with the table below.

	1 bedroom	2 bedroom	3 bedroom	4 bedroom	5+ bedroom
North West	£90,000	£130,000	£160,000	£270,000	£430,000

5.0 POLICY CONSIDERATIONS

- 5.1 Members could determine that it would not be appropriate to act on this matter prior to the Housing Bill being enacted.
- 5.2 However, it is clear that the Government's intention is for local authorities to fund RTB for RSL's. Additionally, we need to find ways to fund the shortfall in the HRA and/or make savings. With this in mind, I propose that the Council determines a series of values of "high value" properties and when these become empty, these are offered for sale to the market. This will give the opportunity to test this and feedback any short comings and also, most importantly, raise funds for the protection of existing services.
- 5.3 I am proposing a lower valuation figure than the one in the manifesto as I believe that if we use that as the proposal, this would not meet the level of funding necessary.

5.4 The proposed definition of “high value” properties would be:

	1 bedroom	2 bedroom	3 bedroom	4 bedroom	5+ bedroom
West Lancashire	£80,000	£100,000	£130,000	£200,000	Not for Sale

5.5 The impact for selling homes if Members accepted my proposal are obviously dependant on properties becoming vacant which is outside of the Council’s control. However, based on turn over during 2014/15, the forecast for the area and numbers of potential sales as an average year would be as follows:

Area of West Lancashire	Possible vacancies with high value
Altcar	1
Appley Bridge	1
Ashurst	3
Aughton	1
Banks	1
Burscough	3
Hesketh Bank	1
Ormskirk	5
Parbold	1
Rufford	1
Total	18

5.6 If Members agree to this proposal, the marketing and sale of vacant properties would be undertaken in-house in the short term. Detailed costs will be assessed of both marketing and legal costs so that comparisons can be made and ensure this offers the Council and Tax Payers value for money.

5.7 I propose that the following exemptions are made to the Policy to sell “high value” properties when these become vacant. These are:

- 5 bedroomed homes.
- Sheltered accommodation.
- Properties that have been adapted for the disabled.
- Properties at the discretion of the Assistant Director Housing and Regeneration in consultation with the Portfolio Holder.

5.8 The reason I am seeking exceptions are as follows:

- We have not many 5+ bedroom homes and these are needed from time to time to house large families.
- Sheltered accommodation is excluded from Right to Buy and it would be consistent to exclude for the same reasons
- Properties that are adapted do not always sell well and the preference would be to retain these and allow residents who need the facilities to

move into the property and any property release could be considered for sale if it met the necessary criteria.

- This is a “catch all” to give flexibility. It may be used if properties were not selling and rather than being kept empty or disposed for reduced prices, the option of re-letting may be a preferred route.

6.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY

6.1 Sales of “high value” properties would be targeted to areas with higher than average property prices which would be areas like Ormskirk, Burscough, Northern Parishes and Ashurst. The impact will be, unless replacement homes for people on limited income can be provided in their areas, there may not be a mixed and balanced community. This may force some residents with caring responsibilities to secure accommodation elsewhere and therefore not be readily available eventually to support other elderly or dependant residents.

7.0 FINANCIAL AND RESOURCE IMPLICATIONS

7.1 It is envisaged that sale of “high value” properties will generate an estimated £1.8M per annum (for a full year). This estimate is based on historical information of properties becoming empty in areas of higher values and does not necessarily mean that this will occur.

7.2 The funds generated will be used to protect the HRA from either the reduction in rent which will impact from 2016/17 or forward the monies to support the RTB for RSL's.

7.3 There may be an impact on the Capital Programme as there will be fewer Council homes because of these sales and therefore less opportunity for our tenants to exercise their RTB. It is difficult to quantify this impact with any certainty.

8.0 RISK ASSESSMENT

8.1 The sales of “high value” properties are a standard process that the Council have the necessary skills and experience in managing and therefore this initiative is assessed as low risk and will be managed accordingly.

Background Documents

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

Equality Impact Assessment

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

Appendices

Minute of Landlord Services Committee (Cabinet Working Group) 4 November 2015 (Cabinet only)

LANDLORD SERVICES COMMITTEE (CABINET WORKING GROUP) – 4 NOVEMBER 2015

28. SALE OF HIGH VALUE COUNCIL HOUSES

Consideration was given to the draft report of the Assistant Director Housing and Regeneration that was seeking the direction of Cabinet to progress with the sales of “high value” Council houses when they become empty, prior to legislation being introduced.

The Deputy Assistant Director Housing and Regeneration gave an overview of the proposals, provided clarification on issues raised and responded to questions.

In discussion comments and questions were raised in relation to:

- West Lancashire “High value properties” – identification; possible vacancies.
- Proposals to act prior to the Housing Bill’s enactment – advantages/disadvantages.
- Registered Social Landlords (RSL) Government proposals – financial impact.
- Policy Considerations – wider/future impact of proposed change; lack of clarity.
- Opportunities for further scrutiny.

The Borough Treasurer provided further clarification and responded to questions related to Rights to Buy and associated financial issues.

RESOLVED: As a consequence of the discussion on this item the agreed comment to Cabinet be that there were “mixed views” on the proposals.



AGENDA ITEM: 9(b)

**EXECUTIVE OVERVIEW &
SCRUTINY COMMITTEE:
26 November 2015**

Report of: Borough Solicitor

Relevant Managing Director: Managing Director (People and Places)

Relevant Portfolio Holder: Councillor Moran

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

**SUBJECT: PAY TO STAY- FAIRER RENTS IN SOCIAL HOUSING –
CONSULTATION – ITEM REFERRED BY CABINET TO EXECUTIVE
OVERVIEW AND SCRUTINY COMMITTEE**

Borough wide interest

1.0 PURPOSE OF THE REPORT

1.1 To consider the report entitled “Pay to Stay – Fairer Rents in Social Housing – Consultation” referred from Cabinet on 10 November 2015.

2.0 RECOMMENDATION TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE

2.1 That the report of the Assistant Director Housing and Regeneration ‘Pay to Stay – Fairer Rents in Social Housing - Consultation’ be considered and any agreed comments be referred to the Assistant Director Housing and Regeneration to finalise the submission to the DCLG on the Pay to Stay consultation paper, in consultation with the relevant Portfolio Holder.

3.0 BACKGROUND

3.1 Cabinet received a report on Pay to Stay – Fairer Rents in Social Housing – Consultation at its last meeting on 10 November 2015, and resolved:-

RESOLVED A. That the report be referred to the Executive Overview and Scrutiny

Committee on 26 November 2015 with a request that any agreed comments from the Committee be submitted to the Assistant Director Housing and Regeneration

- B. That the Assistant Director of Housing and Regeneration write to the Department for Communities and Local Government (DCLG) and advise them that this Council's response to the Consultation paper will be provided after the closing date (20 November 2015) and request that this receive consideration.
- C. That the Assistant Director Housing and Regeneration be given delegated authority, in consultation with the relevant Portfolio Holder, to finalise the submission to the DCLG on the Pay to Stay consultation paper after having regard to any agreed comments by the Executive Overview and Scrutiny Committee.
- D. That call-in is not appropriate for this item as the matter is one where urgent action is required to provide the response at B above, and the report is being submitted to the Executive Overview and Scrutiny Committee on 26 November 2015.

3.2 A copy of the report is attached as Appendix 1.

Background Documents

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

Appendices

1. Cabinet report 10 November 2015 of the Assistant Director Housing and Regeneration.



AGENDA ITEM: 5(I)

CABINET: 10th November 2015

Report of: Assistant Director Housing and Regeneration

Relevant Managing Director: Managing Director (Transformation)

Relevant Portfolio Holder: Councillor J. Patterson

**Contact for further information: Mr B. Livermore (Extn. 5200)
(E-mail: bob.livermore@westlancs.gov.uk)**

**SUBJECT: PAY TO STAY: FAIRER RENTS IN SOCIAL HOUSING -
CONSULTATION**

Wards affected: Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To determine if the Council wishes to respond to the consultation, attached at Appendix A, from Department for Communities and Local Government (DCLG) and if so, to either agree the response or the delegation arrangements.

2.0 RECOMMENDATIONS

2.1 That the response at Appendix B be sent by the Assistant Director Housing and Regeneration as the Council's response to the consultation paper.

2.2 That Call In is not appropriate for this item as this matter is one where urgent action is required as there is insufficient time for an alternative view to be considered because of the consultation deadline.

3.0 BACKGROUND

3.1 DCLG issued a consultation paper on proposed Government Policy on Pay to Stay on 9th October 2015. The consultation closes after a 6 week period on 20th November 2015.

3.2 The consultation paper, which is entitled 'Pay to Stay: Fairer rents in Social Housing,' is attached at Appendix A.

4.0 COMMENTS OF THE ASSISTANT DIRECTOR HOUSING AND REGENERATION

4.1 The consultation paper only looks at 2 areas where the Government want views on Policy formation which are:

- How the scheme can support incentives to work
- Evidence on administrative costs

4.2 This Policy could act as a disincentive for tenants to continue to work and therefore it has been suggested that a taper arrangement be put in place which would ensure that tenants would see the benefits of continuing to work and create wealth.

4.3 There is too little information provided on how the scheme would work in practice to attempt to provide 'evidence' of administration costs. I have therefore suggested that Council's be permitted to deduct actual costs of administering the scheme until evidence is available to make an informed judgment on what reasonable costs would be.

4.4 I have attempted to address the issues and my draft response is attached at Appendix B for consideration.

5.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY

5.1 It is difficult, without the assistance of some targeted research, to determine the reaction of tenant to this policy. If the response is to pay and stay or exercise the right to buy (RTB) there will be little impact on community cohesion. However, if tenants decide to move to alternative accommodation, this will possible have a greater impact on communities. It is predicted that this policy will impact on 1 in 8 tenants which could change the social nature of some areas.

6.0 FINANCIAL AND RESOURCE IMPLICATIONS

6.1 It is too early to predict the costs associated with this policy. However, the response at Appendix B attempts to minimise the impact on the HRA Budget.

7.0 RISK ASSESSMENT

7.1 The policy of Pay to Stay is intended to apply from April 2017 and a more detailed risk assessment will be carried out when the detail of the arrangements are clearer and the reaction of those affected can be gauged.

Background Documents

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

Equality Impact Assessment

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

Appendices

Appendix A – Consultation Paper.

Appendix B – Assistant Director Housing and Regeneration's proposed response – *to follow*

Appendix C – Minute of Landlord Services Committee (Cabinet Working Group) 4 November 2015 (Cabinet only)



Department for
Communities and
Local Government

Pay to Stay: Fairer Rents in Social Housing

Consultation



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The Consultation Process and How to Respond

Basic Information

To:	This is a public consultation and it is open to anyone with an interest in these proposals to respond.
Body responsible for the consultation:	The Department for Communities and Local Government is responsible for the policy and the consultation exercise.
Duration:	This consultation will run for 6 weeks. It will begin on 9 th October and end on 20 th November.
Enquiries:	Email: paytostay@communities.gsi.gov.uk
How to respond:	Please respond to this consultation via email to paytostay@communities.gsi.gov.uk Postal responses can be sent to: William Richardson Department of Communities & Local Government 3 G/10, Eland House, Bressenden Place, London, SW1E 5DU
After the consultation:	A summary of responses to the consultation will be published and the views expressed will be considered by the Government.

Overview

Topic of this Consultation:	Pay to Stay: Fairer Rents in Social Housing
Scope of this Consultation:	<p>This consultation is designed to help inform the detailed design of the policy in certain areas. The Government will take views on board as it moves to implement the policy from April 2017 onwards.</p> <p>However, Government will also need to be guided by the overall level of savings that have been set out at Budget and will need to ensure that the design of the policy is able to deliver those savings. In responding to the consultation it will outline how views have been considered and why decisions have been made.</p>
Geographical Scope:	England only
Impact Assessment:	A full impact assessment will be published at a later date. It will be important for that work to be informed by the questions in this consultation on the administrative costs of the policy.

Introduction

1. The Government's view is that tenants in social housing should not always benefit automatically from subsidised rents. There needs to be a better deal in the social housing sector, with housing at subsidised rents going to those people who genuinely need it.
2. On that basis, the Government has decided that social housing tenants with household incomes of £40,000 and above in London, and £30,000 and above in the rest of England, will be required to pay an increased level of rent for their accommodation if their rent is currently being subsidised below market rent levels.
3. This will build on the current 'pay to stay' policy which is available to local authority and housing associations to operate voluntarily.
4. Money raised by local authorities through increased rents will need to be returned to the exchequer to contribute to deficit reduction. Housing Associations will be able to use the additional income to reinvest in new housing.
5. Our starting assumption is that the policy will operate in broadly the same way as the current Pay to Stay policy, i.e:
 - household means the tenant or joint tenants named on the tenancy agreement, and any tenant's spouse, civil partner or partner where they reside in the rental accommodation. Where several people live in the property the highest two incomes should be taken into account for household income.
 - income means taxable income in the tax year ending in the financial year prior to the financial (i.e. rent) year in question.
 - where a HIST tenancy comes to an end, and the property is vacated, we would expect properties to typically be re-let in line with their previous lower rent – be it at social rent or Affordable Rent – to a household in housing need.
6. Government will also consider what additional powers could be useful, for example, to require the provision of information by tenants
7. The Government will use primary legislation to bring forward powers to implement the policy and ensure it is in place from April 2017 onwards. We expect that the detail of the policy will be set out in regulations.

Scope of the consultation

8. This consultation is designed to help inform the detailed design of the policy in relation to work incentives and administration. The Government will take views on board as it moves to implement the policy from April 2017 onwards. However, it will also need to be guided by the overall level of savings that have been set out at Budget and will need to ensure that the design of the policy is able to deliver those savings.
9. The areas where views are sought are:
 - how the scheme can support incentives to work
 - evidence of administrative costs

Supporting work incentives

10. The Government wants to ensure that the policy supports work incentives, and is seeking views on how the policy can be designed to achieve this whilst ensuring that tenants pay a fair rent.
11. A gradual increase in rent for social tenants as their incomes rise may be a fairer system. One way this could be achieved is through a system that would ensure that households earning in excess of minimum income thresholds would pay increasing amounts of rent as income increases, for example in the form of a simple taper.
12. There will be different options for how this could be implemented, and there will be trade-offs between ensuring rent closely reflects income and simplicity and certainty for both the tenants and the landlord. We do not expect, for example, that rents will be adjusted frequently. However there will be choices over how social landlords respond to changed tenant circumstances, for example, where a household is subject to a sudden and ongoing loss of income.

Q1: Views are invited on:

- how income thresholds should operate beyond the minimum threshold set at Budget, for example through the use of a simple taper / multiple thresholds that increase the amount of rent as income increases.
- whether the starting threshold should be set in relation to eligibility for Housing Benefit.

Evidence of administrative costs

13. Social landlords will be required to administer the policy.
 14. The proposal is that local authorities will be allowed to recover any reasonable administrative costs before they are required to return additional income from increased rents to the exchequer. We expect that the types and level of costs that can be retained will be prescribed. As housing associations will be retaining the income they receive from higher rent payments to invest in new housing, they will be expected to absorb the administrative costs.
 15. We expect that local authorities already have systems and processes in place that could be modified to operate the pay to stay policy. The additional administrative resource that is likely to be required is staff time in operating the scheme.
 16. Housing associations may incur additional costs in setting up systems. However, as the policy is going to allow those associations to keep the additional rent money to reinvest in social housing, they should be able to cover those costs.
 17. The Government will be publishing an impact assessment in due course that will outline the scale of the administrative costs for housing associations and is using this consultation to ask for evidence and views on the operation of the policy.
- Q2:** Based on the current systems and powers that Local Authorities have, what is your estimate of the administrative costs and what are the factors that drive these costs?



Mr W. Richardson
DCLG
3 G/10 Eland House
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London
SW1E 5DU

Directorate of Transformation

**Bob Livermore FCIH Assistant Director
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Telephone: 01695 577177

Website: www.westlancs.gov.uk

Email: bob.livermore@westlancs.gov.uk

Date: 2015

Your ref:

Our ref:

Please ask for:

Direct dial no: 01695

Extension:

Dear Sir,

RE: Pay to Stay: Fairer Rents in Social Housing

West Lancashire Borough Council's Cabinet considered the above consultation paper on 10th November 2015. The unnecessarily short 6 week consultation period denied the opportunity for this to be considered formally by the Council's scrutiny arrangements which is extremely unfortunate. In future the Council would request the full 12 week period or an explanation on why the consultation period was 'fast tracked'. There seems to be no valid reason for this in the current circumstances.

In paragraph two of the consultation paper it refers to households being required to pay an increased level of rent for their accommodation if their rent is currently being subsidised below market rent levels. The Council would like to question how social housing in the Local Authority Sector is subsidised. The historic debt and management costs have been 'purchased' by Councils from the Government and therefore there is no direct form of subsidy given to tenants who pay rent.

The Housing Bill seeks to raise finance through the sale of 'High Value' properties to subsidise the purchase of homes from the RSL Sector which is a real subsidy at the expense of Local Authorities.

The Council believes the Government is fundamentally wrong in bringing in the 'Pay to Stay' policy and would ask them not to target those on a relatively low income who chose not to purchase a home to be forced to pay higher rents unnecessarily.

If the Government do decide to introduce this policy, it will become a disincentive to work if applied simply based on those earnings more than £30K (£40K in London) paying market rent. The Council believe that a simple tapering arrangement be introduced that charges 5p in the £1 over £30K (£40K in London) until market rents are achieved. This would provide an incentive to earn more and not penalise those affected adversely. If there is a change in circumstances, we would suggest that the rent be revised using this formula which would mean that if income reduced below £30K (£40K in London) social rent would again be charged.

**Gill Rowe LL.B (Hons) Solicitor
Managing Director (People and Places)**

**Kim Webber B.Sc., M.Sc.
Managing Director (Transformation)**

The Council has no evidence of administrative costs but estimate that there would be a one off cost of £25K in valuation fees to initially assess market rents for properties affected by this policy. Additionally, there would be costs to enhance existing computer systems to be able to cope with assessing rents, data cleansing, collection activity and other administrative processes which would be £10K per annum.

Dependent on how the tenants to be targeted would be selected, there would be additional costs of staff time. It is not possible to estimate this without understanding the operational processes involved. This Council has no current systems in place which would identify tenant's income which is £30K or over. The simplest form of administration is for HMRC to provide this to the Council, although it might be better for them to collect this "Tax" on higher income tenants. If the Council has to set up a system, I estimate there would be a one off cost of circa £50K, as well as annual costs of circa £5K for licencing and upgrades of any system.

It is likely that an appeals mechanism would be required as tenants may question whether the market rent for the property is appropriate. This would delay the intended collection of the higher rent and create a further administrative burden and cost whilst appeals were being considered. Estimated cost £5K per annum.

There is also the practical issue of addressing affected households changing financial circumstances. This would require undertaking checks and amendments to determine whether a higher rent should continue to be charged. Estimated cost £5K per annum.

Finally, if Pay to Stay is introduced then it should be based upon current earnings as opposed to historic earnings from a previous period / financial year. This will minimise the impact of rent arrears accruing or any other financial hardship as a result of the system catching up with the historic earning profile of the household.

Yours sincerely

R. V. LIVERMORE
ASSISTANT DIRECTOR
HOUSING AND REGENERATION

Gill Rowe LL.B (Hons) Solicitor
Managing Director (People and Places)

Kim Webber B.Sc., M.Sc.
Managing Director (Transformation)

Agenda item 5(l) – Pay to Stay: Fairer rents in social housing - Consultation

APPENDIX: C

LANDLORD SERVICES COMMITTEE (CABINET WORKING GROUP) – 4 NOVEMBER 2015

29. PAY TO STAY: FAIRER RENTS IN SOCIAL HOUSING - CONSULTATION

Consideration was given to the draft report of the Assistant Director Housing and Regeneration that gave details of the DCLG Consultation document ‘Pay to Stay: Fairer Rents in Social Housing’, attached at Appendix A and the draft response to that consultation as set down at Appendix B.

The Housing Operations Manager who attended the meeting, introduced the report referring to detail as set down in the consultation document and in the draft response prepared by the Assistant Director Housing and Regeneration.

In discussion questions and comments were raised in relation to the following:

- Operation of income thresholds – lack of clarity / consistency; “household” income (identification); unforeseen “household” changes (impact).
- Low income households – indirect impact.
- Administrative Costs – requirements to administer; financial impact; determining present/future circumstances.
- “Subsidy” – definition.

The Deputy Assistant Director Housing and Regeneration and the Borough Treasurer provided further clarification on the issues raised and responded to questions.

RESOLVED That, as a consequence of the discussion on this item it was agreed the Council’s response to the consultation, as prepared by the Assistant Director Housing and Regeneration, at Appendix B, be supported.



AGENDA ITEM: 10

CABINET:
10 November 2015

PLANNING COMMITTEE:
12 November 2015

**EXECUTIVE OVERVIEW & SCRUTINY
COMMITTEE: 26 November 2015**

Report of: Assistant Director Planning

Relevant Managing Director: Managing Director (Transformation)

Relevant Portfolio Holder: Councillor J Hodson

Contact for further information: Mr S Benge (Extn. 5274)
(Email Stephen.benge@westlancs.gov.uk)

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

Wards affected: Borough Wide

1.0 PURPOSE OF THE REPORT

1.1 To seek Cabinet's approval for consulting on the preferred options for the Provision for Traveller Sites Development Plan Document as attached at Appendix A to this report.

2.0 RECOMMENDATIONS TO CABINET

2.1 That Cabinet the preferred options for the Provision for Traveller Sites Development Plan Document ('Traveller Sites DPD') at Appendix A be approved for public consultation, subject to any amendments made by the Assistant Director Planning in consultation with the Portfolio Holder, following consideration of the Traveller Sites DPD by Planning Committee and Executive Overview and Scrutiny Committee, as per recommendation 2.2 below.

2.2 That the Assistant Director Planning be authorised, in consultation with the Portfolio Holder, to make any necessary amendments to the Traveller Sites DPD in the light of agreed comments from Planning Committee and Executive

Overview & Scrutiny Committee, before the document is published for consultation.

- 2.3 That Call In is not appropriate for this item as this report is being submitted to Executive Overview & Scrutiny Committee on 26 November 2015.

3.0 RECOMMENDATIONS TO PLANNING COMMITTEE

- 3.1 That the content of this report and the Traveller Sites DPD attached at Appendix A to this report be considered, and that agreed comments be referred to the Assistant Director Planning for consideration, in consultation with the Portfolio Holder.

4.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW & SCRUTINY COMMITTEE

- 4.1 That the content of this report and the Traveller Sites DPD attached at Appendix A to this report be considered, and that agreed comments be referred to the Assistant Director Planning for consideration, in consultation with the Portfolio Holder.

5.0 BACKGROUND

The need for a Traveller Sites DPD

- 5.1 The West Lancashire Local Plan 2012-2027 was adopted by Council in October 2013. Earlier drafts of this Local Plan ('Preferred Options' and 'Publication') 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.
- 5.2 During the Local Plan Examination in early 2013, the Local Plan Inspector advised that he could not find Policy RS4 sound, as it did not allocate specific deliverable sites to provide a five year supply of land to meet Traveller accommodation needs as required by national policy (as set out in the Department for Communities and Local Government's Planning Policy for Traveller Sites document, first published March 2012, subsequently revised August 2015). 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.

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

Traveller accommodation needs

- 5.5 The Borough Council participated in a joint Gypsy and Traveller Accommodation Assessment (GTAA) with the five Merseyside local authorities. This Merseyside and West Lancashire GTAA (August 2014) concludes that the need for new Traveller accommodation in West Lancashire, additional to that which already has permission, is as follows:
- 14 pitches on permanent Gypsy and Traveller sites by 2018, rising to 17 pitches by 2023, 20 pitches by 2028, and 22 pitches by 2033;
 - 4 transit pitches; and
 - 1 yard for Travelling Showpeople with at least 1 residential plot.
- 5.6 The general term "pitch" refers to an area of land which would accommodate a Traveller household. It is generally accepted that a pitch should have space for a touring and static caravan, as well as for parking and an amenity block. Typically, therefore, one would expect two caravans per pitch.

Early Work on Preferred Options

- 5.7 The Town and Country Planning (Local Planning) (England) Regulations 2012 ('the Regulations') set out the process by which a DPD must be prepared. The first step in a DPD's preparation is covered by Regulation 18, under which the local planning authority must notify certain specified bodies (for example, Highways England) that the DPD is being prepared, and invite representations from them about what the document should contain.
- 5.8 In September 2013, in accordance with Regulation 18, the Council wrote to the specified bodies, as well as to a number of other organisations who were considered to have a particular interest in the DPD. Twelve responses were received. The Consultation Report and Duty to Co-operate Statement appended to this report (Appendix D) summarises the responses made to the Council's letter, and the Council's proposed action in the light of the responses.

- 5.9 In preparing DPDs, the Council is bound by the 'Duty to Co-operate', set out in the Localism Act and the National Planning Policy Framework. The Council has co-operated, and will continue to co-operate, with neighbouring local authorities and other relevant organisations throughout the preparation of the Traveller Sites DPD. So far, at this early stage in the document's preparation, the Council has written to the 'prescribed bodies' (listed in Regulation 4), setting out what it considers to be the cross-boundary issues relating to Travellers, and inviting comments on / additions to this list of issues. Once again, the Consultation Report and Duty to Co-operate Statement appended to this report (Appendix D) summarises the responses that the Council has received to its letter, and any other relevant dialogue that has taken place so far under the Duty to Co-operate.
- 5.10 In addition, Council officers have had ongoing dialogue and correspondence with neighbouring authorities under the Duty to Co-operate, regarding their ability or otherwise to help meet any of West Lancashire's need for Traveller sites. This is discussed further in the Preferred Options document (Appendix A).
- 5.11 The Provision for Traveller Sites DPD, so far as it has progressed, has been subject to an initial Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA). The SA has covered both the criteria-based policy for assessing sites, plus the sites considered as having potential for Traveller accommodation, as well as a number of reasonable alternatives. The SA and HRA reports are appended to this report (Appendices B and C).

Cabinet Decision March 2014

- 5.12 An initial version of the options and preferred options for the Travellers DPD was considered by Cabinet in March 2014. This document included proposals to allocate sites to meet in full the Traveller accommodation needs within this Borough. Based on the current location of the travelling community in West Lancashire, this need would preferentially be met in the North Meols and Scarisbrick areas (permanent Gypsy and Traveller sites), the Skelmersdale / M58 corridor area (transit pitches) and the Burscough area (Travelling Showpeople provision).
- 5.13 Cabinet did not reject the options put forward in the report that sought to address Traveller need in line with the above, but rather delayed consideration until such time as officers had investigated a further option, that is, the identification of a single site along the M58 Corridor to accommodate all identified Traveller need in the Borough.
- 5.14 Since that time, officers have considered this alternative option of a single site on the M58 corridor, and report on this below. In addition, several other changes in circumstances have occurred, affecting which sites can be considered for allocation and the ability of West Lancashire to meet the full identified need for Traveller accommodation.

A single site on the M58 Corridor

- 5.15 Further to Cabinet's request in March 2014, officers have investigated this option and have found that there are both technical and legal reasons why the

identification of a single site to meet all identified Travellers' needs on one site along the M58 corridor should not be pursued, namely:

- An option seeking to locate all Traveller needs on one, single site would not be a "sound" approach to take forward in the Travellers DPD as it does not meet the need where it arises and best practice advises against mixing different groups of Travellers on one large site;
- Following further communications with landowners in the M58 Corridor, it now appears that there is only one site where the landowner is willing to make their land available for a Traveller site, and this site is too small to meet the Borough's full need;
- Further investigation into constraints in the vicinity of the M58 Corridor has identified that the gas and oil pipelines that cross the M58 broadly between Junctions 3 and 4 are considered Major Hazardous Installations by the Health & Safety Executive and therefore have significant buffer zones around them that restrict the development of land for residential caravans. This significantly reduces the potential for any Traveller site along the M58 Corridor from the western edge of Skelmersdale to where Church Road, Bickerstaffe, crosses the M58;
- Land further west along the M58 (between Junctions 1 and 3) into Bickerstaffe and Aughton would not be appropriate due to the large field sizes and openness of the land and the fact that, whilst the land may lie adjacent to the M58, it does not have easy access to the motorway via A- or B-roads.

5.16 As such, a single site on the M58 Corridor does not currently appear deliverable, and officers recommend that this option be pursued no further.

Other sites previously proposed to Cabinet

5.17 The original recommendation to Cabinet in March 2014 was to progress with a public consultation on a Preferred Options document that proposed to allocate several sites for Travellers across the Borough, the objective of this recommendation being to meet Traveller need, as far as possible, where it arises. Since that time, matters have moved on and further investigation has been undertaken by officers, indicating:

- The landowners of the two sites proposed for potential allocation for Travelling Showpeople have advised that their land is not available to be considered as an allocation for that purpose;
- The site proposed for allocation for both permanent and transit pitches at White Moss Road South in the M58 Corridor is affected by the constraint related to the gas and oil pipelines that cross the M58 and the pipelines actually run directly along the western boundary of this site. As such, it is no longer appropriate to propose this site for allocation;
- The two remaining sites are Sugar Stubbs Lane, North Meols (1 existing legal pitch and potentially 2 further pitches) and Pool Hey Lane, Scarisbrick

(potentially 5 pitches), which is currently occupied by Travellers without permission;

- As such, there would still be a requirement to identify sites to meet the following need:
 - 14 permanent pitches by 2033, with at least 9 pitches deliverable by 2023, all of which arise from a current need in the North Meols area and the anticipated natural growth of those families;
 - 1 transit site with 4 pitches, most suitably in the Skelmersdale / M58 corridor area; and
 - A Travelling Showpeople yard with at least 1 residential plot in the Burscough area.

5.18 There is, however, no policy requirement to meet need at any cost. If the Council is unable to identify sufficient deliverable sites (defined as sites that are available, suitable, achievable, and viable for the intended use) or if environmental constraints (i.e. harm to the Green Belt and other possible elements of harm) are such that need cannot be met in West Lancashire, then that position could be justified. In seeking to show that the balance fell against meeting the need, the Council would have to demonstrate that its search for sites had been rigorous (and that in respect of candidate sites, harm was such that an allocation was not acceptable). If the Council were to proceed on the basis that it is not able to meet its need, it would be expected to have co-operated with neighbouring authorities in an effort to accommodate the need in nearby locations (outside of West Lancashire). This requirement is given legal force in the Duty to Co-operate.

5.19 Given the above, officers have recently undertaken a fresh Call for Sites and have explored every possible reasonable avenue to identify additional sites to meet the outstanding need that cannot be accommodated on the sites at Pool Hey Lane, Scarisbrick and Sugar Stubbs Lane, North Meols. This has included approaching neighbouring authorities to ask whether they can accommodate any of West Lancashire's needs. The process officers have gone through to seek to identify further sites, and the methodology for assessment of sites, is summarised in the next section and set out in full in the preferred options document at Appendix A.

6.0 PROPOSED PREFERRED OPTIONS

Criteria-based policy

6.1 The government's Planning Policy for Traveller Sites (PPTS) requires that local planning authorities set criteria to guide land allocations, and to provide a basis for decisions in the case of planning applications for Traveller site development. The Traveller Sites DPD thus contains a criteria-based policy (policy GT1) and a set of criteria, similar to those in policy GT1, that have been used to assess the availability, suitability and achievability of potential candidate Traveller sites.

6.2 The criteria in the Traveller Sites DPD are based upon national policy set out in PPTS, but tailored to local circumstances. In developing the criteria, regard has also been had to the advice set out in the government document, 'Designing Gypsy and Traveller Sites - Good Practice Guide'. However, as the Good Practice Guide has recently been cancelled, lesser weight has been attached to criteria based solely on this document.

Search for sites

6.3 In seeking to identify land for consideration as potential Traveller sites, the following sources of site were explored:

- (i) Sites known to the Council on account of their Traveller-related planning history, including sites subject to enforcement action;
- (ii) Sites put forward by landowners (private or public), Travellers, and / or other stakeholders in two 'Call for Sites' exercises held in 2013 and 2015;
- (iii) Direct approaches to owners of sites in the Council's Strategic Housing Land Availability Assessment (SHLAA) in 2013 and 2015, asking whether the owners would be willing for their land to be considered as Traveller sites;
- (iv) Engagement with a number of other landowners in areas of Traveller need (including the M58 corridor, as per paragraph 5.15 above), to ascertain whether they were willing for any of their land to be considered as a Traveller site;
- (v) Approaches to owners / agents / developers of sites allocated for residential development or safeguarded as 'Plan B' sites in the West Lancashire Local Plan 2012-2027, enquiring as to the possibility of part of any site being set aside for Traveller accommodation;
- (vi) Liaison with the WLBC Regeneration Team to investigate the possibility of any land on industrial estates being considered for Travellers (in particular, transit sites);
- (vii) Discussions with the Lancashire County Council Estates and WLBC Estates Teams to enquire as to the availability and suitability of any Council-owned land being released for Traveller accommodation.
- (viii) Approaches to neighbouring local authorities under the Duty to Co-operate, to enquire whether they have any land or sites that could contribute towards meeting West Lancashire's Traveller accommodation needs.

6.4 Considering the potential sources of candidate sites in the same order as listed in paragraph 6.3 above, the search for sites proved relatively unfruitful:

- (i) In 2013, there were nine sites known to the Council that had been the subject of gypsy-related planning activity over the past 5-10 years. (This did not include roadside encampments typically lasting a few days.) Between 2013 and 2015, no new sites came to the Council's attention via planning activity. In addition, an appeal on one 'known' site in North Meols was dismissed by the Secretary of State. This appeal decision was initially challenged, but the challenge was subsequently withdrawn. A key reason for the dismissal of the appeal was the fact that the site was situated in

Flood Zone 3; this effectively rules out from consideration both the appeal site and the neighbouring site, which has essentially the same planning issues;

- (ii) The 2013 Call for Sites exercise yielded four potential sites over and above those in category (i) above. Between 2013 and 2015, three of these four sites ended up being ruled out on account of owners advising that the sites were no longer available. The 2015 Call for Sites exercise yielded just one site; this site was already included in category (i) above;
- (iii) In 2013, owners of four SHLAA sites indicated they were willing for their sites to be put forward as Traveller sites; in 2015, this number reduced to just two (i.e. two owners changed their minds between 2013 and 2015);
- (iv) Engagement with landowners in areas of Traveller need yielded no potential sites;
- (v) Approaches to owners of Local Plan sites yielded no potential sites;
- (vi) The WLBC Regeneration Team advised that there was no suitable and / or available land within employment areas that could be considered as potential Traveller sites;
- (vii) Lancashire County Council advised that they had no available land in West Lancashire for Travellers. Following negotiations and a careful consideration of the land in WLBC ownership, looking at the various current uses of Council-owned sites, the WLBC Estates and Valuation Manager advised that there were no suitable sites in WLBC ownership that could be considered as potential Traveller sites.
- (viii) Neighbouring local authorities advised that they had no sites that they considered could contribute towards meeting needs for permanent Traveller accommodation identified in West Lancashire.

6.5 Thus, despite a rigorous search for sites, and approaches made to many different landowners, the number of potentially available sites for consideration as candidate Traveller sites has actually decreased over the 30 month site search period, resulting in just seven sites being considered available at the time of writing this report.

Site assessment

6.6 National policy requires that local planning authorities identify specific deliverable / developable sites to meet objectively assessed accommodation needs. To be considered “deliverable”, a site must be available now, should offer a suitable location for development, and should be achievable. A “developable” site should be in a suitable location for Traveller site development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

6.7 A set of criteria was drawn up by officers, based on national policy but tailored to local circumstances. These criteria were used to assess the candidate sites for deliverability / developability. The site assessments are set out in full in Appendix 1 to the Traveller Sites DPD: Options and Preferred Options (Appendix A to this report). The detailed site assessment work demonstrates that of the

seven available sites, four are not considered deliverable / developable, for reasons linked to suitability and achievability.

Proposed Preferred Options

- 6.8 In the light of the site search and site assessments outlined in paragraphs 6.3-6.7 above, the three remaining sites that are concluded to be deliverable and / or developable are:
- Land at Sugar Stubbs Lane, North Meols, currently occupied by Travellers, and with permission for one caravan. This site is considered a suitable site for permanent Traveller accommodation;
 - Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick, currently occupied by Travellers. This site is also considered suitable for permanent Traveller accommodation; and
 - Land west of The Quays, Burscough, currently with permission for 10 Travelling Showpeople plots, considered suitable as a Travelling Showpeople site. (This site, however, does not meet the identified Travelling Showpeople need, which is over and above any existing consented provision.)
- 6.9 Therefore, the proposed preferred options for Traveller sites are the three sites above. It is evident that the proposed 'preferred sites' for allocation in Policy GT2 are not sufficient to meet the Borough's Traveller accommodation needs in their entirety, either for the short term or for the long term. This is not ideal, yet the constraints of the Borough are such that, despite a very rigorous search for sites, having investigated all reasonable avenues, it has simply not been possible to identify sufficient deliverable or developable sites in West Lancashire to meet identified needs.
- 6.10 A number of alternative approaches were considered, namely the provision of more sites to offer choice and / or help meet neighbouring authorities' needs; provision of fewer or no sites; and provision of sites to accommodate the same number of pitches, but in different locations. These alternative options were considered to be less appropriate in planning terms than the proposed preferred options.

7.0 NEXT STEPS

- 7.1 If Cabinet Members approve the Traveller Sites DPD for public consultation (subject to any amendments made by the Assistant Director Planning, in consultation with the Portfolio Holder, as per recommendation 2.2 above), public consultation will take place for 8 weeks between 3 December 2015 and 29 January 2016.
- 7.2 Following the public consultation, all comments submitted will be duly considered and the preferred options refined as necessary to prepare a Publication version of the Traveller Sites DPD. This Publication version, if approved by Cabinet, would then be made available for a formal six-week consultation period, allowing

interested parties and the general public to make formal representations on the Publication version.

- 7.3 Following this, the Publication version of the Traveller Sites DPD, together with the formal representations received, would be considered by Council and Council would be asked to approve the DPD for submission to the Secretary of State for an Examination in Public. Once submitted, the Traveller Sites DPD would then be examined by a Planning Inspector. If the Inspector finds the DPD “sound” and that it has been prepared in a manner compliant with the relevant legislation and regulations, the Traveller Sites DPD can be brought back to Council for adoption.

8.0 SUSTAINABILITY IMPLICATIONS / COMMUNITY STRATEGY

- 8.1 The purpose of the Traveller Sites DPD is to facilitate the allocation of land for Traveller sites and to provide local planning policy to guide local decision-making on applications related to Gypsies, Travellers and Travelling Showpeople. By allocating land for these groups, the DPD will help meet two objectives of the Sustainable Community Strategy:
- To improve health outcomes, promote social wellbeing for communities and reduce health inequalities for everyone (improved health for all)
 - To provide more appropriate and affordable housing to meet the needs of local people (affordable housing)

9.0 FINANCIAL AND RESOURCE IMPLICATIONS

- 9.1 The preparation of the Preferred Options for the Traveller Sites DPD has been resourced through the Planning Service’s revenue budgets. The subsequent public consultation and Publication stages will also be resourced through the Planning Service’s revenue budgets. However, the Examination in Public will be resourced separately using a specific revenue budget previously established for this purpose.

10.0 RISK ASSESSMENT

- 10.1 The West Lancs Local Plan 2012-2027 was found sound in relation to the provision of Traveller sites only because the Council committed to preparing a separate DPD on the matter. Were the Council not to prepare the said DPD, the matter could have very significant implications for the next review of the Local Plan, which will have to ensure provision for Travellers is addressed. If the Council delay addressing this matter in a separate DPD now, the controversial and complicated nature of allocating sites for Travellers has the potential to delay any adoption of the next Local Plan, thereby affecting the planned delivery of housing, employment land and other development in the Borough.

Background Documents

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

Equality Impact Assessment

There is a direct impact on members of the public. Therefore an Equality Impact Assessment is required. A formal equality impact assessment is attached as Appendix E to this report, the results of which have been taken into account in the Recommendations contained within this report.

Appendices

Appendix A – Preferred Options for the Provision for Traveller Sites DPD

Appendix B – Sustainability Appraisal Report

Appendix C – Habitats Regulations Assessment

Appendix D – Consultation Report and Duty to Co-operate Statement

Appendix E – Equality Impact Assessment

Appendix F – Minute of Cabinet, 10 November 2015 (for Planning and Executive Overview & Scrutiny Committee only)

Appendix G – Minute of Planning Committee, 12 November 2015 (for Executive Overview & Scrutiny Committee only)

Provision for Traveller Sites Development Plan Document Options and Preferred Options

November 2015

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Preface

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

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

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

Consultation on this document will run for eight weeks, from Thursday 3 December 2015 – Friday 29 January 2016. Chapter 7 of this document sets out how comments can be made.

1 Introduction

The Need for a Traveller Sites DPD

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

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

West Lancashire Borough Council ('the Council') is acting upon the Local Plan Inspector's recommendation by preparing this Provision for Traveller Sites DPD.

1.3 In March 2014, a report was submitted to the Council's Cabinet, setting out options and preferred options for meeting Traveller accommodation needs in the Borough, as well as a proposed policy against which planning applications and enforcement cases relating to Traveller site development could be assessed. Cabinet did not reject the options put forward in the report, but delayed consideration until such time as officers had investigated a further option, as set out in the Cabinet Minute (18 March 2014):

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

1.5 Following the decision of Cabinet, officers investigated the possibility of finding a site in the M58 corridor, as well as undertaking further site identification and assessment work.

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

- A statement of Traveller accommodation needs;

- A proposed criteria-based policy against which planning applications for Traveller sites can be assessed (these criteria would also be applicable in enforcement and appeal cases);
 - Proposed criteria for assessment of potential Traveller site allocations;
 - Options and preferred options for site-specific allocations for Gypsies and Travellers, and for Travelling Showpeople, including both permanent and transit sites.
- 1.7 Until the Provision for Traveller Sites DPD is adopted, the saved Policy DE4 of the West Lancashire Replacement Local Plan 2006 (WLRLP) remains extant. However, the weight to be attributed to WLRLP Policy DE4 in the development management process is unlikely to be significant, as WLRLP Policy DE4 is generally inconsistent with current national policy on Traveller site provision.

Terminology

- 1.8 This Provision for Traveller Sites (Options and Preferred Options) DPD uses various terms to describe the travelling community, as set out below. The term “Gypsies and Travellers” is defined in the government’s Planning Policy for Traveller Sites (PPTS) document (first published March 2012, revised August 2015) as follows:

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

- 1.9 Similarly, PPTS defines Travelling Showpeople as:

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

- 1.10 The above definition of Gypsies and Travellers and Travelling Showpeople in PPTS has been changed from the 2012 PPTS definition to exclude people who have ceased to travel permanently. PPTS Annex 1, paragraph 2, advises that in determining whether persons are “Gypsies and Travellers” for the purposes of planning policy, consideration should be given to the following issues amongst other relevant matters:

- a) whether the persons previously led a nomadic habit of life
- b) the reasons for ceasing their nomadic habit of life
- c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.

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

- 1.12 The term “pitch” is used to denote a pitch on a Gypsy and Traveller site, whilst “plot” means a pitch on a Travelling Showpeople site (also often called a

“yard”). This terminology differentiates between residential pitches for Gypsies and Travellers and mixed-use plots for Travelling Showpeople. Gypsy and Traveller pitches should be of a suitable size to accommodate both a static and a touring caravan, plus any associated vehicle(s), and a small amenity building. Travelling Showpeople plots tend to be larger, requiring extra space or to be split to allow for the storage of fairground equipment.

Site Assembly Process

- 1.13 In preparing this Traveller sites DPD, the Borough Council has endeavoured to compile as comprehensive a list of potential ‘candidate’ Traveller sites as possible, from which to select preferred sites, investigating all reasonable sources of potential Traveller sites. The site assembly process is summarised below, and is set out in more detail in Chapter 5 of this draft DPD.
- 1.14 The following sources were investigated in order to compile a list of potential candidate sites for consideration as Traveller accommodation:
- Sites known to the Council by virtue of their Traveller-related planning history, e.g. planning applications, planning appeals, and / or enforcement action;
 - Two “Call for Traveller Sites” exercises, in autumn 2013 and summer 2015;
 - Two rounds of letters to owners of sites in the Council’s Strategic Housing Land Availability Assessment, asking whether the owners would be willing to consider Traveller accommodation on all or part of their land;
 - Correspondence with owners / developers of, or agents for, sites allocated for housing, or safeguarded land in the West Lancashire Local Plan 2012-2027, asking whether they would consider part of the land being set aside for Traveller accommodation;
 - Discussions with other major private landowners in the Borough
 - Enquiries to Lancashire County Council Estates Department as to the availability of any LCC land in West Lancashire which could be released or sold as a potential Traveller site;
 - Discussions with the West Lancashire Borough Council Regeneration and Estates Team as to the existence or availability of any employment land (redundant or otherwise), or any land in the Borough Council’s ownership that could be released or set aside as a potential Traveller site;
 - Requests to neighbouring local authorities to help meet West Lancashire’s accommodation needs in their Boroughs (see also the ‘Duty to Co-Operate’ section below).

Legal Compliance in the Preparation of Traveller Sites DPD

- 1.15 In order that the preparation of this Traveller sites DPD be legally compliant, regard must be had to national planning policy, the Town and Country Planning (Local Planning) (England) Regulations 2012, the West Lancashire Sustainable

Community Strategy, and the Council's Local Development Scheme and Statement of Community Involvement. These are addressed in turn below.

National Planning Policy

- 1.16 National planning policy is set out in the government's National Planning Policy Framework (NPPF), published March 2012. Sustainable development is to be seen as a 'golden thread' running through the NPPF, with paragraph 14 setting out a presumption in favour of sustainable development.
- 1.17 National policy with specific regard to provision for Traveller accommodation is set out in the document Planning Policy for Traveller Sites, first published in March 2012 alongside the NPPF. Three Ministerial Statements were issued subsequently (July 2013, January 2014, March 2015), covering the issue of proposed Traveller sites in the Green Belt, matters of enforcement, and revoking a number of older guidance documents. In September 2014, the government consulted on proposed changes to national planning policy for Travellers, including a proposal to amend the definition of the term "Traveller".
- 1.18 Following the Ministerial Statements and the 2014 consultation on proposed changes to national planning policy, the government published a revised Planning Policy for Traveller Sites in August 2015 (referred to hereafter as 'PPTS 2015'). A summary of the key requirements of PPTS 2015 with regard to plan preparation (set out in Policies B-G, paragraphs 8-13), in relation to the circumstances of West Lancashire Borough, is set out below:
 - (i) Local planning authorities (LPAs) should set pitch and plot targets for Travellers which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring LPAs.
 - (ii) LPAs should identify and update annually, a supply of deliverable sites sufficient to provide five years' worth of sites against their locally set targets. PPTS 2015 paragraph 10 footnote 4 defines "deliverable" as available now, offering a suitable location for development, and achievable with a realistic prospect that development will be delivered on the site within five years.
 - (iii) LPAs should identify a supply of specific, developable sites, or broad locations for growth, for six to ten years time, and, where possible, for eleven to fifteen years' time. "Developable" is defined (PPTS 2015 paragraph 10, footnote 5) as being in a suitable location for traveller site development and having a reasonable prospect that the site is available and could viably be developed at the point envisaged.
 - (iv) LPAs should relate the number of pitches or plots to the circumstances of the specific size and location of the Traveller site in question and to the size and density of the surrounding population, and should protect local amenity and environment.
 - (v) Criteria should be used to guide land allocations, and criteria-based policies prepared to provide a basis for decisions on Traveller site planning applications. These policies should be fair and should facilitate the traditional and nomadic way of life of Travellers while respecting the interests of the settled community.

- (vi) Exceptionally, where there is a large-scale unauthorised site that has significantly increased the LPA's Traveller accommodation need, and where the area is subject to strict and special planning constraints, then there is no assumption that the LPA is required to meet Traveller needs in full.
- (vii) PPTS 2015 paragraph 13 requires that LPAs ensure their policies:
 - (a) promote peaceful and integrated co-existence between the site and the local community;
 - (b) promote, in collaboration with commissioners of health services, access to appropriate health services;
 - (c) ensure that children can attend school on a regular basis;
 - (d) provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment;
 - (e) provide for proper consideration of the effect of local environmental quality on site occupants or others as a result of new development;
 - (f) avoid placing undue pressure on local infrastructure and services;
 - (g) do not locate sites in areas at high risk of flooding;
 - (h) reflect the extent to which traditional lifestyles (whereby some Travellers live and work in the same area) can contribute to sustainability.

1.19 The Council considers this document complies with national policy in the following respects:

- (i) The Borough Council has worked collaboratively with neighbouring Merseyside Councils in a joint Gypsy and Traveller Accommodation Assessment (see Chapter 2 below). The Council has also met with neighbours in Wigan, Sefton and Chorley with regard to cross-boundary issues, and is participating in a general Lancashire Gypsy Group. In addition, the Council has been in correspondence with neighbouring local authorities under the 'Duty to Co-Operate' (see section below). Early Duty to Co-Operate work has indicated a general consensus that Traveller accommodation needs should be met in the area in which the needs arise, and that West Lancashire's targets can therefore be based upon need figures for this Borough;
- (ii) It is considered that the proposed 'Preferred' sites set out in Chapter 6 of this document are deliverable;
- (iii) The proposed 'Preferred' sites' capacities have been estimated, taking into account site size, the local population, amenity and environment;
- (iv) Criteria for site allocations and planning applications are set out in Chapters 4 and 3 (respectively) of this document and are fair and provide an appropriate balance between the needs of Travellers and the interests of the settled community.

1.20 In September 2015, a further planning policy statement was issued by the government introducing a planning policy to make intentional unauthorised development a material consideration that would be weighed in the determination of planning applications and appeals. Furthermore, the statement reiterated that most development in the Green Belt is inappropriate and should be approved only in very special circumstances, and that, subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances.

- 1.21 One further national document that has been of relevance in early work on this document is the *Designing Traveller Sites: Good Practice Guide*, published by the government in May 2008. This document set out how best to design Traveller sites, providing advice on site size, layout, and location. The Good Practice Guide was cancelled by the government on 31 August 2015. Whilst this document has been revoked, it is considered that the advice contained within it (for example on pitch and plot sizes and layout) remains relevant, and the Guide has been taken into account in preparing the site assessment criteria in both the proposed Traveller sites policy (Chapter 3) and in the site selection process (Chapters 4 and 5).
- 1.22 Through recent case law¹, the ‘rights of the child’ have become a key consideration of relevance to planning decisions, including those related to Traveller accommodation. Where Article 8 of the 1998 Human Rights Act is engaged (as is often the case in planning decisions), the best interests of children will be a material consideration which the decision maker must take into account. Article 8 rights of children are to be seen in the context of Article 3 of the United Nations Convention on the Rights of the Child, which requires those best interests to be a primary consideration. In terms of planning decisions:
- The decision maker must first identify what the child’s best interest are;
 - The best interests are not necessarily determinative;
 - No other consideration must be regarded as more important or given greater weight than the best interest of a child and these best interests must be kept at the forefront of the decision maker’s mind as (s)he performs the balancing exercise.

Sustainable Community Strategy 2007-2017

- 1.23 The West Lancashire Local Strategic Partnership prepared the West Lancashire Sustainable Community Strategy (SCS) in 2007. Whilst Travellers are not referred to in the SCS, elements of the document’s vision, objectives, and cross-cutting themes are considered to have relevance to the subject matter of this DPD.
- 1.24 The vision of the SCS is to ‘improve the quality of life for all’ and is to be achieved by the Local Strategic Partnership working with other bodies to be, amongst other things, ‘a place where everyone is valued and has the opportunity to contribute’.
- 1.25 Of the nine key objectives of the SCS, the following three are relevant:
- To improve health outcomes, promote social wellbeing for communities and reduce health inequalities for everyone;
 - To provide more appropriate and affordable housing to meet the needs of local people;
 - To provide opportunities for young and older people to thrive.
- 1.26 Of the eight cross-cutting themes, the most relevant are:

¹ ZH(TANZANIA) v Secretary of State for the Home Department [2011]UKSC and Collins v SSCLG & Fylde Borough Council [2013] EWCA Civ 1193

- Reducing deprivation, with the aim to narrow the gap between the most and least disadvantaged people and communities;
 - Social inclusion, equality and diversity, with the aim to improve community cohesion, including for people of all nationalities and ethnicities.
- 1.27 The Council considers that the Provision for Traveller Sites DPD is consistent with, and may, to an extent, help to achieve the above vision and objectives of the SCS. Taking into account the fact that the Council is required by law to provide sites to meet Traveller needs, the DPD does not contravene the SCS.

Planning Regulations

- 1.28 The Town and Country Planning (Local Planning) (England) Regulations 2012 (referred to hereafter as ‘the 2012 Planning Regulations’) set out the process that must be followed when preparing a local plan². The first statutory stage for preparing a document is covered by Regulation 18, which requires that the LPA notify certain specified bodies of the subject of the local plan and invite them to make representations about what a local plan with that subject ought to contain.
- 1.29 The Council considers that it is in compliance with Regulation 18 in that it duly wrote to the bodies specified by the Regulation, as well as a number of other bodies, inviting representations on the Provision for Traveller Sites DPD’s content, and has taken into account the representations received in this Provision for Traveller Sites (Options and Preferred Options) DPD.
- 1.30 The number and nature of responses received to the above consultation are set out in the separate “Consultation Statement” that accompanies this draft DPD.

Statement of Community Involvement

- 1.31 The Statement of Community Involvement (SCI) is a document that sets out how the LPA intends to engage the public and other stakeholders when preparing its Local Plan and other local development documents. This includes details of the types of consultation methods the Council intends to use at the different preparation stages of different types of planning documents.
- 1.32 The SCI was first required as part of the ‘Local Development Framework’ system introduced under the 2004 Planning and Compulsory Purchase Act. West Lancashire Borough Council started preparing its SCI in 2006, the document eventually being adopted in July 2007, and updated with an Addendum in January 2009, reflecting amendments made to the government’s Planning Regulations in 2008. Work is well underway on producing an updated SCI which reflects the 2012 Planning Regulations, as well as other changes to legislation affecting the preparation of planning documents, and the

² The definition of ‘local plan’, as set out in the 2012 Regulations (nos. 5 and 6), includes any document prepared by the local planning authority which allocates sites for a particular type of use and / or contains development management and site allocation policies intended to guide the determination of planning applications. The Provision for Traveller Sites DPD therefore is a ‘local plan’.

processing and determination of planning applications. It is anticipated that the new SCI will progress towards adoption whilst the Traveller Site DPD is being prepared. In the meantime, regard has been had to the 2007 SCI and its 2009 Addendum, taking account also of the newer Planning Regulations.

- 1.33 In terms of preparing a development plan document such as this Traveller sites DPD, the Council's 2007 SCI refers to an "Options" stage and a "Preferred Options" stage, reflecting the former (2004) Planning Regulations. However, given the WLLP Inspector's requirement that the Traveller Sites DPD be prepared as a matter of urgency, it is considered expedient to combine the Options and Preferred Options stages of this DPD's preparation into a single stage, whereby options for providing Traveller sites are set out, an indication of the Council's preferred options is given, and people are invited to comment on both the options and preferred options, and to submit their own options and / or preferred options. This matter is set out more fully in Chapter 7 of this document.

Duty to Co-Operate

- 1.34 Despite the abolition of the regional tier of planning, the need for strategic planning remains, in particular the need to ensure coherent planning beyond local authority boundaries. To this end, the Localism Act 2011 has introduced the Duty to Co-Operate which:
- requires local authorities and public bodies to engage constructively, actively and on an ongoing basis in relation to planning for sustainable development;
 - requires local authorities to consider whether to enter into agreements on joint approaches or to prepare joint Local Plans; and
 - applies to planning for strategic matters in relation to the preparation of local plans, and other activities that prepare the way for these activities.
- 1.35 The Localism Act and the NPPF require LPAs to fulfil the Duty to Co-Operate on planning issues, including provision for Travellers, in order to ensure that their approaches are consistent, and that they address cross-border issues with neighbouring authorities. The 2012 Planning Regulations set out the organisations which, as a minimum, should be contacted under the Duty to Co-Operate ('Prescribed Bodies').
- 1.36 West Lancashire Borough Council has fulfilled, and will continue to fulfil, the Duty to Co-Operate by working with neighbouring local authorities and other relevant bodies throughout the preparation of this Traveller Sites DPD.
- 1.37 The government's Planning Policy for Traveller Sites 2015 document (Section 10(c)) requires that local planning authorities consider production of joint development plans that set targets on a cross-authority basis. Given the differing timescales for the different authorities surrounding West Lancashire, the fact that this is a topic-specific DPD, and the West Lancashire Local Plan Inspector's recommendation that the Council have this Traveller Sites DPD adopted as soon as possible, it is the Council's view that production of a joint development plan would not be a realistic prospect.

Determination of Traveller Accommodation Needs

- 1.38 As set out in Chapter 2 below, West Lancashire Borough Council has worked collaboratively with the five Merseyside authorities (including Sefton, Knowsley and St Helens, all of whom directly border West Lancashire) in a joint Gypsy and Traveller Accommodation Assessment (GTAA), which was published in August 2014.
- 1.39 Chorley and South Ribble Borough Councils participated in a joint interim GTAA (with Preston City Council), as required by the Planning Inspectors during their respective site allocations local plan examinations. This GTAA concluded in January 2014 that there was no need for a Traveller site in South Ribble, but a need for five permanent Traveller pitches in Chorley Borough. Chorley BC have since identified and allocated a site in Chorley to meet its identified Traveller accommodation needs to 2026. A further joint GTAA was undertaken by Chorley, South Ribble and Preston Councils and completed in May 2015. This has identified a need for 5 additional permanent pitches for Travellers in Chorley Borough, 22 in Preston, 1 in South Ribble and a Central Lancashire wide need for 4 transit pitches to 2026. However, Chorley Council has not accepted the findings of this study and are currently undertaking further work in respect of 'local circumstances' that may impact on the need figures, as well as reviewing the GTAA in light of the recently issued revised government guidance on Planning for Traveller Sites.
- 1.40 Wigan MBC are participating in a Greater Manchester GTAA, which is nearing completion. Based on recent discussions with Wigan Council, it is expected that any Traveller accommodation needs in the Wigan area will be met within Wigan MBC boundaries.

Identification of Cross-Boundary Issues

- 1.41 In terms of cross-boundary issues, West Lancashire Borough Council wrote to all the Prescribed Bodies, as well as to a range of other organisations, in November 2013, setting out what it considered were the main cross-boundary issues with regard to the provision of Traveller sites in West Lancashire, and inviting comments on these issues.
- 1.42 West Lancashire Borough Council's understanding of cross-boundary issues at present is as follows:
- It would be desirable for Merseyside authorities to co-operate where possible on the issue of transit site provision (transit sites are intended to meet the short term needs of Travellers who are passing through local authority areas on their way to other destinations or choose to occasionally visit the area for short periods), as Travellers who require such sites are almost certain to be moving between different boroughs.
 - The Council is unaware of any significant cross-boundary issues between West Lancashire and Wigan / Central Lancashire in terms of transit site provision.
 - If each LPA were to meet its own need for permanent Traveller sites (which may be used for Travellers to base themselves throughout the majority of the year, or for Travelling Showpeople to live and store their equipment outside their touring season), there should be no cross-boundary issues in terms of a need for sites. As far as this Council is aware, the neighbouring

authorities of Sefton, Knowsley, St Helens, Wigan, Chorley, and South Ribble are intending to fully meet their needs for permanent Traveller sites within their own boundaries.

- Depending upon the location of any proposed Traveller site allocations, it may be the case that occupants of sites may seek to make use of facilities and services (education, health, etc.) in an adjacent Borough(s). With the exception of Sefton and Chorley, neighbouring authorities are not yet at the stage where sites have been formally proposed for allocation. The allocated site at Chorley is within the settlement of Chorley, reasonably close to facilities in that town and several kilometres from the West Lancashire boundary. Therefore it is not expected that the occupants of the Chorley site would rely upon facilities or services in West Lancashire Borough. Whilst the proposed sites in Sefton are close to the West Lancashire border, the nearest services in West Lancashire (typically in Ormskirk) are considerably further from these sites than comparable services in Sefton (Ainsdale or Formby). Once again, it is not expected, therefore, that the occupants of the proposed Sefton sites would rely upon services or facilities in West Lancashire.
- The preferred options for the proposed Traveller sites in West Lancashire are within 4km by road from Sefton, and there is thus a possibility that the occupants of the sites may use facilities in Sefton (Southport). However, these sites are already occupied and are not proposed to be expanded by any significant amount, and their proposed allocation is not expected to lead to any material increase in cross boundary issues.

1.43 The Council received 18 written responses to its initial 'Duty to Co-Operate letter', all of them either concurring with the Council's understanding of cross-boundary issues as set out in November 2013, or else having no specific comments to make at that stage of preparation of the Traveller Sites DPD.

1.44 A second round of letters was sent to the 'Prescribed Bodies' in September 2015, providing an update with regard to the preparation of the West Lancashire Provision for Traveller Sites DPD, advising of the completion of the Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment, and asking neighbouring local authorities whether they have any sites within their districts that could potentially contribute towards West Lancashire's Traveller accommodation requirements. No neighbouring Council indicated that they had any potential sites to help meet West Lancashire's needs.

Sustainability Appraisal

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

1.46 The SA concludes that the proposed Policy GT1: Assessment of Proposals for Gypsy and Traveller and Travelling Showpeople Sites (see Chapter 3 of this DPD) is likely to make a greater positive contribution towards the goal of

achieving sustainable development, compared with the alternative approaches of having a less stringent policy in place, or no policy at all.

- 1.47 The SA further concludes that the allocation and occupation of the preferred sites would make a greater positive contribution towards the goal of achieving sustainable development, compared with the alternative approaches of allocating no sites, allocating additional sites, or allocating a different set of sites.

2. Traveller Accommodation Needs

Assessing Traveller Accommodation Needs

- 2.1 This chapter sets out the Council's current understanding of the need for Traveller accommodation, and how this has influenced the process whereby potential Traveller sites have been sought.
- 2.2 Since 2006, West Lancashire Borough has participated in three processes that have resulted in the derivation of Traveller accommodation needs figures for the Borough. These are a 2006-based North West Gypsy and Traveller Accommodation Assessment (GTAA), abortive work on the North West Regional Spatial Strategy Partial Review 2008-2010, and the Merseyside and West Lancashire GTAA 2013-14.

North West Regional GTAA 2006

- 2.3 In 2006, an assessment of Gypsy and Traveller accommodation needs was commissioned – *The North West Regional Gypsy and Traveller Accommodation and Related Services Assessment*. This report was undertaken by a team of academic researchers and consultants based in Salford, with research support from members of the travelling community.
- 2.4 The assessment identified that for the County of Lancashire there was a requirement for an additional 205-231 permanent Gypsy and Traveller pitches over the period 2006-2016 plus 7 plots for Travelling Showpeople. At the district level, the assessment calculated that there was a need for 17 permanent Gypsy and Traveller pitches and 3 plots for Travelling Showpeople across West Lancashire Borough over 2006-2016. There was also a need identified for transit pitches within the sub region, but this need figure was not disaggregated to local authority level.

North West RSS Partial Review

- 2.5 In January 2009, 4 North West (4NW), the former regional planning body, started a period of stakeholder engagement on an interim draft policy on the scale and distribution of Gypsy and Traveller pitches and Travelling Showpeople plots.
- 2.6 The proposed requirements for West Lancashire over 2007-2016 were 20 permanent pitches for Gypsies and Travellers and 5 transit pitches. These

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

- 2.7 The required number of Travelling Showpeople pitches to 2016 was raised from 3 to 5, based on more up-to-date information provided by the Lancashire and North Wales section of the Showman's Guild based upon survey work conducted in June 2007.
- 2.8 As part of the consultation process, 4NW sought support from the individual local authorities regarding pitch numbers. West Lancashire Borough Council suggested as an alternative a revised figure of 14 permanent pitches (based upon the number of unauthorised pitches based within the Borough at that time) and 10 transit pitches (in order to make it easier to direct Gypsies and Travellers to a transit site), whilst supporting the figure of 5 pitches for Travelling Showpeople.
- 2.9 Following the Council's comments a submitted draft was published, setting out the following requirements for West Lancashire:
- 15 pitches on permanent Gypsy and Traveller Sites
 - 10 transit pitches
 - 5 Travelling Showpeople plots.
 - An annual increase of 3% in the level of overall residential pitch provision.
- West Lancashire Borough Council supported these figures, and they formed the basis of the now-abandoned West Lancashire Replacement Local Plan Policy RS4.
- 2.10 Work on the RSS Partial Review was halted in 2010 following the Secretary of State's announcement of his intention to abolish the regional tier of planning. The RSS was finally revoked early in 2013, and the RSS and the RSS Partial Review no longer have any legal status.

Merseyside and West Lancashire GTAA 2013-2014

- 2.11 West Lancashire Borough Council has recently participated in a more up-to-date GTAA with the five Merseyside local authorities. This GTAA was carried out on the authorities' behalf by the consultants Arc⁴, who were appointed in March 2013. The final study was published in August 2014.
- 2.12 The Merseyside and West Lancashire GTAA concludes that the need for new Traveller accommodation in West Lancashire, additional to that which already has permission, is as follows:
- 14 pitches on permanent Gypsy & Traveller sites by 2018, rising to 20 by 2028, and 22 by 2033;
 - 4 transit pitches;
 - One site for Travelling Showpeople with a minimum of one residential plot.

- 2.13 As such, and consistent with PPTS paragraph 7, the Council has worked collaboratively with neighbouring local authorities and engaged with Travellers and / or their agents / representative bodies to discuss their accommodation needs in order to gain an up-to-date understanding of the permanent and transit accommodation needs of Travellers in the Borough over the lifetime of this development plan.
- 2.14 With regard to the government's redefinition of the word "Traveller" in PPTS 2015, it is anticipated that the government will issue new guidance on GTAA methodology in the near future. The Borough Council is aware of a number of other Councils seeking legal advice on the redefinition of Travellers. At present, and in the absence of any evidence to suggest the identified Travellers in West Lancashire do not satisfy the new government definition, the findings of the 2014 Merseyside and West Lancashire GTAA will continue to be relied upon.

3. Traveller Sites Policy

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

Policy GT1

Assessment of Proposals for Gypsy and Traveller and Travelling Showpeople Sites

Broad Locations

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

Site-Specific Criteria

Permanent Sites

Proposed permanent sites for Travellers must not lie within Flood Zone 3.

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 permanent sites for Travellers will be required to meet the following criteria:

- (i) The site does not lie within the Green Belt;
- (ii) 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;
- (iii) The site is sufficiently far from any refuse site, industrial process, high voltage electricity infrastructure, other hazardous place, or any other process, land use

- or environmental issue (e.g. flyover, motorway), for there to be no unacceptable impact on the health, safety or general well-being of the residents of the site;
- (iv) The site is not subject to any physical constraints or other environmental issues that cannot be mitigated to an acceptable level, and that would impact on the health, safety or general well-being of the residents of the site, or on non-residents;
 - (v) The site is accessible by a public highway that can accommodate typical Traveller-related vehicles without compromising highway safety;
 - (vi) The site is not in Flood Zone 2;
 - (vii) The site is not within, adjacent to, or close to (such that it would adversely affect) any area of land subject to a nature conservation designation;
 - (viii) 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 or historic landscape designation;
 - (ix) The site has mains water, drainage and electricity, or else these services could readily be provided and satisfactory drainage achieved;
 - (x) The use of this site as a Traveller site would not place undue pressure on local infrastructure and services;
 - (xi) The site is within 1.5 kilometres (15 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 the following facilities / services:
 - an appropriate health facility;
 - education facilities, in particular a primary school;
 - employment opportunities;
 - shops;
 - other necessary services;
 - (xii) It is possible to achieve visual and acoustic privacy on the site without any unacceptable visual impact on the site's surroundings;
 - (xiii) The site can accommodate between 3 and 15 pitches.

Transit Sites

In the case of transit sites, these should meet the above criteria, and, in addition should be accessible to the M58, or to the strategic highway network.

Justification

Broad Locations

- 3.2 Policy GT1 is intended to direct Traveller development to areas where there is a need for such accommodation, as demonstrated by robust evidence. As a first recourse, the Council will rely on the findings of the most up-to-date Gypsy and Traveller Accommodation Assessment (GTAA) covering West Lancashire³.

³ At the time of writing this document, the most up-to-date GTAA covering West Lancashire is the Merseyside and West Lancashire GTAA 2014. It is expected that GTAAs will be updated approximately every five years.

Any planning application that departs from the findings of the most up-to-date GTAA will require to be backed up by robust evidence justifying this departure, either an unequivocal demonstration of need in a different area, or a clear demonstration that no sites are realistically available within the GTAA-identified areas of Traveller need.

- 3.3 In the light of the findings of the 2014 Merseyside and West Lancashire GTAA:
- Permanent sites should be located in, or as close as reasonably possible to, the settlements of Skelmersdale, Scarisbrick or Banks;
 - Transit sites should be located along the M58 corridor; and
 - Land for Travelling Showpeople should be located within the Burscough area.
- 3.4 For the purposes of this policy, the M58 corridor is defined as land within 2.4km (equivalent to three minutes' drive time at 30mph) of any M58 junction via a classified road.
- Criteria
- 3.5 The criteria in Policy GT1 above are based on national policy, as set out in the government's National Planning Policy Framework (NPPF; March 2012), and Planning Policy for Traveller Sites (PPTS; August 2015)⁴ documents. Regard has been had to the advice contained in the document Designing Gypsy and Traveller Sites Good Practice Guide (DCLG, May 2008), although, as this document has been revoked, less weight is attributed to criteria based solely on the Good Practice Guide.
- 3.6 Policy GT1 is intended to facilitate the traditional and nomadic life of Travellers whilst respecting the interests of the settled community. The policy aims to ensure that if a site is granted permission for Traveller development, its development maintains a suitable quality of life, both for residents of the site in question, and, equally, for those living or working in the vicinity of the site. Sites should have reasonable access to facilities and services, and should not cause an adverse impact on neighbouring residents or land uses.
- 3.7 The criteria set out in Policy GT1 are similar to the criteria used in the assessment of potential Traveller sites as set out in Chapter 4 of this DPD. Chapter 4 provides more specific detail as to the source of each site assessment criterion, and much of the material in that chapter is applicable to Policy GT1.
- 3.8 With regard to the Policy GT1 requirement in Policy GT1 that sites lie outside Flood Zone 3, caravans are defined in the NPPF Technical Guidance, published alongside the NPPF in March 2012 (Table 2, page 6), as highly vulnerable development. Table 3 (page 8) states that highly vulnerable development should not be permitted on sites within Flood Zone 3⁵. With regard to criterion (vi), if a site lies within Flood Zone 2, the site must be demonstrated to meet the "Exceptions Test". Furthermore, Policy GN5 of the West Lancashire Local Plan 2012-2027 requires that a sequential test be satisfied where development is proposed in flood risk areas.

⁴ PPTS requires *inter alia* that a criteria based policy should be set out within Local Plans.

⁵ Flood Zone 3 is defined as land having a 1 in 100 or greater annual probability of river flooding; or land having a 1 in 200 or greater annual probability of sea flooding.

- 3.9 In relation to criterion (i), Traveller site development is by definition inappropriate in the Green Belt, and PPTS 2015 (paragraph 16) requires that very special circumstances be demonstrated in order for Traveller sites in the Green Belt to be judged acceptable. It also advises that, subject to the best interests of the child, personal circumstances and unmet need for Traveller accommodation are unlikely to establish very special circumstances.
- 3.10 Criteria (ii), (vii), (viii), (x) and (xii) seek to ensure that Traveller sites integrate as far as is reasonably possible with the local settled community, and with the surrounding natural and built environment.
- 3.11 Criteria (ii), (iii), (iv) and (x) are intended to protect the occupants of sites from unacceptable adverse living conditions, and to protect those living near to sites from possible adverse impacts of Traveller site development. These criteria do not necessarily rule out development if a site is subject to the particular issues specified in the criteria. For example, if existing residential development or existing authorised Traveller development is located equally close to the uses listed in criterion (iii), this will be taken into account when assessing proposals for new Traveller sites in the locality. It is necessary also to take into account the scope for mitigation measures, and whether the adverse impact from any uses set out in the criteria can be minimised to an acceptable level.
- 3.12 Ensuring adequate highways access to Traveller sites is important (criterion (v)). Whilst on a day-to-day basis, the sites are likely to be used by cars, vans and small lorries, there are also likely to be regular movements of touring caravans, and occasional movements of larger static caravans. Travelling Showpeople sites are likely to be regularly accessed by articulated lorries and / or heavy goods vehicles carrying fairground rides. The 2008 Good Practice Guide advised that access onto Traveller sites should be readily achievable by regular or potential visitors to the site, including the emergency services. Similarly, easy movement through, or manoeuvres within, the site should be possible for typical Traveller vehicles, and the safety of [pedestrian] site occupants, including children, is an important consideration. Whilst the Guide has been cancelled, its advice with regard to highways access is considered to remain relevant. Access to Traveller sites should be achievable in such a way that highway safety and the free flow of traffic are not compromised. In the event of any planning application, the highway authority would be consulted as a matter of course.
- 3.13 In terms of criterion (xi), whilst it is recognised that Travellers, by definition, are most likely to have ready access to motor vehicles, it is preferable, in terms of sustainable development, that Travellers also have the opportunity to access local services by sustainable modes of transport, such as walking, cycling, and public transport. It is generally recognised, however, that most established (and legal) Traveller sites tend to be situated a short distance outside the nearest settlement, allowing for appropriate separation between the settled and Travelling community. As such, the accessibility distances set out in policy GT1 (1.5km) are greater than those usually applied for 'bricks and mortar' residential development.
- 3.14 With regard to the screening of sites (criterion (xii)), careful attention should be paid to the nature of screening and how it relates to the character of the surrounding area. Close board and other fencing, or evergreen landscape

planting may be appropriate in some areas, but not in others. Sites on elevated or sloping ground (criterion (xiii)) are likely to be more difficult to screen appropriately. For sites adjacent to developed areas, an acceptable balance needs to be struck taking into account the privacy of occupants and neighbours, the visual impact of screening (if it needs to be greater in height than on a more isolated site), and the general urban design principle of natural surveillance.

- 3.15 The Good Practice Guide stated that sites should consist of a maximum of 15 pitches unless there is clear evidence that a larger site is preferred by the Gypsy and Traveller Community. At the lower end of the scale, having a minimum site threshold of 3 pitches (criterion (xiii)) should result in fewer sites around the Borough, lessening the overall impact of providing for Traveller accommodation needs. Having a maximum site size of 15 pitches should reduce the possibility of individual sites dominating the nearest settled community.

Options and Preferred Options Consultation Question 1

Policy GT1

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

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

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

Do you have any other comments on Policy GT1?

4. Criteria for Site Assessment

- 4.1 The following 18 criteria have been used in assessing the candidate Traveller sites. These criteria are based primarily on national policy, as set out in the National Planning Policy Framework (2012), and Planning Policy for Traveller Sites (2015) documents. The criteria have also been influenced to a lesser extent by the advice contained in the government's now-cancelled Designing Gypsy and Traveller Sites Good Practice Guide (May 2008). Whilst this document no longer has any statutory weight, its general principles and advice are considered to remain of relevance in developing site selection criteria.
- 4.2 Where appropriate, the criteria have been tailored to the particular circumstances of West Lancashire. Minor additions have been made to the criteria following feedback from Natural England in the initial Regulation 18 "Scoping" consultation carried out in September / October 2013 (see paragraphs 1.33-1.35 above).
- 4.3 The criteria are broadly similar to those used in Policy GT1 (see Chapter 3 above), but have been reordered and grouped into three 'tiers'. 'Tier 1' criteria are essential criteria in that, if they are not met, the site is undeliverable and / or undevelopable. For example, if a site is in Flood Zone 3, national policy

proscribes its use for caravan-based accommodation. 'Tier 2' criteria are weighty, and tend to be based on PPTS or Local Plan policies. However, failure to satisfy one or more of these criteria does not necessarily rule out consideration of the site as a potential Traveller site. For example, if a site is in the Green Belt, for the purposes of allocating land in this DPD, it could be removed from the Green Belt if it is deemed an appropriate allocation, and if exceptional circumstances are demonstrated to justify an amendment to the Green Belt boundary. 'Tier 3' criteria are based on PPTS policy and / or advice in the Good Practice Guide, and can be used to compare the merits of different sites that satisfy Tier 1 and Tier 2 criteria.

4.4 The proposed site assessment criteria are as follows:

Tier 1

1. Is the site available for Traveller development?
(Is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?)
2. Is the site in Flood Zone 3?
3. Is the site subject to any physical or other constraints to delivery that could not reasonably be overcome and that would rule out its use as a Traveller site?
(These may include ransom strips, leases, restrictive covenants, multiple ownerships.)

Tier 2

4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line? Could satisfactory mitigation realistically be achieved?
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical Traveller vehicles?
9. Is the site in Flood Zone 2?
10. Is the site within, adjacent to, or close to (such that it would materially affect) any area of land subject to any nature conservation designation?
11. Is the site within, adjacent to, or close to (such that it would materially affect) any area of land subject to any historic environment or historic landscape designation?

12. Does the site have services (e.g. mains water, sewerage, electricity) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?

Tier 3

13. Is the site in an identified area of Traveller need?
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle, the following services:
 - an appropriate health facility;
 - education (in particular a primary school);
 - employment;
 - shops;
 - other necessary services?
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?
18. Can the site accommodate between 3 and 15 pitches?

Derivation of Site Assessment Criteria

4.5 The process by which the 18 criteria were derived is outlined below. Firstly, the specific policy requirements of PPTS and the site design / layout recommendations in the Good Practice Guide were listed individually, then grouped into similar categories. Where necessary, minor adjustments were made to the national criteria (e.g. to specify the Council’s understanding of the word “near”). A small number of additional criteria were added, based primarily on the site assessments used in the Council’s Strategic Housing Land Availability Assessment (SHLAA), as well as relevant policies in the West Lancashire Local Plan 2012-2027. One amendment was made to criterion 10 following comments on the “scope” of the Traveller sites DPD received from Natural England as part of the Regulation 18 consultation.

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

Table 4.1 Analysis of site assessment criteria from national policy

Criterion	Source	Comments	Final criterion number
Is the site sustainable economically / socially / environmentally?	PPTS* para. 13	On its own, this criterion is not specific enough to use as a site selection criterion – instead it should be used as a general principle behind more specific	(Not used in this format)

Criterion	Source	Comments	Final criterion number
		criteria.	
Can this site provide a settled base that reduces the need for: (i) long-distance travelling, and (ii) possible environmental damage caused by unauthorised encampment?	PPTS 13(d)	PPTS 13(d) is generic. The whole point of delivering any permanent or transit site is “to provide a settled base that reduces the need for long distance travelling and possible environmental damage caused by unauthorised encampment”. Rather than using this criterion, more specific sub-criteria should be used to make an informed judgement on this question.	(Not used in this format)
Is this site situated such that it can promote peaceful and integrated co-existence between the site and the local community?	PPTS 13(a)	Subjective question; this criterion (as with others) requires a comments box for elaboration.	5
Is it possible to achieve visual and acoustic privacy on the site without unacceptable visual impact on the site’s surroundings?	GPG** para. 3.5	This needs careful judgment – most sites can be adequately screened by landscaping given enough time; one needs to consider how to screen sites appropriately in the short term. ‘Tier 3’ criterion as the GPG has been cancelled.	17
Would the use of this site as a Traveller site place undue pressure on local infrastructure and services?	PPTS 13(f)	It will be necessary to provide a comments box to explain how “undue pressure” is understood. Note that separate criteria below relate to road access, water supply and drainage, so the “local infrastructure” referred to by this criterion will relate primarily to social infrastructure and other services.	15
Would this site, on account of its scale, dominate the nearest settled community?	PPTS 14	This is a subjective question and will need to be applied consistently between sites.	5
Can adequate access onto and from the site be achieved?	GPG Section 4 General development management consideration.	Travelling Showpeople yards are likely to need a higher standard of access than Gypsy and Traveller sites owing to the nature of typical vehicles used.	8
Is it possible for emergency vehicles to access the site?	GPG 4.24-29	Tier 3 criterion as GPG cancelled, but worth retaining.	14
Is the site near to a bus route, shops and school?	GPG 3.4 Linked to PPTS 13	These services are mentioned in Circular 01/2006, quoted in the GPG, both of which have been revoked. However, they also link to PPTS paragraph 13(b)-(d), and tend to be used as standard tests of sustainability of location in site assessments for other uses, e.g. housing. “Near” needs to be quantified using a specific distance / walking time. Railway stations and other public transport facilities should also be taken into account.	16
Is it possible to easily access appropriate health services from the site?	PPTS 13(b) / GPG 3.1	“Easily access” is vague; either it needs some measure of distance, or else should be linked to the above “proximity	16

Criterion	Source	Comments	Final criterion number
		to public transport facilities” criterion.	
Is it possible to easily access education facilities / employment / other services and facilities?	PPTS 13(c) / GPG 3.1	As above, either this needs a measure, or should be linked to the proximity to public transport criterion. In terms of education, priority should be given to primary schools (journeys to secondary schools generally tend to be longer for the settled community).	16
Does the site have mains water and electricity, or could these services be provided?	GPG 3.13 (PPTS 13(f)) WLBC***	This criterion is ‘hinted at’ in PPTS 13(f) – avoiding placing undue pressure on local infrastructure. It is also a standard site assessment criterion for the Strategic Housing Land Availability Assessment (SHLAA).	12
Does the site have mains drainage and sanitation, or could satisfactory drainage be readily achieved?	PPTS 13(f) GPG 3.13	As above	12
Is the site adjacent or near to a refuse site, industrial process, electricity pylons or other hazardous place?	PPTS 13(e) GPG 3.3 / 3.17	PPTS 13(e) provides the general context for this criterion. It is necessary to define “near”. The negative impacts from refuse sites arise primarily from noise (vehicle movements), odours and potential leaching; a distance of 200m has been chosen as a ‘threshold’ (there is no specific national policy on such distances). From ‘bad neighbour’ industrial processes, the primary impacts are likely to be noise (machinery / vehicles), emissions, and visual intrusion. A similar threshold of 200m has been chosen for Traveller site assessment. The primary impacts of electricity pylons comprise magnetic fields; a lesser, secondary, impact is visual intrusion. A lower threshold of 100m is considered appropriate for pylons. For “other hazardous place”, as the particular hazards are not specified, a similar threshold to refuse sites and industrial processes is proposed. The possibility of mitigation needs to be taken into account, and also whether other residential uses (recent, or long-established) in the vicinity are subject to the same issues.	6
Is the site on contaminated land?	GPG 3.16	This specific issue can be incorporated into a more general criterion. The possibility of mitigation needs to be taken into account.	3/6
Is the site adjacent to a main road, flyover, or railway line?	GPG 3.18	The possibility of mitigation needs to be taken into account, also whether other residential uses in the vicinity are subject to the same issues, but also the lessened	6

Criterion	Source	Comments	Final criterion number
		capacity of caravans to be insulated against noise.	
Is the site subject to any other environmental issues that would impact on residents of the site?	PPTS 13(e)	This is a wider criterion that encompasses the specific considerations from GPG 3.13 / 3.16-18 above. The possibility of mitigation needs to be taken into account.	6
Is the site subject to any environmental issues that would impact unacceptably on neighbours as a result of the site's development?	PPTS 13(e)	PPTS does not define what these might be.	5
Is the site in the Green Belt?	PPTS 16	PPTS paragraph 17 allows for Green Belt boundaries to be altered in exceptional circumstances, through the development plan process.	4
Is the site in Flood Zone 2 or 3?	PPTS 13(g)	Further guidance on the implications of being in these Flood Zones is provided in the NPPF Technical Guidance.	9
If the site is in Flood Zone 2, can the site be demonstrated to meet the "Exceptions Test", and can satisfactory mitigation be achieved?	GPG 3.21-3.23	This criterion "qualifies" the above – being in Flood Zone 2 does not necessarily rule out development. Whilst the GPG is cancelled, the Exceptions Test remains an extant policy.	9
Is the site in an area of land subject to any historic environment or landscape designation?	WLBC	e.g. Area of Landscape History Importance, Conservation Area, potential to affect the setting of a Listed Building. Policies EN2 and EN4 of the Local Plan cover these matters.	11
Is the site subject to, or near to land subject to, a nature conservation designation?	Natural England	This criterion was added following comments from Natural England in the Regulation 18 "Scoping" consultation.	10
Can the site accommodate between 3 and 15 pitches / yards?	GPG 4.7-8	This criterion is considered necessary to avoid the scenario of many single pitch sites, each impacting upon the Green Belt, and, conversely, over-large sites that could dominate the local settled community.	18
Is the site in the hands of Travellers, or an owner willing to sell to Travellers?	WLBC (based on SHLAA site assessment)	This is an obvious "availability" criterion.	1
Is the site available now (or within a timescale that allows for the site's allocation to meet a need within the DPD period)?	PPTS 10 (footnote 4/5)		1
Are there any significant physical constraints to the site's development as a Traveller site?	WLBC (based on SHLAA work)	The SHLAA "Call for Sites" form cited a number of constraints; all but one of these (access to telecommunications - which is not considered vital given mobile phone prevalence) are covered by other criteria in this table.	3/7
Are there any land stability issues?	WLBC	Ground conditions are mentioned in GPG paragraph 3.4. This criterion is covered by criteria 3/7 (physical constraints).	3/7

Criterion	Source	Comments	Final criterion number
Is the site sloping to any great extent?	GPG 3.19	This specific issue can be covered by the more general criterion 7.	7
Are there any ransom strips, leases, restrictive covenants, multiple ownerships or other issues that could delay or jeopardise the site's development?	WLBC (based on SHLAA work)	This is covered by criterion 3.	3

* Planning Policy for Traveller Sites (DCLG, August 2015)

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

*** West Lancashire Borough Council

Options and Preferred Options Consultation Question 2

Criteria for Site Selection

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

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

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

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

5. Potential Traveller Sites

Site Assembly Process

- 5.1 In preparing this Traveller Sites DPD, the Borough Council has endeavoured to compile as comprehensive a list of potential 'candidate' Traveller sites as possible, from which to select preferred sites, investigating all reasonable sources of potential Traveller sites.
- 5.2 The starting point for site investigation was those sites already known to the Council's Planning Service by virtue of their Traveller-related planning history, namely sites which have been subject to planning applications, planning appeals, and / or enforcement action over the past ten or so years. This category of site yielded nine sites, located in Banks, Burscough, Scarisbrick and Skelmersdale.
- 5.3 The Council undertook a "Call for Traveller Sites" exercise in September 2013, inviting members of the public, the travelling community, agents with links to the travelling community, and any other interested individuals or organisations to send the Council details of any land they considered might be suitable for putting forward as potential Traveller sites. The Council received seven site suggestions, three of these sites 'duplicating' those in the first category of sites, i.e. already known to the Council.

- 5.4 A second, more general, Call for Sites exercise was undertaken in June / July 2015 as part of ongoing background and monitoring work on the West Lancashire Local Plan. Sites could be submitted for housing, employment, commercial schemes, Traveller sites, and for other uses. This 2015 call for Sites exercise resulted in just one site being put forward as a potential Traveller site (the majority of the sites submitted were for housing). This site was already known to the Council on account of a recent planning application for stables by a Traveller.
- 5.5 In addition, the Council wrote twice (September 2013, and June 2015) to all known owners, and / or agents representing owners, of sites in the Council's Strategic Housing Land Availability Assessment (SHLAA)⁶, asking whether the owner would be willing for the SHLAA sites in question to be considered as possible Traveller sites. In 2013, The Council received responses relating to 52 different sites. Of these 52 replies, the owners of four sites expressed a willingness for the sites to be considered as possible Traveller sites, whilst the owners or agents for the other 48 sites did not want the sites to be considered as potential Traveller sites. No responses were received for the other SHLAA sites.
- 5.6 In 2015, 112 SHLAA site forms were returned. Of these, the owners of just two sites expressed willingness for their land to be considered as possible Traveller sites. These sites were also "ticked" in the 2013 correspondence with SHLAA site owners, and were thus not additional potential sites. Furthermore, two site owners who had said "yes" in 2013 said "no" in 2015, so this second round of correspondence with SHLAA landowners actually resulted in there being two fewer sites to choose from.
- 5.7 Following the instruction by the Council's Cabinet in March 2014 to investigate the possibility of identifying a single deliverable site in a suitable and sustainable location along the M58 corridor to meet the Borough's assessed needs for travelling communities, Council officers have engaged with landowners in the M58 corridor (e.g. Knowsley Estate). These discussions have not resulted in any further potential sites, and have effectively ruled out most land in the M58 corridor from consideration as a suitable Traveller site(s).
- 5.8 During the time between preparation of the 2013 draft Options and Preferred Options document and this 2015 document, other negotiations have taken place, and the situation with regard to some original (2013) candidate sites has changed materially. For example, the recovered appeal for a site at Aveling Drive, Banks, was dismissed by the Secretary of State in August 2014 on account of harm to the Green Belt, and flood risk. This has effectively ruled out the site from further consideration. Ongoing work on the Local Plan evidence base brought to light an issue regarding underground pipelines to the south and west of Skelmersdale which are classed as hazardous installations. This has effectively ruled out land within a sizeable buffer zone either side of these pipelines from consideration as potential Traveller sites. In the Scarisbrick area, one site advertised as being available in 2013 is no longer available.

⁶ The Strategic Housing Land Availability Assessment (SHLAA) is essentially a compilation of sites that the Council and / or the site owners consider might have potential for residential development at some point in the future. The sites are grouped according to their anticipated timescale for delivery. Some SHLAA sites have been identified by the Council; others have been suggested by, or on behalf of, their owners. Not all SHLAA sites will necessarily be judged suitable for housing.

- 5.9 In summer 2015, Council officers contacted the landowners of / agents for sites allocated in the West Lancashire Local Plan 2012-2027 for residential development (but not yet with planning permission), as well as safeguarded sites, to ask whether they would consider part of their land being set aside as a Traveller site. This exercise yielded no potential sites. Responses from landowners cited such reasons as the likely impact of Traveller-related development upon the deliverability of the overall site.
- 5.10 Council officers have engaged with public sector landowners including the Homes and Communities Agency, police, and NHS, through the Duty to Co-Operate and the Call for Sites exercises, to enquire about the availability of any potential land for Travellers. In addition, the Council has liaised with the Lancashire County Council Estates Department. None of these approaches have resulted in any sites being brought to the Council's attention.
- 5.11 Planning officers have liaised with the West Lancashire Borough Council Estates and Regeneration Teams to investigate the possibility of any redundant (or operational) employment land being considered as a possible Traveller site, and to enquire whether any land in WLBC ownership could be made available for Traveller accommodation.
- 5.12 In terms of the use of employment land, the Regeneration Manager advised that there were no sites available, and that the use of such land in West Lancashire was unlikely in principle for the following reasons:
- Research carried out in 2013/14 demonstrates that employment areas in West Lancashire have low vacancy rates, and it is anticipated that demand will increase over the period 2013-2032;
 - There is a need for a limited amount of vacant units / underused land at any one time in order to allow the market to function efficiently;
 - Residential uses are likely to be incompatible with business and industrial uses typically found in West Lancashire's employment areas;
 - Whilst there is undeveloped land at White Moss Business Park, this is specifically allocated for offices, research and development, hotels, or non-residential institutions. Use of this land for Traveller accommodation would be inappropriate, and could impact upon the successful development of this 'flagship' site;
 - There is not considered to be any employment land in West Lancashire Borough Council ownership that would be suitable for Traveller accommodation.
- 5.13 There are over 1,000 pieces of land in WLBC ownership, in a variety of uses, for example highways, built community facilities, formal and informal open space, commercial premises, and housing. To assess the suitability and availability of this land for Traveller accommodation purposes, Council officers categorised the land according to its general use, assessed each of these uses for their suitability as Traveller sites using general and Traveller-specific planning policy, and discounted those land uses which were considered incompatible with Traveller-related development.
- 5.14 Following the above analysis, it was concluded that the only category of land use within WLBC ownership that may yield a potential candidate Traveller

site(s) was informal open space, for example open green areas within settlements such as Skelmersdale. However, following dialogue between WLBC Planning and Estates & Valuation teams, it was concluded that no specific individual sites in this category were actually suitable for consideration as Traveller sites.

- 5.15 It became evident, as the above exercises were undertaken, that there were relatively few candidate sites for potential allocation as Traveller sites, and that it was unlikely that sufficient deliverable sites could be found in West Lancashire to meet the Borough's Traveller accommodation needs, as set out in the 2014 Merseyside and West Lancashire GTAA. In the light of this, the Council wrote to neighbouring local authorities under the Duty to Co-Operate, asking whether any neighbouring local authorities could help meet any of West Lancashire's needs. The responses received demonstrated that no neighbouring local authority had any land that could realistically be expected to contribute towards West Lancashire's Traveller accommodation targets.

Area-Specific Site Searches

Please note that paragraphs 5.16 – 5.34 refer to various sites across West Lancashire. Maps showing the locations of these sites, and a list of the site names, are provided in Figures 5.3 – 5.9 on pages 42-45 below.

- 5.16 Given patterns of Traveller encampments in West Lancashire over recent years (both authorised and unauthorised), the various local connections of Travellers currently residing in West Lancashire, and the findings of the 2014 GTAA, it is evident that the general locations of Traveller accommodation need in West Lancashire are as follows:
- The Banks and Scarisbrick areas and, to a lesser extent, Skelmersdale, for permanent Gypsy and Traveller sites;
 - The M58 corridor and Skelmersdale area for transit sites; and
 - The Burscough area for Travelling Showpeople sites.

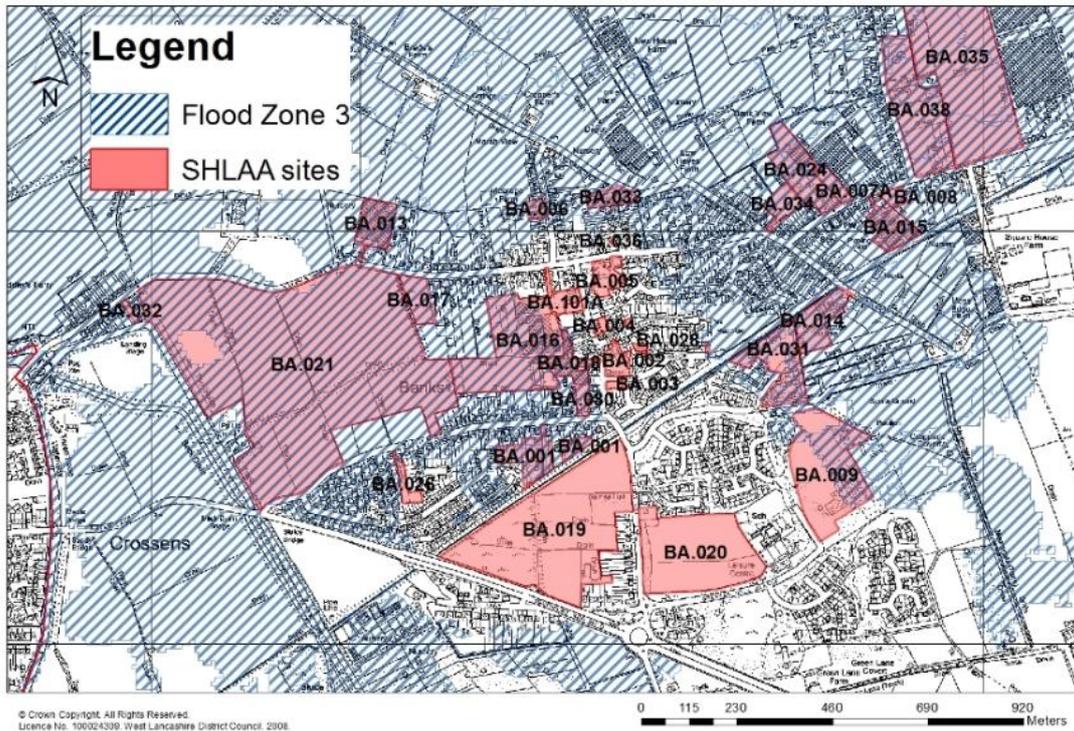
The Banks area

- 5.17 The initial site search process yielded four sites in Banks, three of the sites known to the Council's Planning Division by virtue of recent planning applications and / or enforcement action (two sites at Aveling Drive, one site at Sugar Stubbs Lane – 'Sites 1-3' respectively in the list on p45), and one site contained in the SHLAA ('Site 4'). Between early 2014 and summer 2015, this list of four sites was reduced to one, following the dismissal of the appeal for the more easterly Aveling Drive site ('Site 2') on grounds of harm to the Green Belt and risk of flooding (which also effectively rules out the other Aveling Drive site), and a change in status of the SHLAA site, the owner confirming it is no longer available as a potential Traveller site. This remaining site (Sugar Stubbs Lane), with a maximum estimated capacity of three to four pitches, is insufficient to meet the needs of the Travellers currently based in Banks.
- 5.18 It has thus been necessary to extend the site search further to identify any other potential sites in the area. Much of the land in the Banks area is in Flood

Zone 3. National policy does not allow for residential caravans to be situated in such locations. The starting point for this search was SHLAA sites in non-flood risk areas, initially in or within 1km of Banks village, and subsequently further afield. Figure 5.1 below (p39) shows the location of SHLAA sites in the Banks area, and the extent of the land in Flood Zone 3.

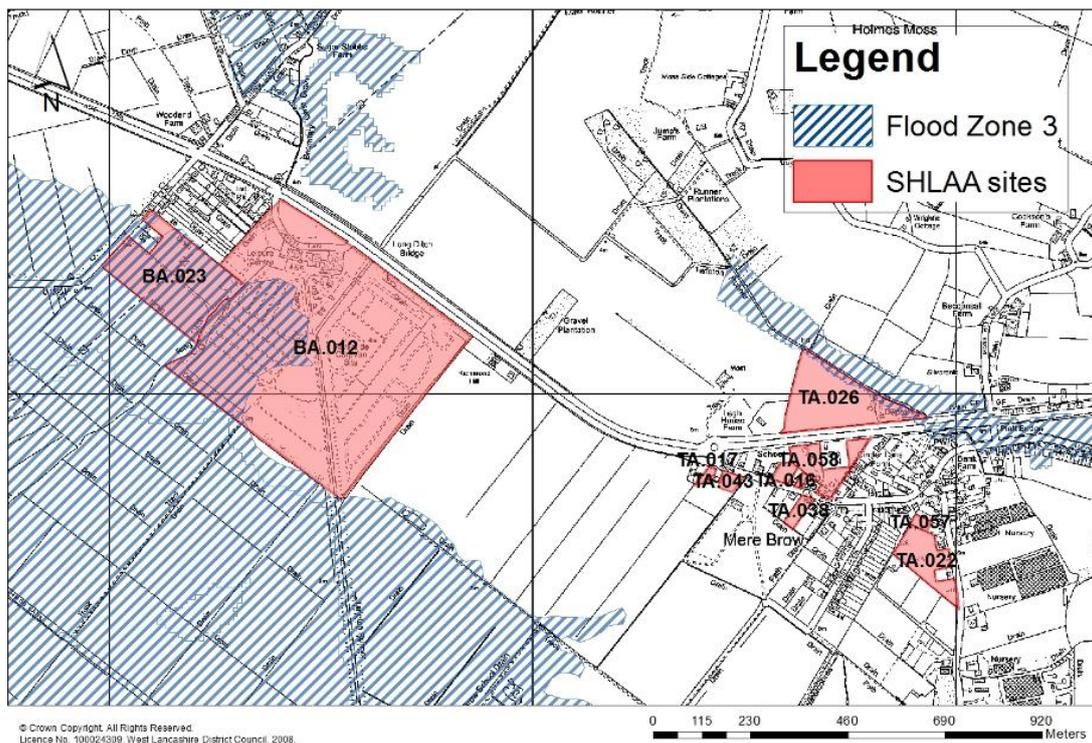
- 5.19 Figure 5.1 shows that the most substantial piece of undeveloped land not in Flood Zone 3 is site BA.019 (the roughly triangular-shaped piece of land in the bottom centre of the map, between the A565 road and the former railway line). However, the owners of site BA.019 have informed the Council that they are not willing for the site to be considered as a Traveller site. The smaller sites within the built-up area of Banks are not considered suitable locations for potential Traveller sites for a number of reasons including existing buildings and uses on site, site size, access, and / or neighbouring land uses.

Figure 5.1 SHLAA sites and Flood Zone 3 in the Banks area



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

Figure 5.2 SHLAA sites and Flood Zone 3 areas south east of Banks



- 5.21 Of the sites in Figure 2 above, site BA.023 is in Flood Zone 3, site BA.012 is an existing permanent caravan park (Riverside), and the owner of site TA.022 has not expressed support for the site being considered as a Traveller site. However, site TA.026, part of which was a former depot, and which is adjacent to the A565, was considered a possible 'candidate' Traveller site, and was consequently added to the list of potential sites ('Site 12' in the list on p45 below). TA.026 is in two ownerships; the owners of the larger western part of the site have indicated that they are not willing for the land to be a Traveller site, and thus only the eastern portion of the triangle of land was considered to have potential for consideration as a candidate site.
- 5.22 The site search was extended further eastwards along the A565. However, this proved fruitless, as there were no SHLAA sites whose owners had expressed a willingness for Traveller development on their land. Furthermore, discussions with Tarleton Estates, a significant landowner in the area, failed to yield any potentially available sites.

Scarisbrick

- 5.23 Within Scarisbrick, the site search process initially yielded four sites. Three sites were known to the Council by virtue of their planning history. Two of these (High Brow Farm on Pool Hey Lane ('Site 9'), and land at 1-3 Southport Road, Kew ('Site 10')) had been subject to unauthorised Traveller encampments in the past; the other (Pool Hey Caravan Park ('Site 8')) is a longstanding unauthorised site. In addition, one site (land rear of Smithy Lane ('Site 11')) was submitted to the Council in the September 2013 call for sites exercise.
- 5.24 Since the submission of the first Options and Preferred Options Traveller Sites DPD to Cabinet in March 2014, three of the four Scarisbrick sites have ceased to be available for consideration. High Brow Farm, which was being marketed in 2013⁷, is no longer being marketed, and the land at 1-3 Southport Road, Kew has been sold for residential development. The owner of the land at Smithy Lane has advised that the site is no longer available for consideration as a Traveller site.
- 5.25 SHLAA sites elsewhere in the Scarisbrick area are widely dispersed and none are considered suitable for Traveller accommodation on account of their location, either beside residential uses, or in more remote, very unsustainable locations.

Skelmersdale and surrounding area

- 5.26 Within the Skelmersdale area, the initial site search process yielded four sites, three along White Moss Road South to the south of the settlement, and one at the former Bickerstaffe Colliery, adjacent to junction 3 of the M58, west of Skelmersdale. The first site on White Moss Road South (White Moss Road South (A), or 'Site 13') was brought to the attention of the Council during the 2013 Call for Sites exercise by a member of the Travelling community; White

⁷ See <http://www.propertypilot.co.uk/pdf/129+3008.pdf>; and <http://www.pugh-auctions.com/Lot/manchester/20070221/109>

Moss Road South (B) ('Site 14') was known to the Council as it had been subject to a planning application made by Travellers. White Moss Road South (C) ('Site 15') was added by Council officers in 2013 following site visits in the area. The site at the former Bickerstaffe Colliery ('Site 20') was discussed at the West Lancashire Local Plan examination hearings in March 2013 as a potential site⁸.

- 5.27 Since the initial site search process, three of the above four sites have ceased to be available. Highways England, owners of White Moss Road South (A), have informed the Council that the site is required for future operations, and is not available for purchase. The owners of White Moss Road South (C), Knowsley Estate, have also confirmed that this site is not available, nor is any other land in their ownership. The owners of Bickerstaffe Colliery informed the Council early in 2014 that they were no longer willing for the site to be considered for Traveller accommodation. In addition, the site has since been designated an Asset of Community Value, following an application made by Bickerstaffe Parish Council.
- 5.28 White Moss Road South (B) was originally included in the list of potential candidate sites on account of its Traveller-related planning history. The site then changed hands, and was resubmitted in the 2015 Call for Sites as a potential Traveller site, and thus it remains available.
- 5.29 Following the Cabinet resolution in March 2014, a search was made for a single site in the M58 corridor to meet all Gypsy accommodation needs, as well as a more general search for sites around the Skelmersdale area. As has already been stated, contact with landowners in the M58 corridor indicated that they were unwilling to make any of their land available for Traveller accommodation. Despite the size of the settlement of Skelmersdale and the extent of the land surrounding it, there are a number of topographical and other constraints in and around the settlement that limit the area of search for further potential Traveller sites, for example the presence of nature conservation sites, Beacon Country Park, areas of landscape history of regional importance, three oil and high pressure gas pipelines that are considered Major Hazardous Installations by the Health and Safety Executive and that have significant buffer zones, a railway cutting, a hazardous waste landfill site that has recently been granted permission to expand and to operate a further 20 years, and areas of Green Belt that form a narrow "strategic gap" between Skelmersdale / Up Holland and Orrell / Tontine.
- 5.30 In terms of transit sites, whilst there have been a number of unauthorised roadside encampments over recent years in Skelmersdale, primarily on the Pimbo and Gillibrands Industrial Estates in Skelmersdale, it was not considered appropriate to mark the locations of these unauthorised encampments as potential sites, given their inherent unsuitability for Traveller accommodation.

⁸ See document Ref EX.238 on the Council's website at http://www.westlancs.gov.uk/planning/planning_policy/the_local_plan/the_local_plan_2012-2027/local_plan_preparation_stages/stage_4_-_submission_and_exam/documents_submitted_during_t-1.aspx

Burscough

- 5.31 As the 2014 GTAA concludes, there is a need for a site for Travelling Showpeople in Burscough, given the connections of local Showpeople to this area. Consequently, the area of search for a Travelling Showpeople site was limited to land within or adjoining the settlement of Burscough. The Call for Sites exercise yielded one site (Land West of Ringtail Road ('Site 5')), and a second site was brought to the attention of the Council during the 2013 Call for Sites period (Land West of Tollgate Road ('Site 7')), neither of these sites being subject to flood risk issues.
- 5.32 Between March 2014 and summer 2015, both the initial sites suggested as potential candidate sites for Travelling Showpeople have had to be ruled out from consideration on account of their owners expressing an unwillingness for the land to be used for such accommodation. The subsequent Call for Sites, liaison with landowners, including the WLBC Estates team and the owners of allocated sites in the area, and contact with SHLAA site owners, has failed to identify any further candidate sites in this area.

Potential Candidate Traveller Sites

- 5.33 A total of 20 sites were identified as potential candidate Traveller sites, following the site assembly process set out above. Figures 5.3 – 5.9 below show the locations of these 20 sites.
- 5.34 The 20 sites, the sources of their identification, and their current status in terms of availability / deliverability, are set out in Table 5.1, following Figures 5.3-5.9.

Note: The Key to the sites (site name / number) is provided after Fig. 5.9

Figure 5.3 Sites in Banks village

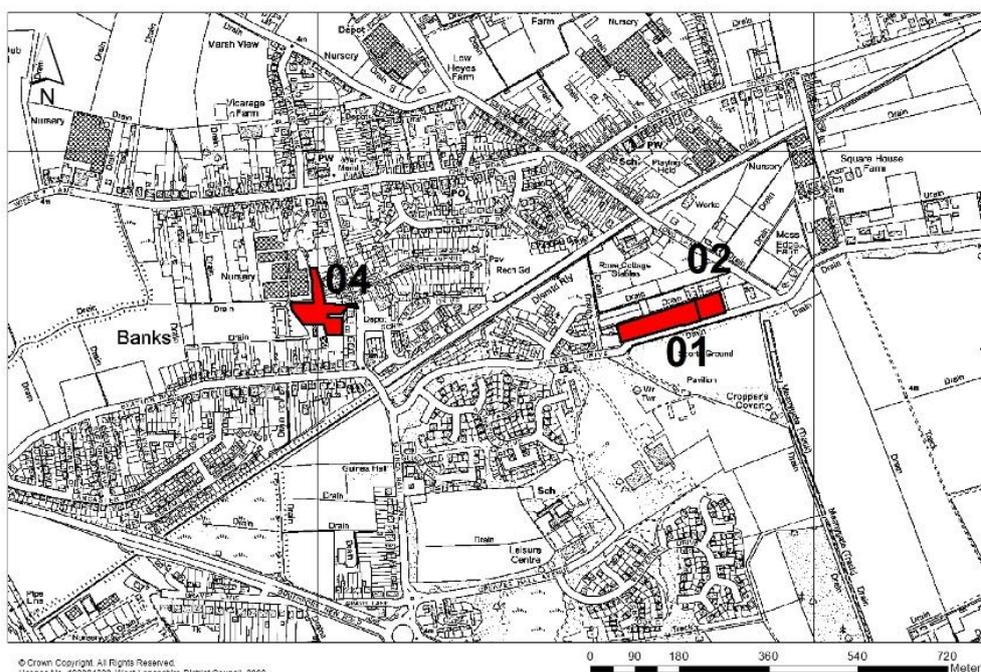


Figure 5.4 Sites East of Banks Village

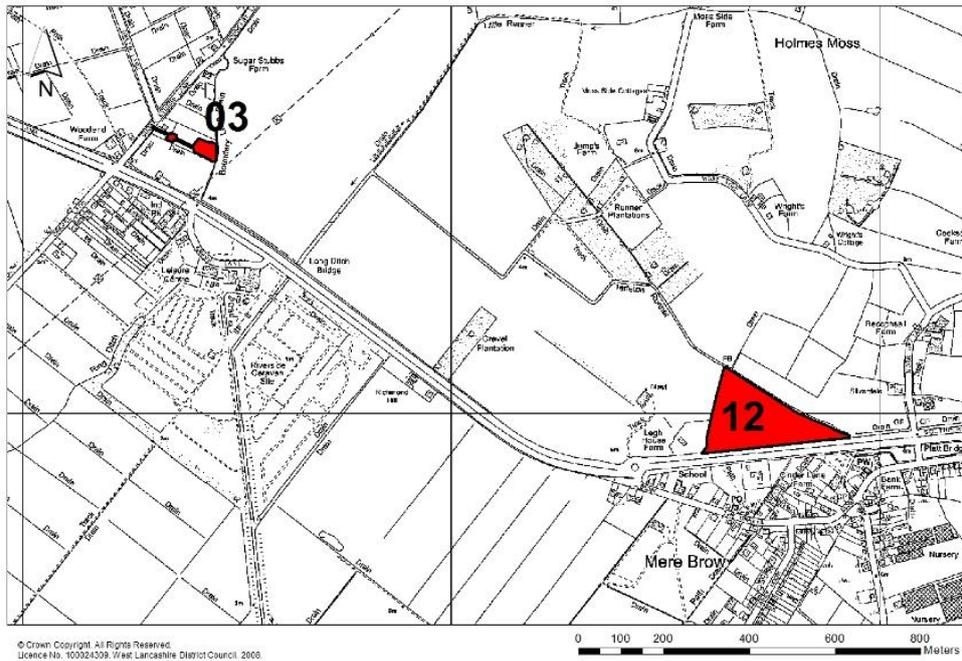


Figure 5.5 Sites in Kew / West Scarisbrick

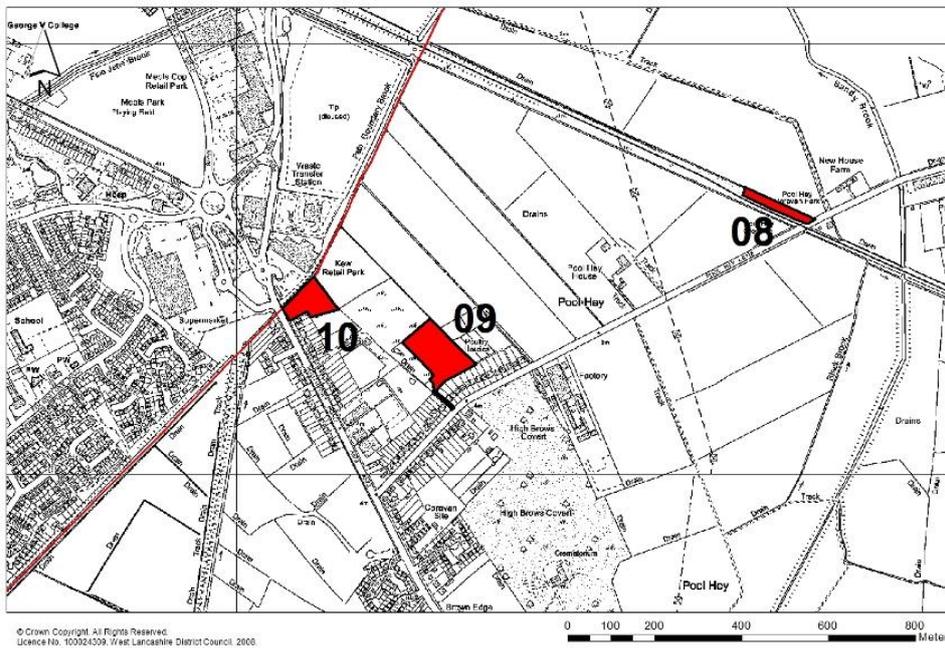


Figure 5.6 Sites in East Scarisbrick / West Burscough

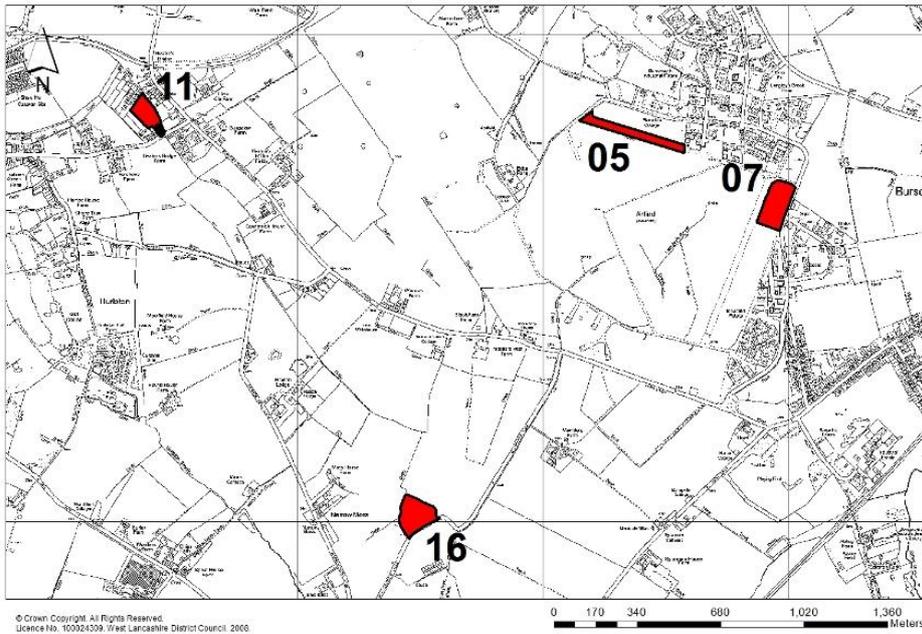


Figure 5.7 Site in Burscough

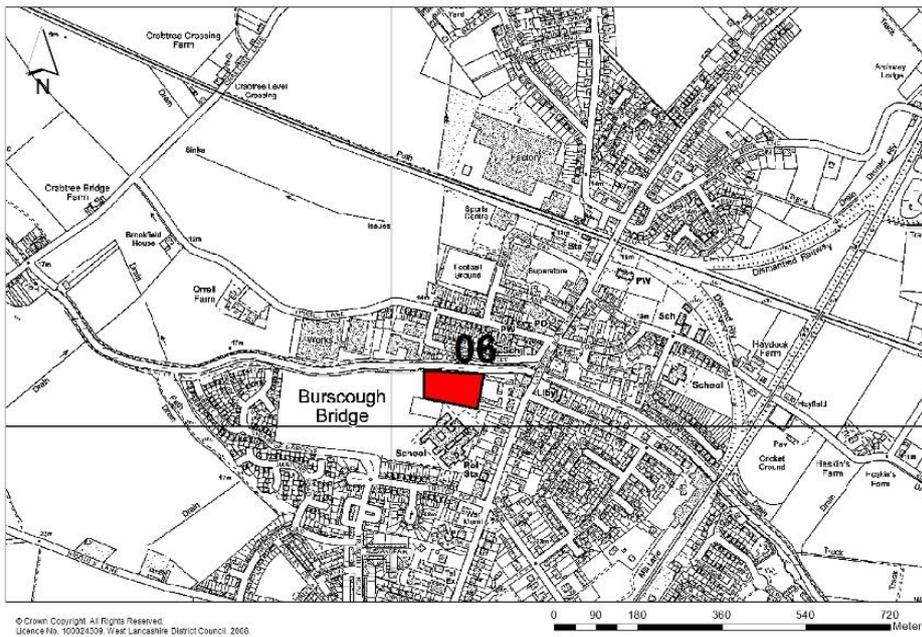


Figure 5.8 Sites in Skelmersdale / Bickerstaffe

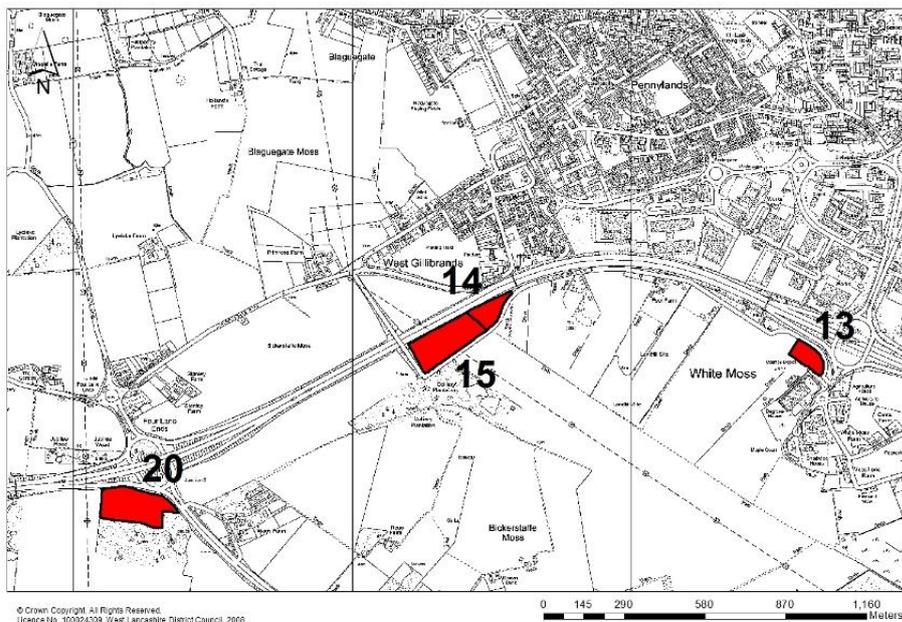
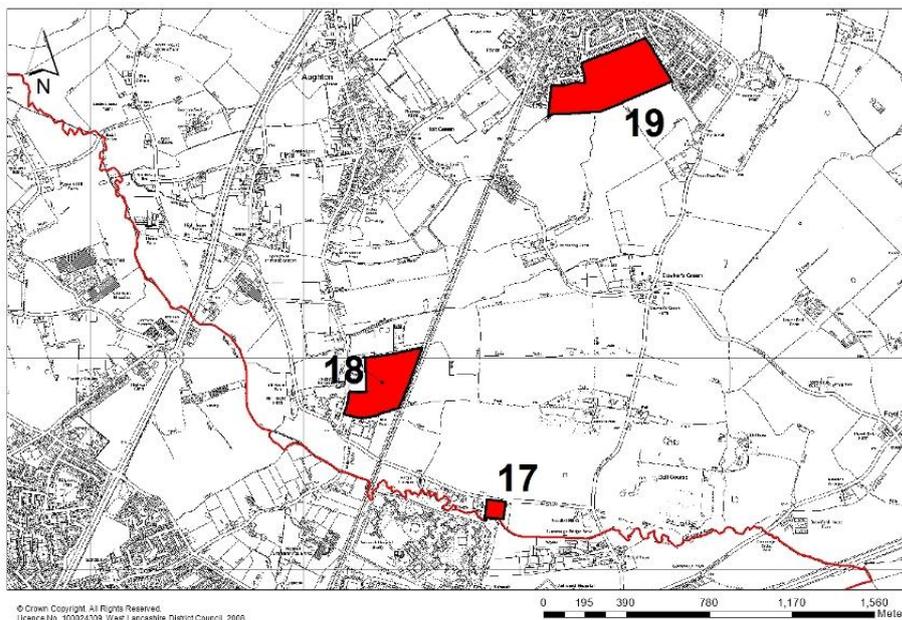


Figure 5.9 Sites in Aughton



Key to Sites

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. Mosslands Stables, Aveling Drive, Banks 2. Land west of Mosslands, Aveling Drive, Banks 3. Land rear of 'The Poppys', Sugar Stubbs Lane, Banks 4. Land west of Hoole Lane, Banks 5. Land west of Ringtail Road, Burscough 6. Land west of The Quays, Burscough 7. Land west of Tollgate Road, Burscough 8. Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick 9. High Brow Farm, Pool Hey Lane, Scarisbrick 10. Land at 1-3 Southport Road, Kew, Southport | <ul style="list-style-type: none"> 11. Land to the rear of 281 Smithy Lane, Scarisbrick 12. Former depot, Mere Brow 13. White Moss Road South (A), Skelmersdale 14. White Moss Road South (B), Skelmersdale 15. White Moss Road South (C), Skelmersdale 16. Blackacre Lane, Ormskirk 17. Land south of Butcher's Lane, Aughton 18. Land east of Brookfield Lane, Aughton 19. Land east of Middlewood Drive, Aughton 20. Bickerstaffe Colliery, Bickerstaffe. |
|---|--|

Table 5.1 Potential Candidate Traveller Sites – sources and latest position regarding availability

Site Name / Address	Source (position as at December 2013)	Latest Position (November 2015)
1. Mosslands Stables, Aveling Drive ('Aveling Drive A'), Banks	Site with planning application pending consideration.	Site with planning application pending consideration, but the dismissal of the appeal on the neighbouring site is likely to have implications for this site's deliverability.
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).	Appeal dismissed by the Secretary of State on grounds of harm to the Green Belt and flood risk. This effectively rules out this site from consideration.
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.	No change since 2013
4. Land west of Hoole Lane, Banks	SHLAA site; owner indicated a willingness for the site to be considered as a Traveller site.	Owner has since informed the Council that the site is no longer available for consideration as a Traveller site.
5. Land west of Ringtail Road, Burscough	Site submitted in the September 2013 Call for Sites exercise.	Site owner no longer willing for the land to be used to accommodate Travelling Showpeople.
6. Land west of The Quays, Burscough	Established Travelling Showpeople site with planning permission.	No change since 2013
7. Land west of Tollgate Road, Burscough	Site suggested by a member of the travelling community.	Owner has since informed the Council that the site is no longer available for consideration as a Traveller site.
8. Pool Hey Lane 'Caravan Park', Scarisbrick	Site with longstanding planning history, also submitted in the Call for Sites exercise.	No change since 2013
9. High Brow Farm, Pool Hey Lane, Scarisbrick	Site with previous enforcement action relating to unauthorised occupation by Travellers; marketed as an available site.	Site has been sold and is no longer available.

Site Name / Address	Source (position as at December 2013)	Latest Position (November 2015)
10. Land at 1-3 Southport Road, Kew, Southport	Site with previous issues relating to unauthorised occupation by Travellers.	Site purchased on behalf of a developer with a view to development for housing; site is not available for consideration as Traveller accommodation.
11. Land to the rear of 281 Smithy Lane, Scarisbrick	Site submitted in the Call for Sites exercise.	Owner has since informed the Council that the site is no longer available for consideration as a Traveller site.
12. Former depot, Mere Brow	Eastern part of site identified as a possible candidate site by WLBC officers undertaking an area-based site search (Banks area).	Eastern part of site has recently been purchased and is in use; not considered available as a potential Traveller site.
13. White Moss Road South (A), Skelmersdale	Site brought to the Council's attention by a member of the travelling community.	Owners have informed the Council the site is not available for consideration as a Traveller site.
14. White Moss Road South (B), Skelmersdale	Site with planning permission granted (December 2013) for Traveller-related development (stables).	Site submitted as a Traveller site in the summer 2015 Call for Sites exercise.
15. White Moss Road South (C), Skelmersdale	Site identified by WLBC officers, adjacent to above site.	Owners have informed the Council the site is not available for consideration as a Traveller site.
16. Blackacre Lane, Ormskirk	Site submitted in Call for Sites.	No change since 2013.
17. Land south of Butcher's Lane, Aughton	SHLAA site; owner indicated a willingness for the site to be considered as a Traveller site.	SHLAA site; owner has once again 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.	SHLAA site; owner has once again 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.	SHLAA site. In 2015, the owner has informed the Council that the land is no longer available for consideration as a Traveller site.
20. Bickerstaffe Colliery, Bickerstaffe	Site previously identified by WLBC officers on account of its proximity to M58 Junction 3.	Owners have informed the Council the site is not available for consideration as a Traveller site.

Potential Site Uses and Capacities

- 5.35 As Table 1 demonstrates, and as explained in the Area-Specific Site Searches section above, just 7 of the 20 sites are now considered available and / or potentially deliverable ('candidate' sites), namely
- Site 3: Land adjacent to 'The Poppys' (*sic*), Sugar Stubbs Lane, Banks
 - Site 6: Land west of The Quays, Burscough
 - Site 8: Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick
 - Site 14: White Moss Road South (B), Skelmersdale
 - Site 16: Land at Blackacre Lane, Ormskirk
 - Site 17: Land south of Butcher's Lane, Aughton
 - Site 18: Land east of Brookfield Lane, Aughton
- 5.36 Table 5.2 below shows what types of Traveller accommodation may be possible or most appropriate on the 7 'candidate' sites, and their indicative capacities. Please note that these are indicative figures, based on an initial assessment of each site (using *inter alia* aerial photographs, information gleaned from site visits, consideration of the potential of site accesses to cope with vehicle numbers, and possible site constraints, e.g. flood risk areas, neighbouring uses), rather than a detailed study of different potential site layouts, plot sizes, and vehicle turning distances, etc.
- 5.37 The potential type of Traveller uses for each site have come from site submission forms (SHLAA / Call for Sites), or from current uses of the sites. For other sites, where this information is not available, potential uses have been determined from Council officers' judgement of sites' suitability for different uses. For example, transit or Travelling Showpeople sites are not being suggested in areas where the 2014 GTAA does not indicate that there is a need for such accommodation.
- 5.38 The maximum indicative number of pitches per site has been limited to 15, based on advice in the government's Designing Gypsy and Traveller Sites: Good Practice Guide (May 2008), which, although now cancelled, is still considered applicable.

Table 5.2 Potential site uses and capacities of candidate sites

Site no. / name	Potential accommodation* (GT / TS / Transit / All)	Indicative capacity
3. Land rear of 'The Poppys' (<i>sic</i>), Sugar Stubbs Lane, Banks	GT only	Existing authorised caravan on site; 3 pitches maximum within current site boundary.
6. Land west of The Quays, Burscough	TS only	10 plots (current permission). Current lawful use of the site is as a Travelling Showpeople yard.
8. Pool Hey Lane 'Caravan Park', Scarisbrick	GT only	Maximum 5 pitches within current site boundary.
14. White Moss Road South (B), Skelmersdale	Transit only	4 pitches. Capacity limited by nearby oil / gas pipelines.
16. Blackacre Lane, Ormskirk	All	15 pitches
17. Land south of Butcher's Lane, Aughton	GT only	3-4 pitches
18. Land east of Brookfield Lane, Aughton	GT only	15 pitches

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

Options and Preferred Options Consultation Question 3

Proposed Candidate Traveller Sites

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

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

Should any of the excluded sites be reinstated, or should any of the candidate sites be excluded?

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

6. Preferred Options to Meet Traveller Accommodation Needs

Assessment of Candidate Traveller Sites

- 6.1 The 7 sites set out in Tables 5.1 and 5.2 above constitute West Lancashire Borough Council's "Options" for meeting the need for Traveller accommodation in this Borough. Appendix 1 contains the assessment of each site against the criteria set out in Chapter 4 above.

Options and Preferred Options Consultation Question 4

Assessment of Candidate Traveller Sites

Is the assessment of the candidate Traveller sites correct?

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

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

Preferred Options to Meet Traveller Accommodation Needs

- 6.2 In the light of the site assessments set out in Appendix 1, the locations and scale of Traveller accommodation need across West Lancashire, and the proposed uses and indicative capacities of the different candidate sites (Table 5.2), the Council's Preferred Options to meet Traveller accommodation needs are set out below. In arriving at the Preferred Options, the Council has considered the merits of six alternative approaches, of which five have been discounted for the reasons set out in the Alternative Options section (paragraph 6.12). However, at this Options / Preferred Options stage of the preparation of this DPD, the Council is open to further evidence as to the suitability and / or deliverability of the sites considered, and open to suggestions of alternative sites not included in the list above. If alternative sites are suggested, the Council will expect evidence to be submitted concerning the ownership, capacity and deliverability of the given sites.

Policy GT2

Traveller Accommodation in West Lancashire

The Traveller accommodation needs in West Lancashire are as set out in the 2014 Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment (GTAA) and are as follows:

- 14 pitches on permanent Gypsy and Traveller sites by 2018, rising to 17 pitches by 2023 and 22 pitches by 2033;
- 4 transit pitches; and
- One yard for Travelling Showpeople with at least one residential plot.

The following sites will be inset from the Green Belt and allocated as permanent Gypsy and Traveller accommodation only:

- | | |
|---|-----------|
| (a) Land at Sugar Stubbs Lane, Banks | 3 pitches |
| (b) Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick | 5 pitches |

The following site will be allocated as a Travelling Showpeople site:

- | | |
|--|----------|
| Land to the west of The Quays, Burscough | 10 plots |
|--|----------|

Proposals for Traveller sites in locations other than those specified above will be required to meet the criteria set out in Policy GT1.

Justification

Traveller Accommodation Needs

- 6.3 As explained in Chapter 2 above, the most up-to-date objective assessment of Traveller accommodation needs in West Lancashire is the Merseyside and West Lancashire GTAA, published August 2014. This robust and comprehensive study involved dialogue with Travellers in the area, as well as their representative bodies and other stakeholders.
- 6.4 This DPD is proceeding on the basis that the Travellers whose accommodation needs have been assessed in the 2014 GTAA meet the revised government definition of “Travellers” as set out in PPTS 2015 Annex 1. If subsequent evidence base work indicates that changes need to be made to assessed accommodation needs as a result of any “Travellers” no longer being classified as such, or as a result of revised government guidance on GTAA methodology, this will be reflected in an update to this DPD, or in a review of the West Lancashire Local Plan.

Shortfall in Provision of Sites

- 6.5 It is evident that the proposed ‘preferred sites’ for allocation in Policy GT2 are not sufficient to meet the Borough’s Traveller accommodation needs in their entirety, either for the short term or for the long term. This is not ideal, yet the constraints of the Borough are such that, despite a very rigorous search for sites, having investigated all reasonable avenues, it has not been possible to identify sufficient deliverable or developable sites in West Lancashire to meet identified needs. As such, the Council is proposing to meet what need it can, with the deliverable and developable sites available in West Lancashire.
- 6.6 The site assembly process is set out in Chapter 5 above, and has involved two Call for Sites exercises, and approaches to and negotiations with many different landowners. However, this work has yielded just 20 potential candidate sites, and, as summarised in Table 5.1 above, 13 of these 20 sites have been ruled out, mostly on the grounds of availability. The detailed site assessment work (Appendix 1) demonstrates that of the seven available sites, four are not considered deliverable, for the reasons summarised in Table 6.1 below (linked to suitability and achievability):

Table 6.1 Deliverability of Sites 14, 16, 17, 18

Site	Name	Comments on Deliverability
14	White Moss Road South (B), Skelmersdale	<ul style="list-style-type: none"> • Submitted by its owners as a Traveller site; • Site sandwiched between Whitemoss hazardous waste landfill site and the M58 motorway, thus considered to have potential for a transit site only; • Close to three underground oil and high pressure gas pipelines, all of which are Major Hazardous Installations with buffer zones in which the Health and Safety Executive is opposed to the siting of caravans; • Question marks over deliverability – owners are willing to make the site available for Travellers, but do not want to run the site as a transit Traveller site.
16	Blackacre Lane, Ormskirk	<ul style="list-style-type: none"> • Site owned by Travellers; used for grazing horses; • Open, slightly elevated, Green Belt land with little 'screening vegetation'; as a result, use of this site for Travellers would have significant visual impact and harm to the perceived openness of the Green Belt; • Poor road access; • Site is not in an area of Traveller accommodation need; • Site is reasonably sustainable, but its use as a Traveller site could have an impact on the nearby settled community (200-300m away).
17	Butcher's Lane, Aughton	<ul style="list-style-type: none"> • Not in an area of identified Traveller accommodation need; • Site is situated on a rural lane with residential properties directly adjacent on both sides, meaning that its use as a Traveller site would be likely to be a significant impact on the local settled community; • Green Belt site with little screening vegetation to Butcher's Lane and to adjacent properties; • Site lies partly in Flood Zone 3; • Unsustainable location, remote from services and public transport; • Owner has expressed willingness for the land to be used for Travellers but is not actively promoting the site as such.
18	Land east of Brookfield Lane, Aughton	<ul style="list-style-type: none"> • Not in an area of identified Traveller accommodation need; • Large site with some road frontage, mostly set back from the road; highly visible from the Ormskirk – Liverpool railway; • Brookfield Lane is a minor, rural road; • Open Green Belt site; it is unlikely to be feasible to achieve adequate screening of the site, especially from the adjacent railway line (on an embankment) and thus the use of the site for Travellers is likely to have significant visual impact; • Site comprises a significant area of Grade 1 agricultural land; • Public footpath runs through site; • Unsustainable location, remote from services and public transport; • Owner has expressed willingness for the land to be used for Travellers but is not actively promoting the site as such.

- 6.7 Approaches to neighbouring local authorities under the Duty to Co-Operate, asking whether they could contribute towards meeting West Lancashire's Traveller accommodation needs have not resulted in any land or sites being offered that could meet a need identified in this DPD.

Suitability of Preferred Sites

- 6.8 The three sites proposed for allocation are considered deliverable (available, suitable and achievable) for the reasons set out in Table 6.2 below:

Table 6.2 Deliverability of Sites 3,6,8

Site	Name	Comments on Deliverability
3	Land at Sugar Stubbs Lane, Banks	<ul style="list-style-type: none"> • Site is in the hands of Travellers, and is already in use as a Traveller site; • Site has a long-established permission for one residential caravan; • Site is close enough to A565 and public transport connections but sufficiently separated from existing built-up areas so as to have a limited impact on the settled population; • Site is sufficiently separated from environmental constraints so as to have a limited impact on (or not to be impacted by) the local environment. • Much of the site is reasonably well screened, especially from the A565, by evergreen hedging. Release of this site from the Green Belt would have a more limited impact than sites 16,17,18 because of the reduced visual impact.
6	Land west of The Quays, Burscough	<ul style="list-style-type: none"> • Site has permission as a Travelling Showpeople site, and its use for Travelling Showpeople accommodation is long-established; • It should be noted that this site does not contribute towards meeting the outstanding need for Travelling Showpeople accommodation in the Borough – the need is over and above this site, and this site's allocation represents the formalisation of an existing permitted use.
8	Pool Hey Caravan Park, Scarisbrick	<ul style="list-style-type: none"> • Site is in the hands of Travellers, and has been in use as a Traveller site for over 20 years; • As such, the occupants of the site have long-established ties to the area; • Site is close enough to A570 and public transport connections but sufficiently separated from existing built-up areas so as to have a limited impact on the settled population; • Site is sufficiently separated from environmental constraints so as to have a limited impact on (or not to be impacted by) the local environment; • Whilst in the Green Belt, the site is well screened by established hedging, lessening its visual impact; • Site is close to a level crossing, but the Council has no record of any incidents at the level crossing resulting from the use of the site for Traveller accommodation.

- 6.9 In the case of sites (3) and (8) above, they would be removed from the Green Belt if allocated, and the DPD would include a strong policy wording to prevent the use of the land for anything other than for Traveller accommodation, or for uses appropriate in an area surrounded by Green Belt, were the site(s) to be vacated by their current occupants.
- 6.10 In the case of the two current (unauthorised) Traveller sites at Aveling Drive, Banks (sites (1) and (2)), there is no option to allocate these for Traveller accommodation in the same way as sites (3) and (8), as the land at Aveling Drive is in Flood Zone 3, and national policy strongly discourages caravans in areas at risk of flooding.
- 6.11 Given the sites proposed for allocation are insufficient to meet the Borough's Traveller accommodation needs, Policy GT1 allows for the possibility of sites coming through via the development management process. If any such sites are granted permission, they may be allocated in future reviews of this DPD or the Local Plan.

Options and Preferred Options Consultation Question 5

Preferred Options for Traveller Sites

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

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

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

Alternative Options

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

Alternative Option 1

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

Comment: Whilst this approach would be laudable in terms of giving Travellers choice regarding where they could seek accommodation, and would comply with national policy by providing *at least* a five year supply of deliverable sites, it is considered an unrealistic objective, due to the difficulty in identifying sufficient sites that are available, suitable (including sustainably located), and achievable to meet local needs, never mind exceed them.

Alternative Option 2

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

Comment: Whilst this approach would be laudable in terms of this Council co-operating with neighbouring authorities to help meet needs on a cross-boundary basis, it has two main drawbacks, Firstly, as with Alternative Option 1, it is considered an unrealistic objective due to the difficulty in identifying sufficient sites that are available, suitable (including sustainably located), and achievable to meet local needs, never mind exceed them. Secondly, initial discussions with neighbouring authorities under the Duty to Co-Operate have not resulted in any neighbouring authorities requesting that all or part of their needs be met in West Lancashire. Rather, the general consensus is that Traveller accommodation needs should be met where they arise, i.e. within the boundaries of the local planning authority where a particular need exists. (Cross-boundary dialogue will, however, continue throughout the preparation of this DPD.)

Alternative Option 3

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

Comment: As with Alternative Option 2, the general consensus is that Traveller accommodation needs should be met where they arise, i.e. within the boundaries of the local planning authority where a particular need exists. Neighbouring local authorities were asked, under the Duty to Co-Operate, whether they could contribute towards meeting this Borough's Traveller accommodation needs, but the responses were all negative.

Alternative Option 4

Allocate fewer sites, or no sites at all, for Traveller provision in West Lancashire, and rely instead on planning applications for sites in suitable locations that meet the criteria set out in policy GT1.

Comment: Not providing any sites to meet Traveller accommodation needs would be contrary to national policy, as set out in paragraphs 10 and 11 of PPTS, and with the Duty to Co-Operate (Paragraph 10 requires that local planning authorities work collaboratively with their neighbours in setting Traveller accommodation targets). This would lead to the Traveller Sites DPD being found unsound. Failure to provide any Traveller sites would mean the Council would be more vulnerable to the establishment of illegal encampments and sites in the Borough. A total lack of allocated sites would weaken the ability of the Council to take quick and effective action to secure the removal of such encampments and sites. Similarly, allocating fewer deliverable sites than are at the Council's disposal, and thereby falling a long way short of meeting identified needs, would also be likely to lead to the Traveller Sites DPD being found unsound.

Alternative Option 5

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

Comment: The Council's assessment of potential sites is set out in Appendix 1, and has been used in making the choice of which sites are categorised as Preferred Options. There are no other sites in the Borough that are considered deliverable. In any case, to suggest sites in different geographical areas may not be consistent with the findings of the draft GTAA, which indicates the general areas of Traveller accommodation needs. Also, to suggest other sites in similar geographical areas may result in a less suitable or less deliverable site being proposed.

Sustainability Appraisal work to date indicates that the Preferred sites score relatively well in sustainability terms, relative to the other potential candidate sites.

Options and Preferred Options Consultation Question 6

Alternative Options for Traveller Sites

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

Do you have any other comments on the alternative options?

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

7. How to comment

Comments are invited on this document, on the site assessments set out in Appendix 1, and on the Sustainability Appraisal.

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

The consultation period on this document runs from Thursday 3 December 2015 – Friday 29 January 2016.

Comments must be received by the Council by 5pm on Friday 29 January.

Comments may be made in the following ways:

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

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

By post: Please post comments forms to:

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

Any queries on the consultation process should be made to the above email or postal addresses, or can be made by telephone to 01695 585284 / 585274.

Equality Act 2010

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

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

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

Appendix 1

Assessment of Potential Traveller Sites

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

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

Each of the sites has been assessed against 18 criteria.

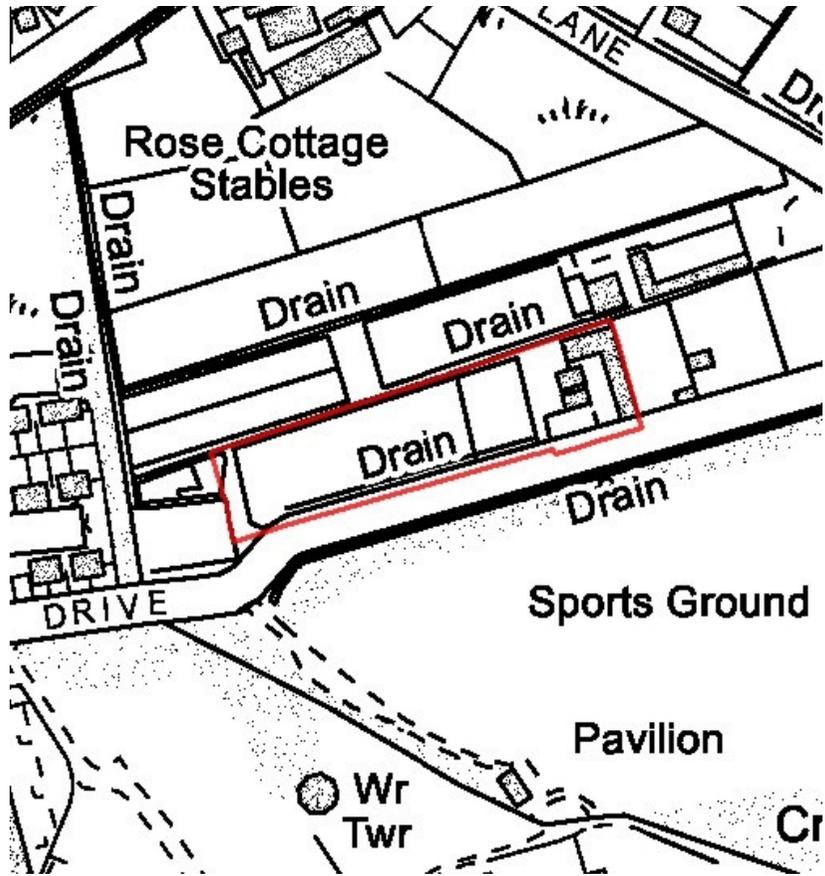
Possible responses are Yes ("Y"), No ("No"), Maybe ("M") or Unknown ("?").

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

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

Site 1. Aveling Drive A, Banks

Site with planning application pending decision for accommodation for 4 families of Irish Travellers and enforcement action in abeyance. Site effectively ruled out on account of its location in Flood Zone 3, and the dismissal of the appeal on the neighbouring site.

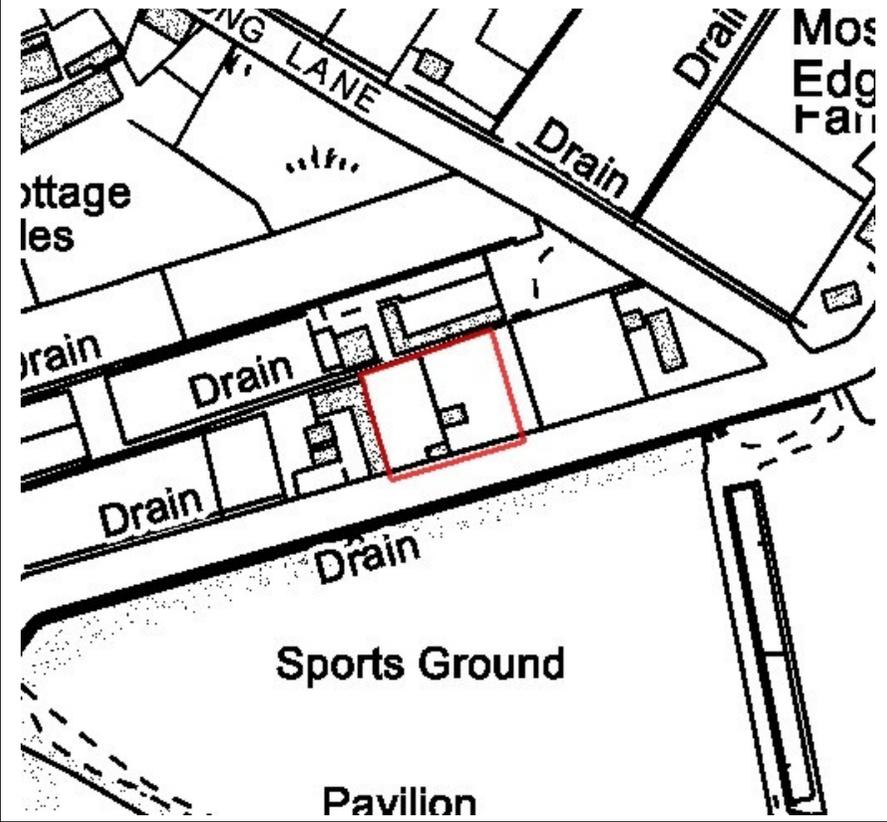


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site currently occupied by Travellers.
2. Is the site in Flood Zone 3?	Y	The site is located within Flood Zone 3.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Green Belt site, although less than 100m from Banks settlement boundary. Whilst screened to an extent by fencing, the site inevitably has impact on the openness of the Green Belt.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	The western edge of the site is close to housing at the edge of the Banks settlement (Aveling Drive), although a strip of open land up to 100m and a line of poplar trees separates the two. Planning permission for housing has been secured at Greaves Hall, south of Aveling Drive. If site is kept relatively small, it should not dominate the settled community. The site is already in use, and the Council is unaware of it dominating Banks.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	No significant issues known. Some commercial uses have taken place at Greaves Hall nearby, but this site is expected to be redeveloped principally as housing.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known (apart from flood risk)
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	N	Aveling Drive in the vicinity of the site is a single track road with a drainage ditch at one side, and is reached by first passing through a residential area. The narrow lane to the site is not designed for the types of large vehicles typically associated with Travellers, and it is not the easiest site for, say, a fire engine to access. The site is currently in use, however, as a Traveller site.
9. Is the site in Flood Zone 2?	Y	Site is within Flood Zones 2 and 3.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close	N	No nature conservation designation in vicinity of site.

to (such that it would materially affect) any area of land subject to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	No historic environment or landscape designation in or close to the site.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Given the proximity of other houses, it is expected that water and electricity are available or could readily be made available. It should be possible to achieve satisfactory drainage.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Banks (North Meols) is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	N	The narrow lane to the site is not designed for the types of large vehicles typically associated with Travellers, and it is not the easiest site for, say, a fire engine to access.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Given the size of the site in relation to the size of the nearby settlement, there should not be undue pressure on services such as health / education, nor on other infrastructure. This site is already occupied by Travellers.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is in a reasonably sustainable location, approximately 650m from bus stops on Guinea Hall Lane. GP, primary school and some shops are located in Banks; secondary school and further shops at Tarleton; employment facilities are not prevalent in the locality.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	The existing caravans are screened by close board wooden fencing. Given the generally open nature of the surrounding area and the predominance of trees / hedging or open fencing, this close board fencing is considered a negative impact. Visual / acoustic privacy should be achieved via planting rather than fencing.
18. Can the site accommodate between 3 and 15 pitches?	Y	Planning application for 8 caravans; assuming 2 caravans per pitch, this equates to 4 pitches. In theory, more pitches could be accommodated within the site boundary, up to a maximum of 6 pitches.

Site 2. Aveling Drive B, Banks

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

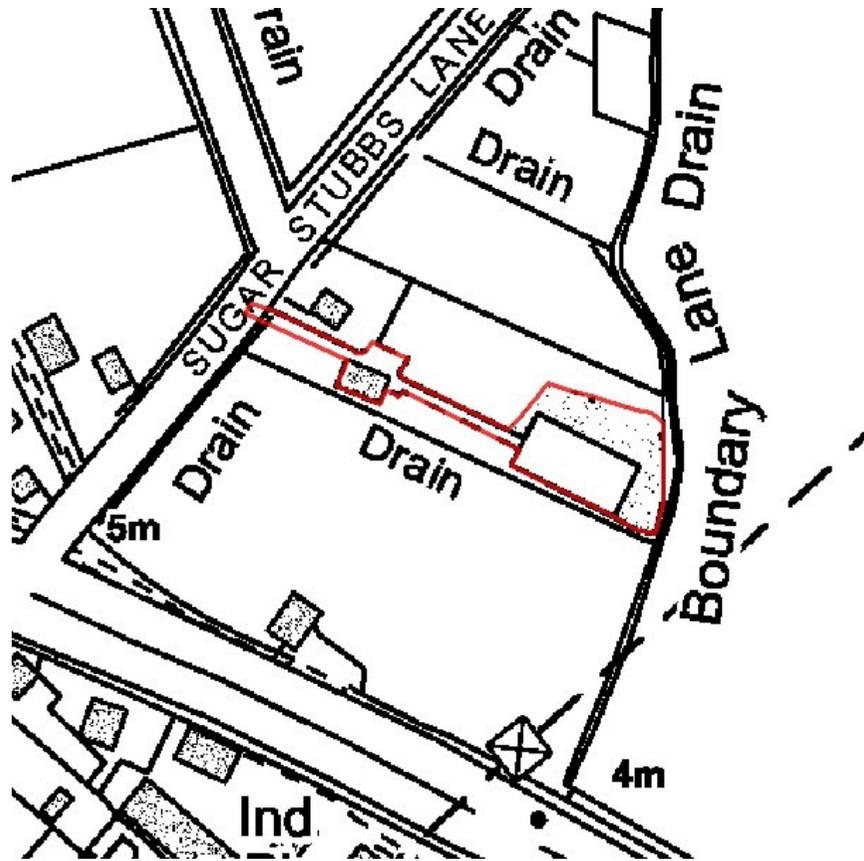


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	In hands of Travellers and in use as Traveller site
2. Is the site in Flood Zone 3?	Y	Flood Zone 3
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	Less than ideal highway access.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Green Belt site; approximately 200m from Banks settlement boundary.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	The western edge of the site is close to housing at the edge of the Banks settlement (Aveling Drive), although a line of poplar trees, a strip of open land and the Aveling Drive A site separates the two. Small site, so unlikely to dominate the settled community on account of their relative sizes.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	No significant issues known. Some commercial uses have taken place at Greaves Hall nearby, but this site is expected to be redeveloped principally as housing.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No significant physical constraints known of (apart from flood risk).
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	N	Aveling Drive in the vicinity of the site is a single track road with a drainage ditch at one side, and is reached by first passing through a residential area. The narrow lane to the site is not designed for the types of large vehicles typically associated with Travellers, and it is not the easiest site for, say, a fire engine to access.
9. Is the site in Flood Zone 2?	Y	Site is within Flood Zones 2 and 3.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No nature conservation designation in vicinity of site.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close	N	No historic environment or landscape designation in vicinity of site.

to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	Y	
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Given the proximity of other houses, it is expected that these services are available or could readily be made available.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Banks (North Meols) is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	N	This site is not the easiest site for, say, a fire engine to access on account of the narrow lane.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Given the size of the site, there should not be undue pressure on services such as health / education, nor on other infrastructure. The site is already occupied by Travellers, and the Council is unaware of any issues relating to infrastructure or services resulting from the site's occupation.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is in a reasonably sustainable location, approximately 700m from bus stops on Guinea Hall Lane. GP, primary school and some shops are located in Banks; secondary school and further shops at Tarleton; employment facilities not prevalent in locality.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	Given the generally open nature of the surrounding area and the predominance of trees / hedging or open fencing, visual / acoustic privacy should be achieved via planting rather than fencing.
18. Can the site accommodate between 3 and 15 pitches?	N	Recent appeal was over one pitch; in theory capacity may exist for one further pitch on site.

Site 3. Sugar Stubbs Lane, Banks

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



Site from Sugar Stubbs Lane



Site from A565

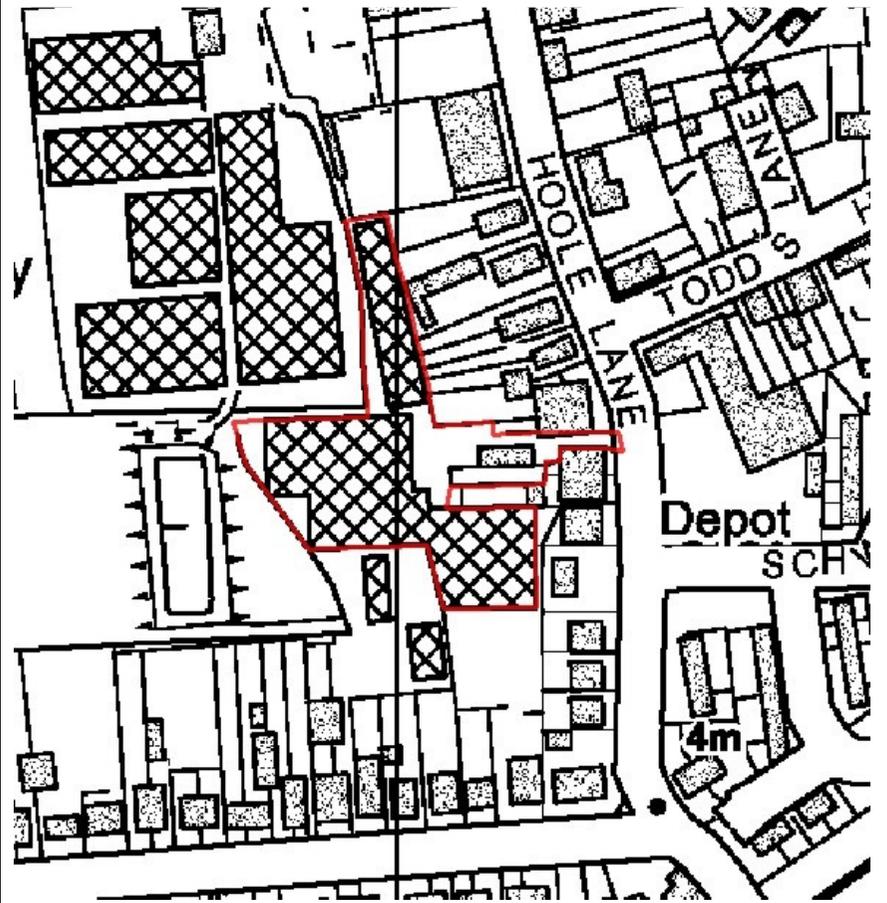


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site is in the hands of, and occupied by, Travellers.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	No significant physical constraints known.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Green Belt site, approximately 600m from Banks settlement boundary.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	This is a small site sufficiently far from any settled community to avoid issues of the site dominating the community. It is possible to access the primary road network passing only two other properties.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	Y	Overhead electricity cables less than 100m from back of site; main road within 150m of site. However, neither are considered to imply an unacceptable impact on site residents (holiday caravans and residential properties nearby are closer to the A565 / pylons). The site has already been occupied for a number of years.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No such constraints known about.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	M	Sugar Stubbs Lane is unclassified and narrow, although it appears wide enough for two vehicles to pass. It is necessary to use approximately 120m of Sugar Stubbs Lane to access the site from the A565. Site has separate gated access from adjacent dwelling.
9. Is the site in Flood Zone 2?	Y	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No nature conservation designation applies to site or to land nearby.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	No historic environment or landscape designation applies to site; historic landscape of local importance starts 100m to east of site.

to any historic environment or landscape designation?		
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Given the proximity of other houses, it is expected that these services are available or could readily be made available.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Banks (North Meols) is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	M	Access for emergency vehicles appears possible (given the site entrance is set back up to 10m from Sugar Stubbs Lane), although not ideal.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Due to the relatively small size of the site and limited number of pitches, its use as a Traveller site should not place undue pressure on local infrastructure and services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	M	Reasonably sustainable site, approximately 500m / 700m from nearest bus stop (depending on bus direction), from which services in Banks, Tarleton and Southport can be accessed. Access on foot to facilities mentioned is not a realistic prospect due to location of site away from Banks village.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	Y	Much of the site is already screened to an extent by existing trees / bushes / buildings. Screening at the south-eastern (back) edge of the site is necessary, as the site is highly visible from the westbound A565 east of Banks, and at the north western part, to screen the site from Sugar Stubbs Lane and Boundary Lane.
18. Can the site accommodate between 3 and 15 pitches?	Y	Recent planning application for five caravans; existing static caravan also on site; 3 pitches at 2 caravans per pitch.

Site 4. Land west of Hoole Lane, Banks

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

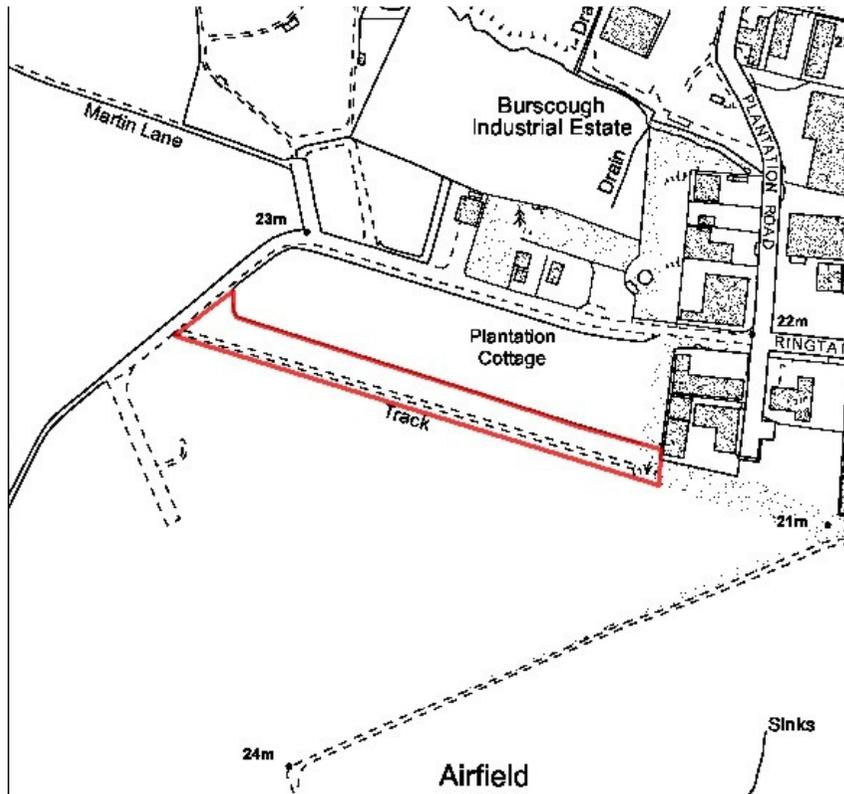


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?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

12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Given the site's location within a settlement, it is expected that appropriate services could be provided.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	?	Site has access to Hoole Lane, but getting onto the land rear of Hoole Lane may be problematic.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	The site is within the settlement of Banks, with generally adequate roads, infrastructure and services (drainage has been raised as a local issue). Provided the site were not too large, it should not place undue pressure on local services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is within 50m of bus stops on Hoole Lane. Access on foot possible to a number of services / facilities in Banks.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	Site overlooked by neighbouring two storey residential properties, although close board fencing already exists to screen some of the site from ground level. Western edge of the site leads to open land outside the settlement - planted screening more likely to be necessary here.
18. Can the site accommodate between 3 and 15 pitches?	Y	

Site 5. Land west of Ringtail Road, Burscough

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



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



Unadopted road

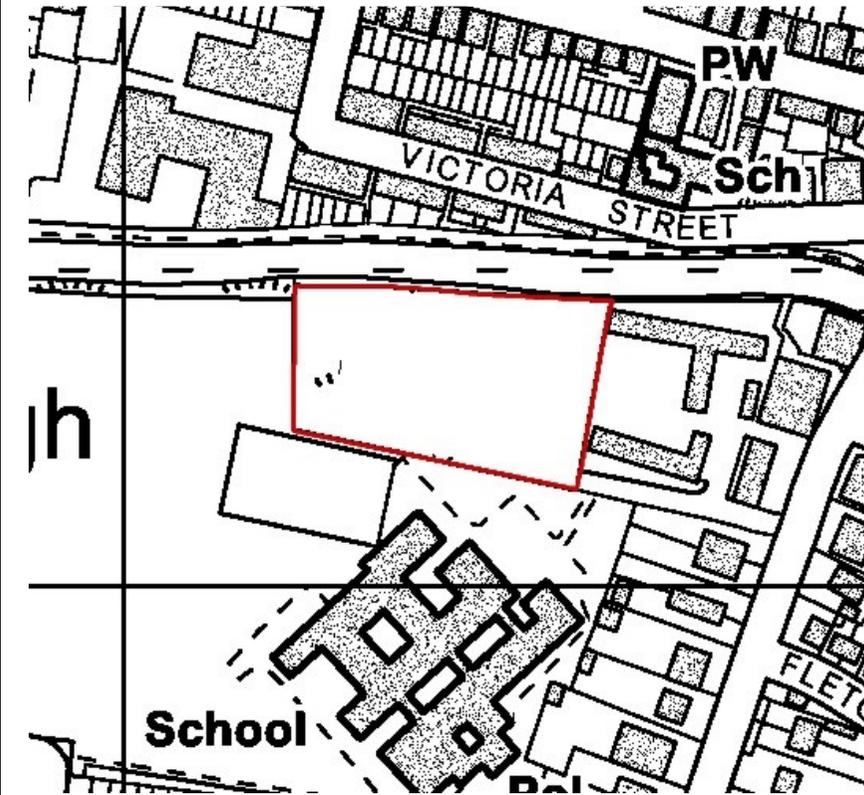


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Site originally submitted in Call for Sites, but subsequently declared to be no longer available for Traveller (Travelling Showpeople) development.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Green Belt, although adjacent to non-Green Belt industrial estate.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	M	The site is physically separated from predominantly residential areas, although there is one residential property approximately 100m from the site. Neighbouring residents / occupiers of industrial units have raised concern regarding the moving of Travelling Showpeople equipment in relation to planning application 2013/0629; it may be possible to mitigate some of these issues e.g. via conditions on timing and frequency of moving / storage of equipment.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	Y	Site abuts industrial area; mitigation in relation to visual impact may be possible by screening, but mitigation in relation to noise issues more difficult.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known of
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	?	Proposed site access (from planning application 2013/0629) involves travelling along 500m of unadopted road currently of poor quality, then 300m along the site access track.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	

11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	M	Site does not have services at present, but it adjacent to industrial area with services.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Burscough is an area of Travelling Showpeople need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	?	Access can be achieved, but is not ideal.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	M	This site was originally put forward as a Travelling Showpeople site. Whilst its occupation as such should not place undue pressure on 'social' / 'utilities'-type infrastructure, the type of large vehicles associated with this site may cause issues on the unadopted road leading to the most recent proposed site access.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	N	Site is approximately 2.4km by road to bus stops on A59 from the most recent proposed access to this site. Access to facilities would thus normally require private motorised transport. There is ready access to employment, however, on the adjacent industrial estate. Development of Yew Tree Farm nearby may result in certain services being more closely located.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	Site already well screened existing trees / bushes / buildings, many of them evergreen, although storage of significant amounts of fairground equipment likely to require more extensive screening.
18. Can the site accommodate between 3 and 15 pitches?	Y	Likely to be no more than 6 plots for Travelling Showpeople.

Site 6. Land west of The Quays, Burscough

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

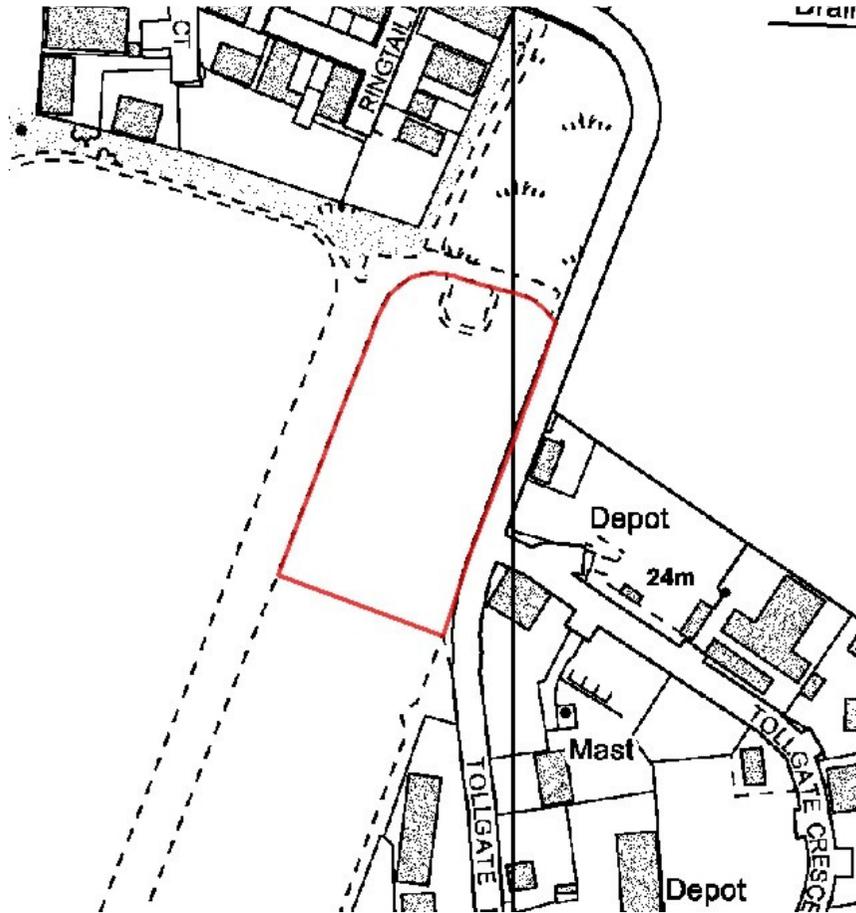


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Within the ownership of Travelling Showpeople. Availability limited to a particular group or family.
2. Is the site in Flood Zone 3?	N	No.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None known.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	N	
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	Longstanding site, already used and authorised as a Travelling Showpeople site. WLBC is unaware of any issues between the site occupants and the local settled community.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	No issues relating to these matters.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No significant physical constraints known about.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	Site is close to A59 but accessed via a narrow road between the site and the A59. Nevertheless, the site has functioned as a Travelling Showpeople site for several years using the existing access.
9. Is the site in Flood Zone 2?	N	No.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	Y	Site is subject to an open space designation and is adjacent to the Leeds Liverpool Canal (wildlife corridor designation).
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	Y	Site is within a "finger" of land in Burscough subject to a designation of 'historic landscape of local importance'.

12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Site has been in use a number of years; these services are presumed to exist.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Burscough is an identified area of Travelling Showpeople need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	Access appears less than ideal, but site has been in use as a Travelling Showpeople site for a number of years. It is presumed that if articulated lorries can access the site, then so can emergency vehicles.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	WLBC is unaware of any evidence that the existing site is placing undue pressure on local infrastructure, services and roads.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Sustainably located site, less than 100m from Burscough Centre and its facilities; it is approx. 200m from bus stops and 500m from Burscough Bridge Station. Site is within walking distance of most services and facilities.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	Y	Unfortunately, the evergreen hedge / trees screening the site were removed in 2012/13, greatly increasing the site's visual impact. Replacement planting / fencing would help screen the site.
18. Can the site accommodate between 3 and 15 pitches?	Y	Site is limited in size, and the number of Travelling Showpeople plots possible would be unlikely to exceed 10. (Current permission is for 10 plots.)

Site 7. Land west of Tollgate Road, Burscough

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

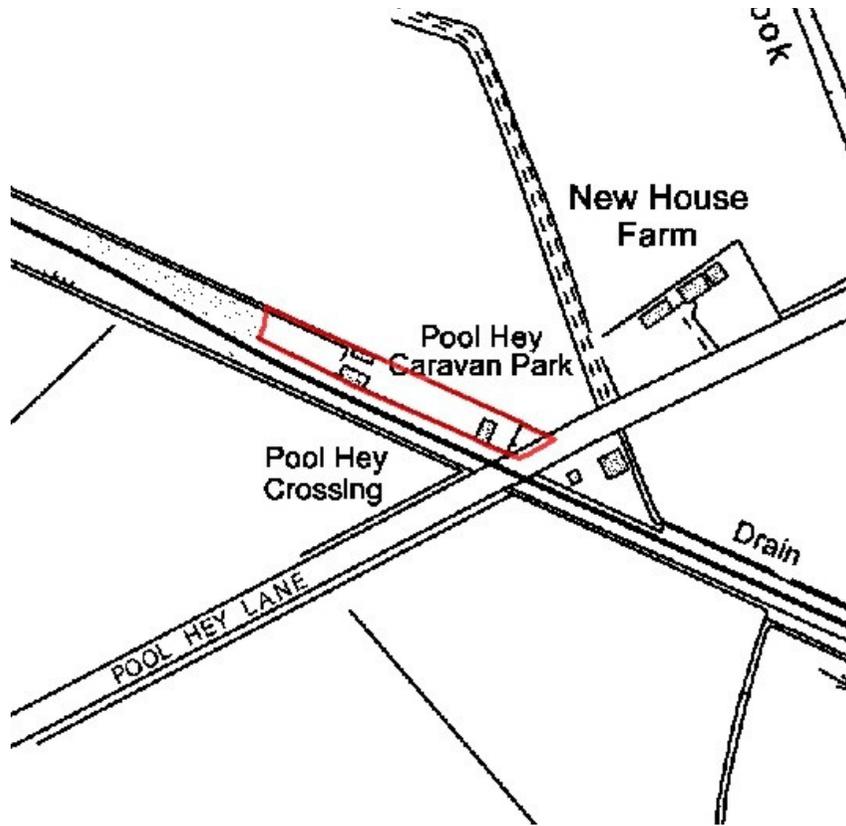


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Owner has confirmed the site is not available for Traveller development.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Site is within the Green Belt, but adjacent to the non-Green Belt area of Burscough Industrial Estate and the Yew Tree Farm Strategic Development Site.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	The site is separated from the settled community by (currently) undeveloped countryside and / or industrial development. The site is close to the edge of the Yew Tree Farm Strategic Development Site, but it is expected that this part of the site will be developed for employment uses, rather than residential. Site involves storage and manoeuvring of large vehicles. The site is adjacent to industrial uses and close to the edge of the Yew Tree Farm Strategic Development Site, where it is expected that employment uses will be located, and thus the movement and maintenance of vehicles and equipment should not impact unacceptable on neighbours.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	The site is adjacent to an industrial area, although this tends to be light industrial uses. Some existing properties on Lordsgate Lane nearby are less than 50m from similar industrial uses.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known about.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	Site lies adjacent to the spine road through Burscough Industrial Estate.
9. Is the site in Flood Zone 2?	N	

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

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

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



(Site viewed from across railway line)



(Site lies beyond the field in the foreground)

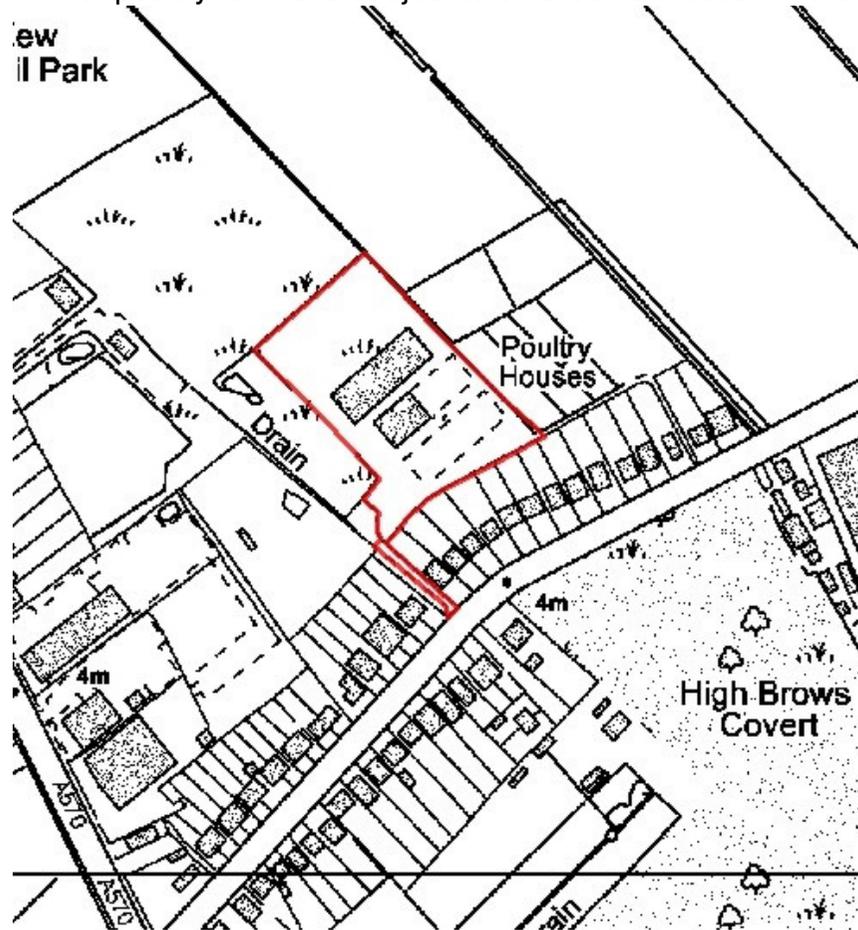


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site is in the hands of, and occupied by, Travellers.
2. Is the site in Flood Zone 3?	N	No.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None known of.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	The site is located within the Green Belt.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	Narrow linear site over 700m from the nearest residential area (although there are two properties close to the site). Site has been occupied by Travellers since the 1990s and the Council has no evidence of issues between the occupants of the site and the local settled community.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	M	Site is adjacent to Southport - Manchester railway line, and beside a level crossing. These should not have any greater impact on residents of the site than on other existing residential uses in the locality close to the railway line.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No physical constraints known about.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	M	Pool Hey Lane includes a narrow stretch of road with a passing place and is not an ideal access road to a Traveller site, plus is close to a level crossing. However, this lane has accommodated typical Traveller traffic for a number of years, and the Council is unaware of any significant highways issues resulting from the occupation of the site.
9. Is the site in Flood Zone 2?	N	Land the other side of the railway is in Flood Zone 2, but the site itself is not in Flood Zone 2 or 3.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	Y	Site is directly adjacent to the Martin Mere Mosslands Biological Heritage Site.

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

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

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



Site access from Pool Hey Lane



Southern portion of site

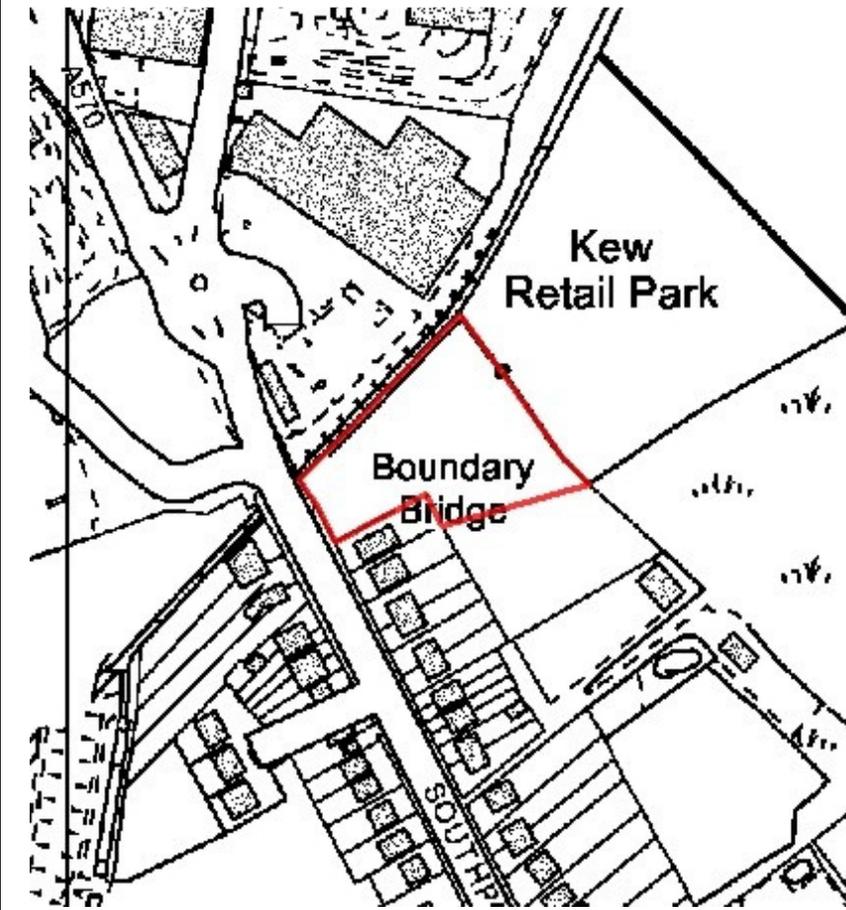


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Site was previously marketed, but is no longer for sale.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None known of.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Site abuts the Brown Edge settlement area.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	M	The site is directly adjacent to a row of bungalows, but is subject to no other "natural surveillance". It is unlikely that peaceful and integrated co-existence could be achieved between the two uses.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	No such processes, etc. are situated adjacent or close to the site. The closest part of Southport landfill site is approximately 500m from the site, but other residential properties are closer to the landfill site than this site is.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	M	The site is adjacent to a former agricultural building (poultry shed) that, judging by appearance, may have roofing that contains asbestos. If the site were to be proposed for allocation, this would need to be subject to further careful investigation.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	The site is within 250m of the A570. Access would involve using a stretch of Pool Hey Lane which is an unclassified residential road. However, commercial vehicles associated with the Kershaws Foods business further along Pool Hey Lane, as well as farm traffic, use this part of Pool Hey Lane.
9. Is the site in Flood Zone 2?	Y	Site is wholly within Flood Zone 2; parts of the site are less than 50m from Flood Zone 3
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	None.

to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	Y	The site is directly adjacent to an Area of Landscape History of County Importance.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Given the proximity to residential and commercial properties on Pool Hey Lane, it is assumed that provision of utilities and drainage should be achievable.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Scarisbrick is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	The site is close to the A570. Access would involve using a 250m stretch of Pool Hey Lane which is an unclassified residential road. However, commercial vehicles associated with the Kershaws Foods business, as well as farm traffic, use this part of Pool Hey Lane.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Given residential uses (and, by implication, services and infrastructure) in the proximity of this site, it is expected that its use for Travellers should not place undue pressure on local services or infrastructure, provided the site were not too large.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	The site is approximately 350m from bus stops on the A570; access to general facilities is on the whole beyond typical walking distances.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	Screening between the site and neighbouring residential properties (presumably close board fencing) would result in these properties losing their current open outlook, although the current view is somewhat interrupted by derelict poultry sheds. Fencing or screening between the site and the currently open countryside to the north east would have a visual impact and could affect an area of landscape history importance.
18. Can the site accommodate between 3 and 15 pitches?	Y	

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

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

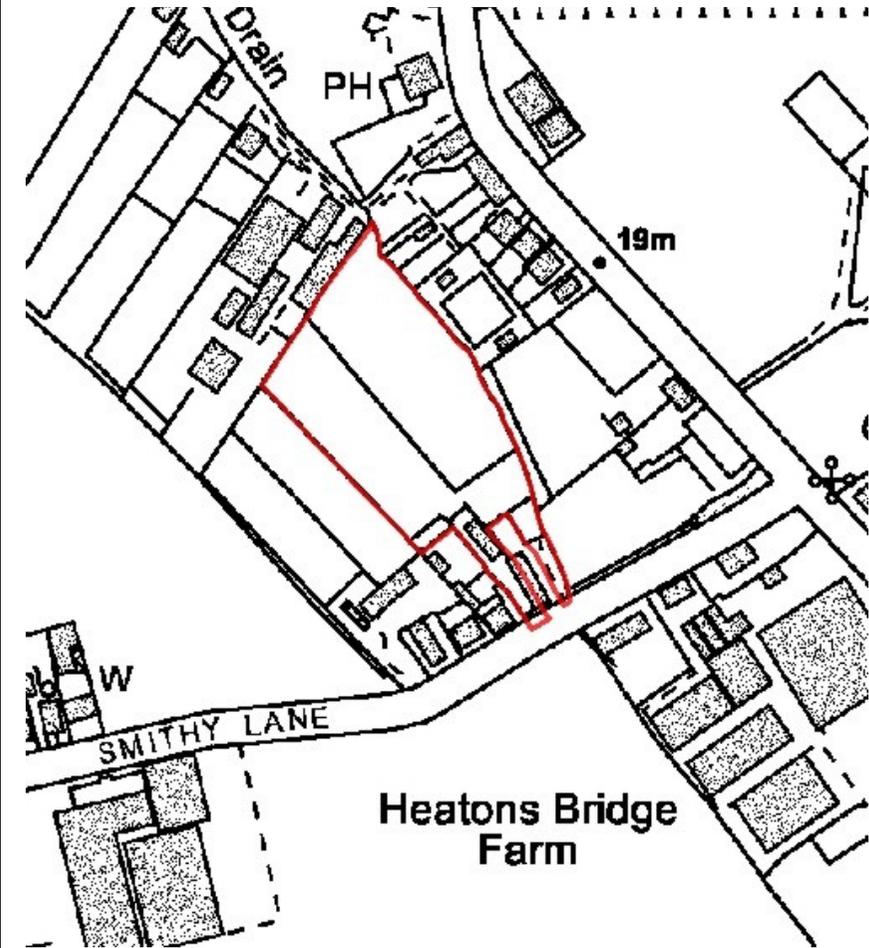


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Site purchased on behalf of a developer with a view to development for housing; site is not available for consideration as Traveller accommodation.
2. Is the site in Flood Zone 3?	N	Land beyond site is in Flood Zone 3, but not the site itself.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	Site has physical constraints, but these can be overcome.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	N	Adjacent to Green Belt, but not within it.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	The site is directly adjacent to one residential property, but given its location on a main road and neighbouring uses (including commercial), the overall impact of this site on neighbouring properties should be less than the overall impact of the High Brow Farm site nearby.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	M	Site is 200m (as the crow flies) from Foul Lane waste disposal centre, with a landfill site beyond, although it is separated by a watercourse and retail units. Mitigation by way of appropriate screening should be possible. The site has been considered as a housing site, and these issues have not precluded the principle of housing on the site.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	M	Site has extensive hardstanding and there is evidence of land stability issues in the immediate area. Site is directly adjacent to a watercourse.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	Site lies directly on the A570.
9. Is the site in Flood Zone 2?	Part	The part of the site fronting the A570 is not in Flood Zone 2; south-eastern part of the site is in Flood Zone 2.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	Site is just over 100m from the edge of an area designated as Area of Landscape History of County Importance.

to any historic environment or landscape designation?		
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Site does not currently appear to have these services, but given its location, these services should be straightforward to provide.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Scarisbrick is an identified area of Traveller need; this site lies on the edge of Scarisbrick.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	Site has direct access onto the A570.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	The site is located close to the edge of a sizeable settlement with associated levels of infrastructure and services. The site's development should not place undue pressure on these services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is adjacent to A570 with its bus services direct to Southport and Ormskirk centres. Site is within easy walking distance of supermarket and other shops. Other services are easy to access via public transport.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	Y	The dwelling adjacent to the site has a close board fence in place at the side and rear of the property. The north western boundary has trees / bushes. Land at the back of the site is overgrown / scrubland. Introduction of visual screening at the back of the site should not lead to an unacceptable visual impact on the site's surroundings. More careful attention would need to be paid to the front of the site, and to the boundary between the site and the adjacent residential property.
18. Can the site accommodate between 3 and 15 pitches?	Y	Capacity of the site would be expected to be at the lower end of the scale (possibly 4 pitches), given adjacent residential use and proximity of Green Belt and Flood Zone 2.

Site 11. Land rear of 281 Smithy Lane, Scarisbrick

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



Rear of site viewed from further west along Smithy Lane



Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	Y	Site is directly adjacent to a number of residential properties.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	The only nearby use that could be considered to have negative impacts is a mushroom farm (150m away), but there are several residential properties as close, or closer, to this use.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known about
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y/N	Site is close (<100m) to the B-classified Heatons Bridge Road, although has less than ideal access onto Smithy Lane, especially for larger vehicles associated with Travellers. Access to the site is narrow and would be directly beside a residential property (283 Heaton's Bridge Road). Site submitted has raised the possibility of the demolition of 281 Smithy Lane to aid access.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject	N	

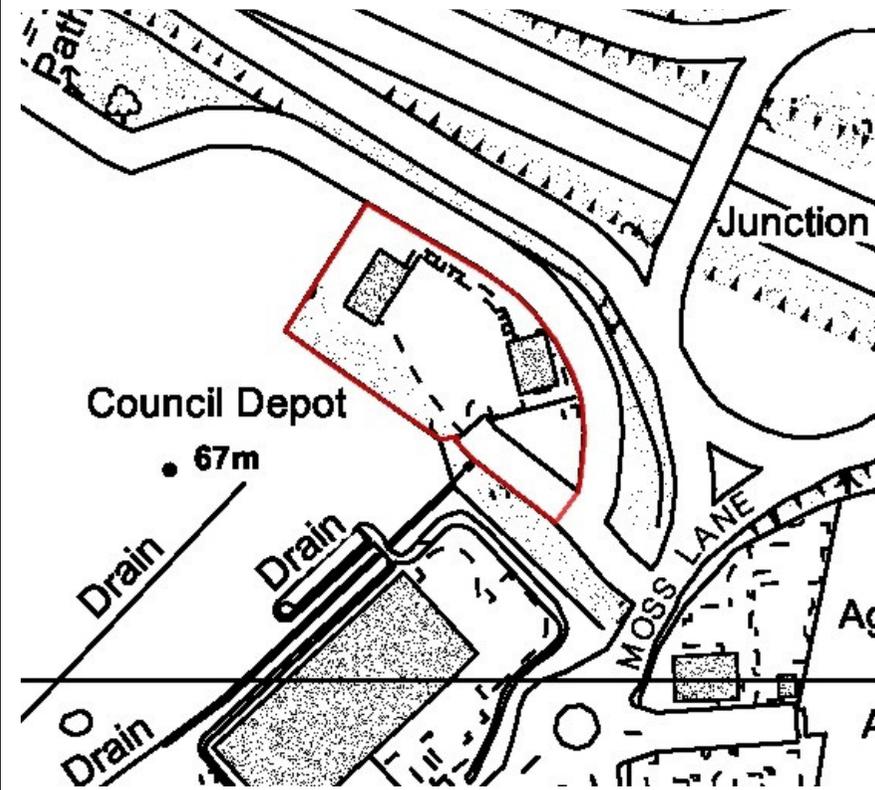
to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	Y	Site is within an Area of Landscape History of Local Importance.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	The site is within an area with several residential and a small number of commercial properties, and thus it is expected that there is adequate utility infrastructure provision in the area to also serve this site.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Scarisbrick is an area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	N	Access to the site is narrow and would be directly beside a residential property (283 Heaton's Bridge Road). Site submitted has raised the possibility of the demolition of 281 Smithy Lane to aid access.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	The site is within a semi-rural area with several residential and a small number of commercial properties nearby, and thus it is expected that there is adequate infrastructure provision in the area to 'absorb' the use of the site for Travellers, especially as the site is relatively small and would not accommodate a significant number of pitches (unlikely to be no more than 4). There are few local services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is within 150m of bus stops on Heaton's Bridge Road with hourly services in each direction to Ormskirk and Southport. The services listed in the criterion are generally beyond typical walking distance, and would need to be accessed by public transport or private motor vehicle.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	Achieving visual and acoustic privacy would probably entail close board fencing which may be in keeping with boundary fences for neighbouring residential uses, but not with the more open land to the south west of the site, which would be likely to require planting, needing time to become established.
18. Can the site accommodate between 3 and 15 pitches?	Y	Given the size and nature of the site, it would be unlikely to accommodate more than 4 pitches.

Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	The owner of the eastern section of the site has not indicated any willingness to sell the land as a Traveller site. The owners of the open, western section of the site has stated that they are not willing for this part of the site to be considered as a Traveller site.
2. Is the site in Flood Zone 3?	Part	The site is within Flood Zone 2 and Part within Flood Zone 3, therefore reducing the developable area.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	M	Access likely to rule out this site.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Site is within the Green Belt, although adjacent to the Mere Brow settlement
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	M	Site is adjacent to the small settlement of Mere Brow, but is separated from residential properties by the A565 dual carriageway. This physical barrier may increase the possibility of peaceful co-existence, but the possibility of integrated co-existence is not a foregone conclusion.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	With the exception of power cables (although not high tension [>100kV] power lines) over the site, none of the stated uses are next or near to the site. Site is adjacent to the A565 dual carriageway, but a number of other residential properties in the area are equally close to the same road.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	No contamination known of, although minor contamination may be present on account of site's previous use as a County Council depot.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y/N	Site lies directly on the A565. However, direct access onto this 50mph speed limit section of the A565 dual carriageway is likely to be problematic, given vehicles accessing the site may be slowing to almost a standstill.
9. Is the site in Flood Zone 2?	Y	Land beside Tarleton Runner is in Flood Zones 2 (typically 20-25m from the watercourse) and 3 (typically 15-20m from the watercourse). This would not preclude the use of the site as a Traveller site, but would require caravans to be located away from the Flood Risk area, significantly decreasing the net developable area and the site capacity.

10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	None known.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	None known.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	Presumably the previous depot had mains water and electricity; given the proximity to Mere Brow village, connection to these services should be feasible in future.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	N	Mere Brow is not in itself an identified area of Traveller need, but it is close to Banks / North Meols, an area of need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	M	Site lies directly on the A565; site should be accessible by emergency vehicles, although the site is probably too small for a fire engine to drive into, and move around, the site
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	The site should not place undue pressure on local infrastructure, services and roads. As local services are limited, it is likely the site's occupants will travel to access services elsewhere (e.g. Banks, if this site is to meet Traveller accommodation needs arising in the Banks / North Meols area).
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is within 550m of bus stops on A565 (and within 300m of bus stop on Mere Brow Lane). Limited facilities within walking distance at Mere Brow; access to the majority of facilities would be likely to require public transport or private motorised transport.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	The site is mostly screened from the adjacent A565 by hedging. Vegetation along the Tarleton Runner watercourse screens the majority of the site from the east, and vegetation along the 'inner western boundary' screens the site from the west. Full acoustic privacy unlikely to be achievable from the adjacent A565 without more significant impact on the surroundings.
18. Can the site accommodate between 3 and 15 pitches?	N	Only the eastern part of the site is considered a deliverable Traveller site, but given the area at risk of flooding, this site would only be able to accommodate a small number of pitches (possibly no more than 2).

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

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

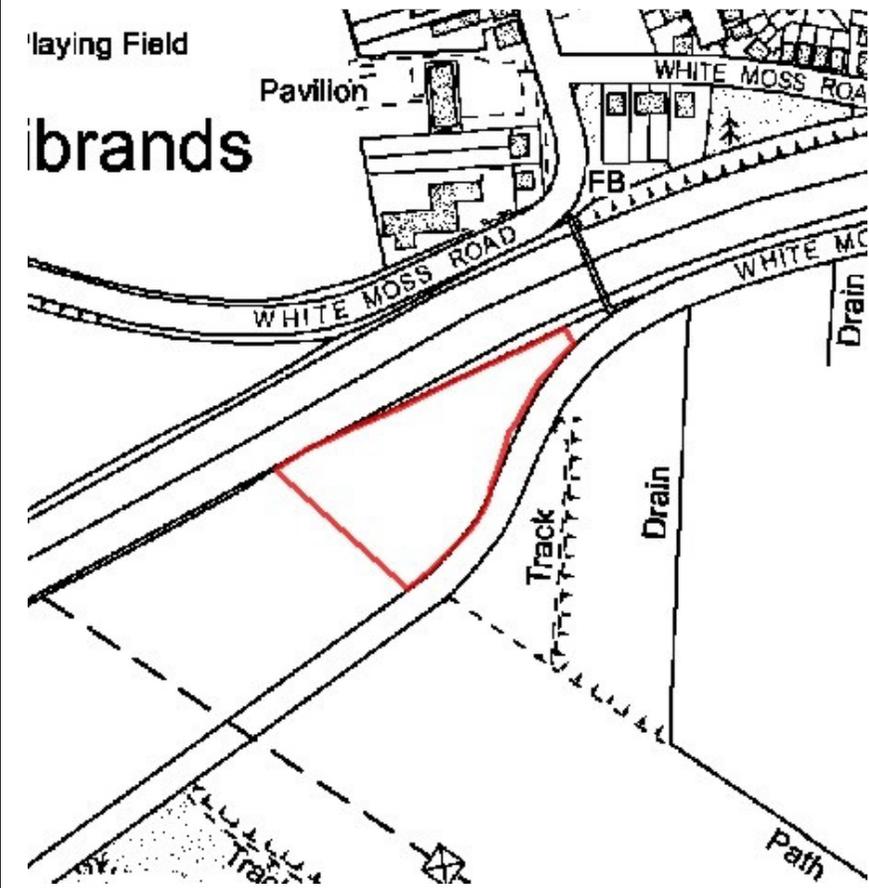


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	Site owners (Highways England) have advised that the site is not available for sale.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Site abuts the non-Green Belt White Moss Business Park.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	M	Site is physically separate from nearest settled community. The site's use as a Traveller site is likely to impact on the 'flagship' White Moss Business Park nearby. Use of this site as a transit site should have no greater visual impact than the site's previous highways-related use. Site is screened by trees from neighbouring business park and motorway junction.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	Y	Site is less than 100m from the M58 motorway and within 500m of a hazardous waste facility.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	Y	Site has extensive hardstanding, and currently appears derelict. Minor contamination may be possible on account of site's previous use as a Highways Agency depot.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	Site has direct access to Junction 4 of the M58.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No historic environment, landscape or nature conservation designation in vicinity of site, apart from M58 (designated as a major wildlife corridor - but this site's use as a Traveller site should not impact upon any nature conservation attributes of the M58).

11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	It is expected that these services exist as a result of the site's previous use, or if not, they should be readily achievable given the business park nearby.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Skelmersdale is an identified area of Traveller need, in particular Transit accommodation.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	Site has direct access to Junction 4 of the M58.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Site is away from "typical residential" infrastructure and services; its proposed use as a Transit site should result in the site only being occupied occasionally. Being close to a business area, it is expected that its use would not place undue pressure on local infrastructure.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	M	Site is just over 1km on foot from bus stops on Railway Road; this involves crossing a motorway junction. Access to facilities is thus likely to require private motorised transport.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	Y	Site is surrounded by an existing security fence and is screened by a belt of (deciduous) trees from the neighbouring business park and motorway junction uses.
18. Can the site accommodate between 3 and 15 pitches?	Y	

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

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

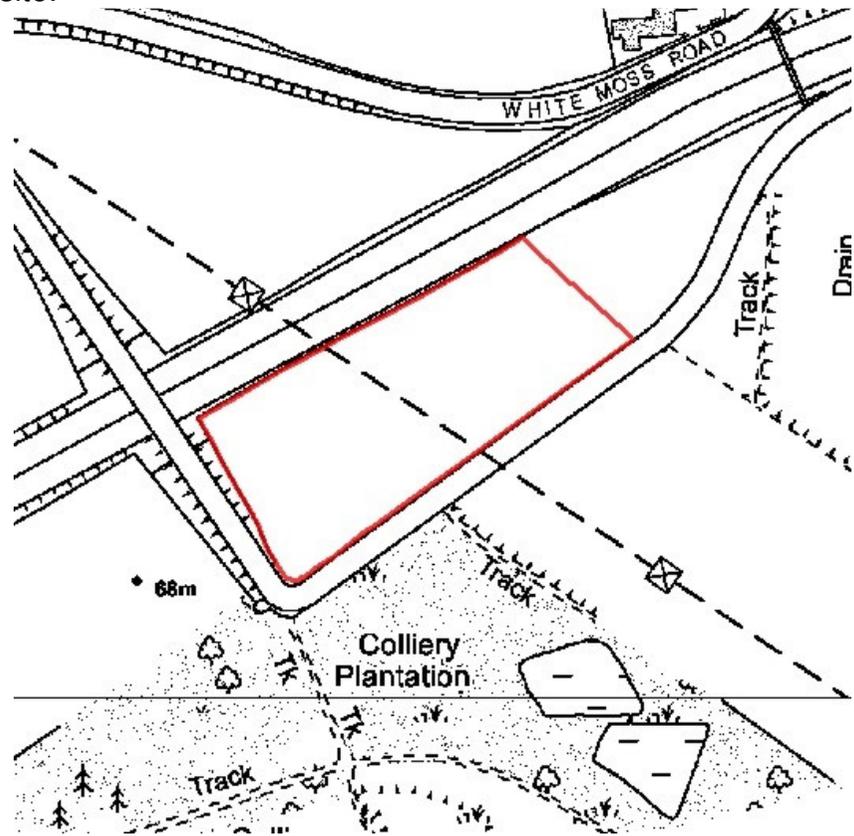


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site submitted for Traveller use during the 2015 Call for sites exercise.
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	Y	Western boundary of the site coincides with an underground petrochemical pipeline, categorised as a Major Hazardous Installation; this has significant buffer zones that rule out most of the site from consideration.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	The site is located within the Green Belt
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	Site is physically separate from nearest settled community. There is just one residential property approximately 300m along White Moss Road South; residential properties on White Moss Road are closer as the crow flies, and whilst separated by the M58, there is a footbridge close to the site. Site is reasonably screened (provided existing trees, etc. are retained), and the adjacent motorway already has significant visual and acoustic impact, so the impact of the site should be limited and can be mitigated.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	Y	Site is adjacent to M58 motorway and within 200m of a Whitemoss Landfill Hazardous Waste site, which has recently been granted development consent to expand and continue operations until 2035.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	Whilst the site itself has no known constraints, it is surrounded by unneighbourly uses (motorway, landfill, pipeline).
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	White Moss Road South is narrow and of sub-optimal quality. However, a significant stretch of the road is used by landfill HGVs. Other than these, the road is relatively quiet; it should thus be able to accommodate typical Traveller vehicles, although being narrow, it is not ideal.
9. Is the site in Flood Zone 2?	N	Not in Flood Zone 2

10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No nature conservation issues.
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	No historic environment or landscape designation.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	M	The site does not currently have these utilities / drainage given its separation from other built development. It is unclear how easy it would be to provide mains water / electricity / drainage, although they exist nearby.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Skelmersdale is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	White Moss Road South is narrow and of sub-optimal quality. However, a significant stretch of the road is used by landfill HGVs, and thus presumably emergency vehicles could also access the site.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	There is very little local infrastructure / services in the immediate area. Skelmersdale has ample facilities / services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	M	Site is 650m / 750m from bus stops on Liverpool Road (using the footbridge over the M58). However, given the generally "detached" location of this site, it is probable that access to services and facilities would be reliant on private motorised transport.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	M	Site is reasonably well screened by existing vegetation; this should be retained and added to in order to provide visual privacy. Given the location adjacent to the M58, acoustic privacy would be difficult to obtain without substantial close board fencing, which would look incongruous at this location, even against the backdrop of the motorway.
18. Can the site accommodate between 3 and 15 pitches?	?	In theory, the site could accommodate between 3 and 15 pitches, but the Major Hazardous Installation constraint rules out the majority of the site and the shape of the site is such that it would be unlikely to be able to accommodate more than 2 pitches.

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

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



View over site from M58 bridge



Site from White Moss Road South

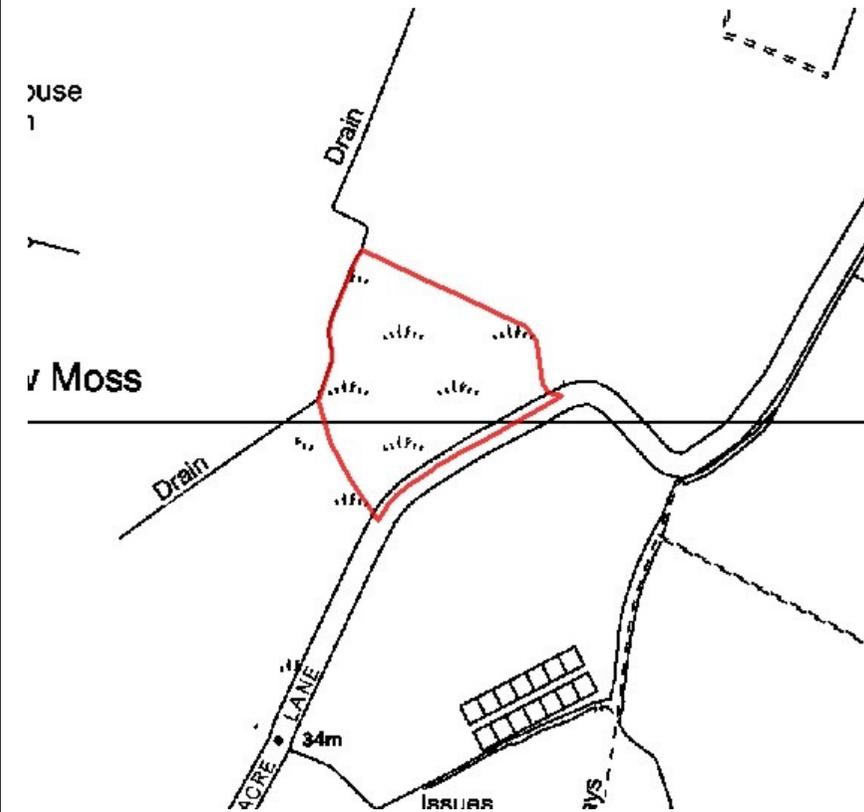


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	N	
2. Is the site in Flood Zone 3?	N	
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	Y	Oil and high pressure pipelines run close to the site, declared by Health and Safety Executive to be a Major Hazardous Installation; site is included within the buffer zones.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	Site is open and in agricultural use; its use as a Traveller site would have visual impact and lead to loss of Grade 1 agricultural land. Screening by appropriate planting possible in theory, but would take several years to become established.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	Site is physically separate from nearest settled community. There is just one residential property approximately 400m along White Moss Road South; residential properties on White Moss Road are closer as the crow flies, and whilst separated by the M58, there is a footbridge close to the site.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	Y	Site is adjacent to M58 motorway and within 300m of a hazardous waste facility. An ethylene pipeline runs close to the eastern boundary of the site. High tension electrical wires cross the western half of the site.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	Y	Contamination unlikely given current agricultural use. See comment about (criterion 3) re. oil and high pressure gas pipelines.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	Y	White Moss Road South is narrow and relatively quiet; it should thus be able to accommodate typical Traveller vehicles, although is not ideal.
9. Is the site in Flood Zone 2?	N	
10. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any nature conservation designation?	N	No historic environment, landscape or nature conservation designation in vicinity of site, apart from M58 (designated as a major wildlife corridor - but this site's use as a Traveller site should not impact upon any nature conservation attributes of the M58).
11. Is the site within, adjacent to (i.e. within 25 metres of), or close	N	

to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?		
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	N	The site does not currently have these utilities / drainage given its separation from other built development. It is unclear how easy it would be to provide mains water / electricity / drainage.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	Skelmersdale is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	Y	
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	M	Site is 700m / 800m from bus stops on Liverpool Road (using the footbridge over the M58). However, given the generally "detached" location of this site, it is probably that access to services and facilities would be reliant on private motorised transport.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	?	This rectangular site is currently open on its "long sides". Achieving visual and acoustic privacy in the short term would require close board fencing (or more significant measures, given proximity to M58) which would look incongruous at this location. Planting would take several years to become sufficiently established to screen the site / fencing.
18. Can the site accommodate between 3 and 15 pitches?	Y	If the whole site were used, it could possibly accommodate 15 pitches; however, given constraints such as the overhead power lines, a more appropriate capacity would be in the order of 8 pitches.

Site 16. Land at Blackacre Lane, Ormskirk

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

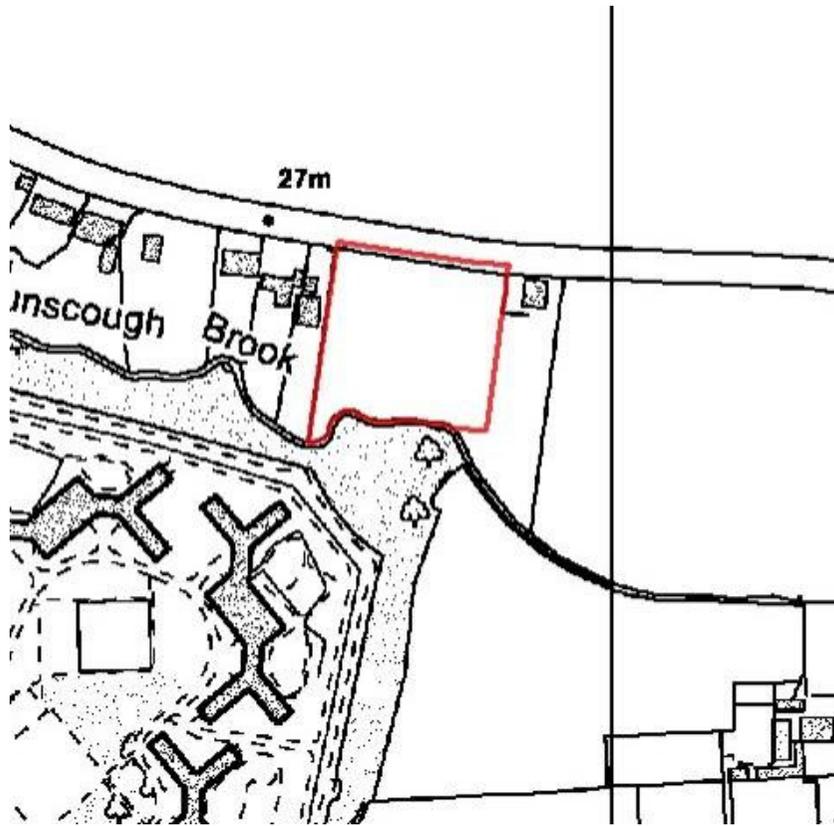


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?	Y	Site is owned by Travellers; currently used for grazing horses.
2. Is the site in Flood Zone 3?	N	The site is not within Flood Zone 3.
3. Is the site subject to any physical or other constraints to delivery that could not be reasonably overcome and that would rule out its use as a Traveller site?	N	None known of.
Tier 2 Criteria		
4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?	Y	The site is within the Green Belt. Its open and slightly elevated nature means that its use as a Traveller site would have a significant visual impact, as well as the inevitable impact on openness.
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?	N	Site is physically separate from the built-up area of Ormskirk, although relatively close by (350m to the nearest housing). Provided the site were not large-scale, it should not dominate the settled community.
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line?	N	Former sewage works nearby, but this use ceased several years ago and not considered to have any significant impact on the site.
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?	N	None known of.
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical traveller vehicles?	N	Blackacre Lane is a narrow lane (not much wider than single track) with a number of bends, and not likely to be suitable for the larger vehicles typically associated with Travellers. Access from Ormskirk (A570 via Heskin Lane, or A59 via Grimshaw Lane) would be easier than access from Burscough (A59 / B5242 Pippin Street) as this would entail less distance travelled along Blackacre Lane, but would mean Traveller traffic passing through residential areas of Ormskirk. Site lies on a bend on the lane, but at present has two gated accesses.
9. Is the site in Flood Zone 2?	N	The site is not within Flood Zone 2.
10. Is the site within, adjacent to (i.e. within 25 metres of), or close	N	No nature conservation sites in the vicinity.

to (such that it would materially affect) any area of land subject to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	No historic environment or landscape designations affecting the site.
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	M	Site does not currently have these services. It is unclear how easily they could be provided, but it is noted that the site is within 400m of the urban area of Ormskirk with its services / utilities.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	N	Ormskirk is not an identified area of Traveller need. The nearest area is Burscough, >2km by road.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	N	Blackacre Lane is a narrow lane (not much wider than single track) and not likely to be suitable for the larger vehicles.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	N	Given proximity to Ormskirk and all its services / infrastructure, it is unlikely that the use of this site for Travellers would place undue pressure. However, see comment above on road access.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is 600-650m from nearest bus stops. Ormskirk has a full range of facilities; site is within walking distance of education and local shops; other services accessible via public transport.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	N	Site is a metre or so higher than Blackacre Lane, so to provide visual and acoustic privacy would result in greater visual impact on the site's generally flat surroundings than a site level with the road. There is no natural screening between the site and Blackacre Lane at present.
18. Can the site accommodate between 3 and 15 pitches?	Y	

Site 17. Land at Butchers Lane, Aughton

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

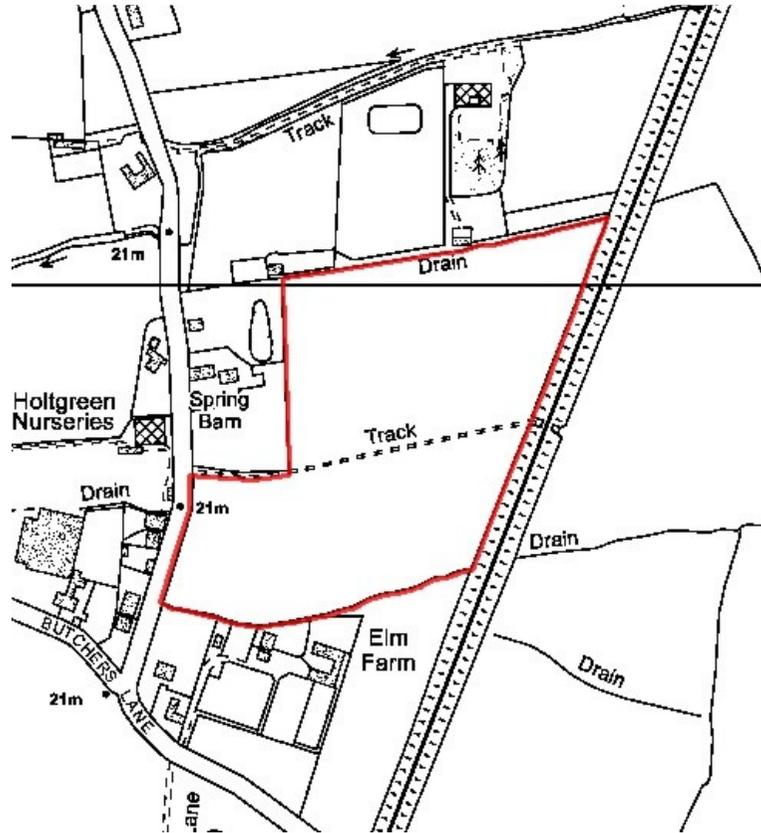


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?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

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

Site 18. Land east of Brookfield Lane, Aughton

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

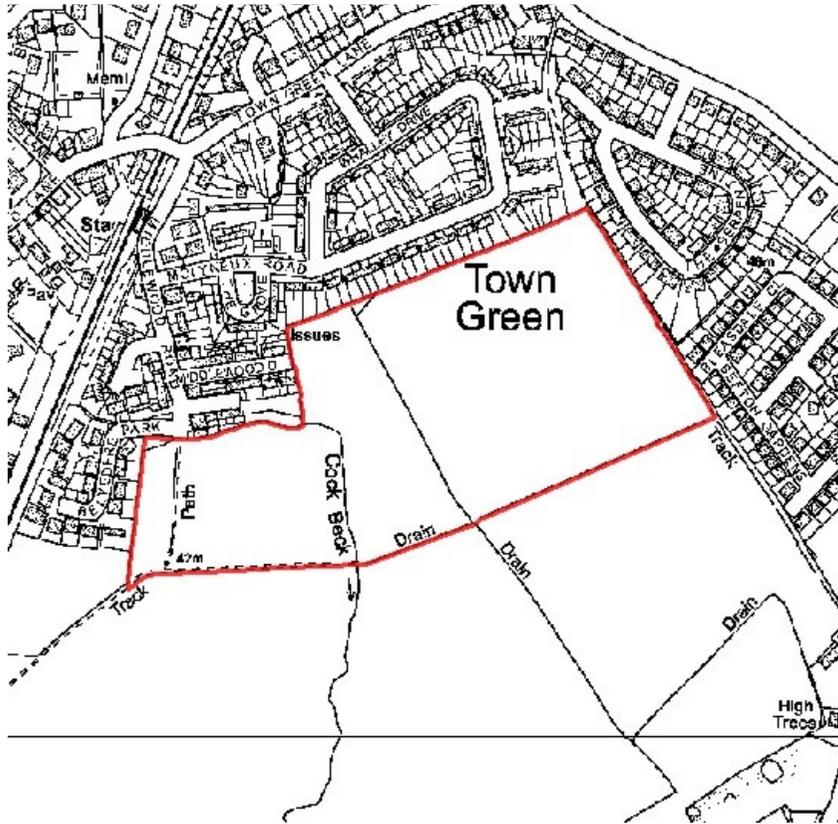


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?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

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

Site 19. Land east of Middlewood Drive, Aughton

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



View over site from western edge

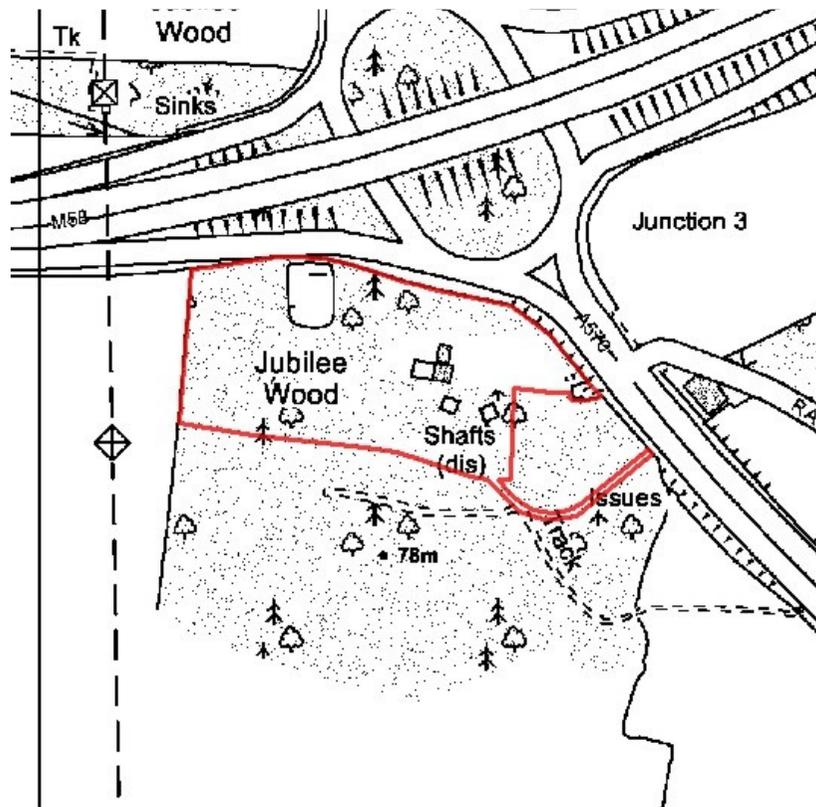


Criterion	Y/N/M	Comments
Tier 1 Criteria		
1. Is the site available for Traveller development? i.e. is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?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

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

Site 20. Former Bickerstaffe Colliery, Jubilee Wood, Bickerstaffe

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



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

to any nature conservation designation?		
11. Is the site within, adjacent to (i.e. within 25 metres of), or close to (such that it would materially affect) any area of land subject to any historic environment or landscape designation?	N	
12. Does the site have services (e.g. mains water, electricity, sewerage) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?	Y	It is unclear how easy it would be to provide services, although it is noted that there are commercial and residential buildings within 100m of the site, so it is assumed that services exist in the vicinity of the site.
Tier 3 Criteria		
13. Is the site in an identified area of Traveller need?	Y	M58 corridor is an identified area of Traveller need.
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?	?	See comments at 8 above.
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?	-	There is little local infrastructure / services.
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes walk) of, or is it possible to access by transport modes other than private motor vehicle: - An appropriate health facility - Education (in particular a primary school) - Employment - Shops - Other necessary services?	Y	Site is 450m from bus stops on the A570, although walking to these bus stops entails crossing Junction 3 of the M58 (roundabout / under a flyover). Few local services, so services would need to be accessed by bus or private motor vehicle.
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?	Y	Site is surrounded by woodland, which provides natural screening. Acoustic privacy difficult to achieve given the proximity of the M58 motorway, but residential properties elsewhere lie equally close to the motorway.
18. Can the site accommodate between 3 and 15 pitches?	Y	

**West Lancashire Borough Council
Provision for Traveller Sites DPD:
Options and Preferred Options
Interim Sustainability Appraisal Report
October 2015**

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West Lancashire Borough Council**

WEST LANCASHIRE



LOCAL PLAN

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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 document that has been appraised is the Provision for Traveller Sites Development Plan Document – Options and Preferred Options (‘the Traveller Sites DPD’), an early draft of a development plan document (DPD) being prepared by West Lancashire Borough Council. The DPD’s purpose is threefold – firstly to set out the accommodation needs of Gypsies and Travellers or Travelling Showpeople (referred to hereafter as ‘Travellers’), secondly to provide a policy against which proposals for Traveller sites for can be assessed, and thirdly to allocate a number of specific sites 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, 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>

The consultants AECOM have provided a critical review of a draft version of this Interim Appraisal, including guidance as to the content of the report. Many of the consultants’ recommendations have already been taken on board in this document; the remainder will be addressed in a future iteration of this Appraisal, to accompany the Publication version of the DPD.

Table 1.1 overleaf outlines how this Interim 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

Information required by the SEA Directive	Existence of this information in the Traveller Sites DPD SA report
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 - Appendix 2.
Characteristics likely to be affected.	Baseline data - Appendix 2.
Existing environmental problems.	Baseline data - 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 addressed in SA Report for Final DPD

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 implications of the Regulations for the Traveller Sites DPD are that a report is required to be published for consultation alongside the draft plan, in this case the Options & Preferred Options document, that 'identifies, describes and evaluates' the likely significant effects of implementing the Provision for Traveller Sites DPD, and any 'reasonable alternatives' that have been identified. The report must then be taken into account, alongside consultation responses, when finalising the DPD.

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 final 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 and Development Plan Documents. This approach is reiterated within paragraph 165 of the National Planning Policy Framework.

An SA is a methodology for assessing strategy and policy (in this case the Traveller Sites DPD), investigating whether such plans, policies or programmes are likely to promote a sustainable pattern of development, and where possible, seeking to avoid or mitigate any negative social, environmental and economic effects.

In order to establish the most important sustainability issues, this report draws upon the SA of the West Lancashire Local Plan 2012-2027 (which covers the whole Borough) and reviews the relevant evidence and baseline data in order to inform and support the assessment of the Provision for Traveller Sites DPD.

Alternative options for potential site allocations, and the criteria for site selection for the Traveller Sites DPD have been considered, and the potential environmental, social and economic effects have been assessed for each option.

In summary, the Sustainability Appraisal Report does the following:

- Describes the purpose and content of the DPD, and the policy context within which it sits.
- Outlines the approach to sustainability appraisal (i.e. the methodology).
- Provides signposts to the baseline evidence supporting the DPD and against which the effects of the policies and potential candidate sites will be assessed.
- Outlines and evaluates the Local Plan objectives directly relevant to the DPD.
- Identifies and evaluates the environmental, economic and social effects 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 findings of the SA have influenced the draft Provision for 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), first published in March 2012 alongside the NPPF, and updated in August 2015. Paragraph 10 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 in 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. 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 fulfil the requirement set out in PPTS to allocate specific deliverable sites to provide a five year supply of land to meet Traveller accommodation needs. 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 in May 2013 which included a commitment to prepare a Provision for Traveller Sites DPD, to provide the local planning policy for West Lancashire relating to provision for Gypsies & Travellers and Travelling Showpeople and the anticipated timescales for the preparation of this DPD.

Content and Objectives of the Provision for Travellers Sites DPD

The Provision for Traveller Sites DPD ('Traveller Sites DPD') comprises the following elements:

1. A statement of objectively assessed accommodation needs for Gypsies and Travellers and Travelling Showpeople ('Travellers');
2. A criteria-based policy against which planning applications for Traveller sites can be assessed (these criteria would also be relied upon in enforcement and appeal cases); and
3. Site-specific allocations for Traveller accommodation.

The objective of the DPD is to meet, as far as is practically possible, the accommodation needs of Travellers where they arise in West Lancashire, in a way which minimises impact upon the settled community and the environment, and which provides a suitable location for Travellers to reside, free for example from unacceptable risks to health.

In terms of the three primary elements of the DPD:

1. The Borough Council participated in the Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment (August 2014), which concluded that the need for new Traveller accommodation in West Lancashire, additional to that which already has permission, is as follows:
 - 14 pitches¹ on permanent Gypsy and Traveller sites by 2018, rising to 22 pitches by 2033;
 - 4 transit pitches; and
 - 1 yard for Travelling Showpeople with at least 1 residential plot.
2. The proposed criteria-based policy is based upon national policy, as set out in PPTS, tailored to West Lancashire's specific circumstances. The recently-cancelled "Designing Gypsy and Traveller Sites: Good Practice Guide" was also used to shape the criteria, although the weight attributed to criteria based solely on this document is limited, given the document has been withdrawn by the government.
3. Whilst it is the intention of the Council to meet locally-arising Traveller accommodation needs in full, the draft DPD sets out the difficulties that have been encountered in searching for deliverable or developable sites ('deliverable' is defined as available now, in a suitable location, and achievable with a realistic prospect that the site can be developed within five years; developable defined as in a suitable location for traveller site development and having a reasonable prospect that the site is available and could be viably developed at the point envisaged). As a result, the current draft DPD is not able to propose for allocation sufficient sites to meet the identified Traveller accommodation needs, and instead proposes the allocation of a smaller number of sites.

¹ The general term "pitch" refers to an area of land which would accommodate a Traveller household. It is generally accepted that a pitch should have space for a touring and static caravan, as well as for parking and an amenity block. Typically, therefore, one would expect two caravans per pitch.

The Traveller Sites DPD covers the whole of West Lancashire Borough, as shown in Figure 1 below (West Lancashire is the lighter shaded area containing Burscough, Ormskirk and Skelmersdale):

Figure 1: West Lancashire - geographical context



This (Interim) Sustainability Appraisal Report covers the Options and Preferred Options version of the Traveller Sites DPD.

Preparation of the Traveller Sites DPD

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 preferred 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 and appropriate changes will be incorporated into the subsequent ‘Publication’ version of the DPD. 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. The Publication version of the DPD will be consulted on alongside an SA Report that will meet the requirements of the SEA Regulations. If the DPD is found sound at examination, it will be submitted to West Lancashire Borough Council for adoption.

Figure 2 below sets out the timescales for the preparation of the Provision for Traveller Sites DPD. References to “Regulations” are to the Town and Country Planning (Local Planning) (England) Regulations 2012.

Figure 1 Preparation of the Provision for Traveller Sites DPD

Preparation Stage	Anticipated / Target Timescale
Evidence base: Preparation and publication of a joint Gypsy and Traveller Accommodation Assessment	March 2013 – August 2014
Regulation 18: 'Scoping' consultation	September – October 2013
Regulation 18: Options and Preferred Options	Winter 2015
Regulation 19: Publication	Summer 2016
Regulation 22: Submission to Secretary of State	October 2016
Regulation 24: Independent public examination	November 2016 – June 2017
Regulation 26: Adoption	July 2017

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
Stage B	Developing and refining options and assessing effects
Stage C	Preparing the Sustainability Report
Stage D	Consulting on the preferred options of the document in question and the findings of the Sustainability Appraisal
Stage E	Monitoring the significant effects of implementing the document

This Interim 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: Review 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 1-3 (which correspond with stages A1-A3) provide a summary and analysis of the WLLP evidence base and SA Scoping Report, alongside any new or updated evidence which has arisen since this Scoping Report was published.

Stage B

Stage B consists of the following elements:

B1: Testing the objectives of the DPD against the SA Framework.

This element has been carried out for the Local Plan SA and is discussed 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: Predicting the effects of the DPD

B4: 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 the impacts of 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 above, 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.

This will be covered in detail in subsequent SA reports.

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 which objectives and key issues relate specifically to the Traveller Sites DPD. The opportunity was also taken to review some of the baseline data applicable to the background evidence of the DPD, in case any of this information had become out of date; and to identify any further more detailed baseline information that was relevant to preparation of the DPD, but not addressed by the high level Local Plan Scoping Report.

In accordance with Task A1, a review was undertaken of key documents and the policy context; 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 sustainability issues and the appraisal framework. The most relevant and useful document was the Planning Policy for Travellers Sites document (first published March 2012; revised August 2015), which highlights that the government’s overarching aim is to ensure fair and equal treatment for Travellers in a way that facilitates the traditional and nomadic way of life of Travellers, whilst respecting the interests of the settled community.

Task A2, Analysis of 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 undertaken to reflect the most up-to-date information available. This updated information does not affect the overarching issues or appraisal framework as the trends remain the same; however, it provides an up-to-date baseline for the current Sustainability Appraisal and DPD.

Task A3 entailed identifying the primary sustainability issues facing the Traveller Sites DPD. For the purposes of the SA of the Traveller Sites DPD, this analysis has focused specifically on issues relating to Travellers and their accommodation, as well as on how the issues can be addressed, as set out in Table 5.1 below. A summary of the Baseline Evidence can be found in Appendix 2. Appendix 3 sets out the reasons for the identification of the issues in Table 5.1, and how they can be addressed. 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	Key issues
Access, Highways & Public Transport	One of the key issues facing the Borough 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 a 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 locally within the Borough, thereby reducing the need to commute by private motor vehicle.

Topic area	Key issues
Social Inclusion	<p>There is a requirement to deliver a specified number of homes over the period 2012-2027 to meet the needs of the population. There are issues regarding housing affordability in several areas.</p> <p>There are no allocated Traveller sites in the Borough (the reason for preparing the Traveller Sites DPD).</p> <p>In addition to homes, there is a need to provide services, employment opportunities, and access to health-related facilities for residents of the newly developed accommodation.</p> <p>Social exclusion occurs from unemployment, low income, high crime rate, inadequate accommodation, and poor health.</p>
Access to services and amenities	<p>Access to services and amenities is poor in certain locations outside settlement boundaries, e.g. the Northern Parishes, and is less than satisfactory within parts of some settlements.</p> <p>There are various deficiencies in open space, and access to it, throughout the Borough.</p> <p>Play facilities need to be provided</p>
Employment	<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 & employment across the Borough.</p> <p>There are significant levels of out-commuting from the Borough, but relatively low levels of in-commuting.</p>
Education	<p>There is a need to improve the lack of basic skills and address barriers to work as well as linking workless people to vacancies.</p> <p>Education provision may need to be subsidised if additional resources are required, dependent upon the location of the site allocations and increased provision requirement.</p>
Protection of ecology, biodiversity and soils	<p>Whilst there is not a major problem with vacant and derelict land, such land where it exists, in particular unused brownfield sites, would benefit from being remediated and brought back into use.</p> <p>The Borough comprises predominantly Green Belt land, which is required to be protected by national policy.</p> <p>The volume of waste going to landfill needs to be reduced.</p> <p>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 aid food security.</p>
Surface and Waste Water Treatment	<p>West Lancashire has wetlands of international importance as well as other water bodies and watercourses with wildlife and amenity value.</p> <p>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.</p> <p>There is a need for water and wastewater supply for existing and planned housing and employment development, as well as for agriculture and horticulture. There are sewerage and drainage issues in parts of the Borough, most notably the Burscough area.</p> <p>West Lancashire has areas of high flood risk particularly in the Banks area and northern parishes, with implications for the location (or otherwise) of development, including Traveller accommodation.</p>

6. Consultation on the Local Plan Sustainability Appraisal Scoping Report

The initial Scoping Report for the (then) Local Development Framework (LDF) Core Strategy was consulted upon for a period of 6 weeks in 2009, in line with planning Regulations. The Scoping Report was sent to the statutory consultees - Environment Agency, Natural England and English Heritage (now Historic England) 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.

The LDF Core Strategy Scoping Report covered the whole range of matters that were intended to be addressed in the LDF, not just in the Core Strategy but also in the anticipated Site Allocations DPD and the Development Management Policies DPD that were to follow the preparation of the Core Strategy. In 2011, the decision was taken to merge West Lancashire's Core Strategy, Site Allocations DPD and DM Policies DPD into a single "Local Plan" document. The Provision for Traveller Sites DPD deals with one discrete "subset" of the Local Plan, and thus its subject matter is covered by the wider Core Strategy ("Local Plan") Sustainability Appraisal Scoping Report.

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 SA document (presented in Appendices 1 and 2) has not indicated any significant changes to the baseline information or policy context that would require any change to the SA Framework and Objectives.

Therefore further consultation on the scope of this Sustainability Appraisal is not considered necessary. However the Council would welcome any comments on the suitability of this approach as part of the general consultation on the DPD and its interim SA.

7. Local Plan Sustainability Appraisal Framework and Objectives

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 (which became the Local Plan 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.

It is recognised that not all of the 18 Local Plan (or Core Strategy) SA Objectives will be directly relevant to the Traveller Sites DPD, but the complete set of Objectives provides the framework within which the SA of the Traveller Sites DPD can be carried out.

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 air, light and noise 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. Once again, it is recognised that not all the sub-criteria will be of direct relevance to the Traveller Sites DPD. In undertaking the SA of the DPD, attention will be paid to those Objectives and sub-criteria of particular relevance to Traveller accommodation provision.

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"> • Will the plan / policy provide job opportunities in areas with residents most at need? • Will the plan / policy reduce economic disparities within the Borough and at the Regional level? • Will the plan / policy maximise local benefit from investment? • Will the plan / policy meet local needs for employment? • Will the plan / policy improve the quality of employment opportunities within the Borough?
Objective 2: To secure economic inclusion	<ul style="list-style-type: none"> • Will the plan / policy meet the employment needs of all local people? • Will the plan / policy encourage business start-up, especially from under-represented groups? • 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? • Will the plan / policy reduce poverty in those areas and communities most affected?
Objective 3: To develop and maintain a healthy labour market	<ul style="list-style-type: none"> • Will the plan / policy address the skills gap and enable skills progression? • Will the plan / policy provide higher skilled jobs? • Will the plan / policy increase the levels of participation and attainment in education? • Will the plan / policy provide a broad range of jobs and employment opportunities?
Objective 4: To encourage sustainable economic growth	<ul style="list-style-type: none"> • Will the plan / policy help to diversify the Borough's economy? • Will the plan / policy promote growth in the key sectors of the Borough's economy? • Will the plan / policy attract new businesses to the Borough? • Will the plan / policy help develop the Borough's knowledge base? • Will the plan / policy improve the range of sustainable employment sites?
Objective 5: To deliver urban renaissance	<ul style="list-style-type: none"> • Will the plan / policy improve economic, environmental and social conditions in deprived urban areas and for deprived groups? • Will the plan / policy improve the quality of the built and historic environment? • Will the plan / policy improve the quantity and quality of open space? • Will the plan / policy improve the vitality and viability of Town Centres? • Will the plan / policy deliver Sustainable Communities? • Will the plan / policy deliver regeneration to urban areas and Market Towns
Objective 6: To deliver rural renaissance	<ul style="list-style-type: none"> • Will the plan / policy support sustainable rural diversification? • Will the plan / policy to encourage and support the growth of sustainable rural businesses? • Will the plan / policy promote the economic growth of market towns? • Will the plan / policy retain or promote access to and provision of services?

SA Objective (high level objective)	Locally Distinctive Sub Criteria
Objective 7: To develop and market the Borough's image	<ul style="list-style-type: none"> • Will the plan / policy support the preservation and/or enhancement of high quality built, natural and historic environments within the Borough? • Will the plan / policy promote the Borough as a destination for short and long term visitors, for residents and investors? • Will the plan / policy promote the use of locally produced goods and materials? • Will the plan / policy increase the economic benefit derived from the Borough's natural environment?
Objective 8: To improve access to basic goods and services	<ul style="list-style-type: none"> • Will the plan / policy improve the access, range and quality of cultural, recreational and leisure facilities including natural green spaces? • Will the plan / policy improve the access, range and quality of essential services and amenities? • Will the plan / policy improve the access to basic goods, promoting the use of those which are locally sourced?
Objective 9: To improve access to good quality, affordable and resource efficient housing	<ul style="list-style-type: none"> • Will the plan / policy provide for an appropriate mix of housing to meet all needs including affordable? • Will the plan / policy reduce the number of unfit empty homes? • Will the plan / policy support the development and operation of resource efficient housing?
Objective 10: To reduce crime and disorder and the fear of crime	<ul style="list-style-type: none"> • Will the plan / policy support community development? • Will the plan / policy improve relations between all members of the community? • Will the plan / policy reduce levels of crime? • Will the plan / policy reduce the fear of crime? • Will the plan / policy identify and engage with hard to reach groups?
Objective 11: To reduce the need to travel, improve the choice and use of sustainable transport modes	<ul style="list-style-type: none"> • Will the plan / policy reduce vehicular traffic and congestion? • Will the plan / policy increase access to and opportunities for walking, cycling and use of public transport? • Will the plan / policy reduce freight movement? • Will the plan / policy improve access to and encourage the use of ICT? • Will the plan / policy improve the efficiency of the transport network?
Objective 12: To improve physical and mental health and reduce health inequalities	<ul style="list-style-type: none"> • Will the plan / policy improve physical and mental health? • Will the plan / policy reduce deaths in key vulnerable groups? • Will the plan / policy promote healthier lifestyles? • Will the plan / policy reduce health inequalities among different groups in the community? • Will the plan / policy reduce isolation for vulnerable groups in the community? • Will the plan / policy promote a better quality of life? • Will the plan / policy reduce poverty in those areas and communities most affected?
Objective 13: To protect places, landscapes and buildings of historical, cultural and archaeological value	<ul style="list-style-type: none"> • Will the plan / policy protect and enhance the character and appearance of the Borough's landscape strengthening local distinctiveness and sense of place? • Will the plan / policy improve access to buildings of historic and cultural value? • Will the plan / policy protect and enhance the accessibility of the landscape across the Borough? • Will the plan / policy protect Scheduled Ancient Monuments?

SA Objective (high level objective)	Locally Distinctive Sub Criteria
Objective 14: To restore and protect land and soil quality	<ul style="list-style-type: none"> • Will the plan / policy reduce the amount of derelict, contaminated, degraded and vacant / underused land? • Will the plan / policy encourage the development of brownfield land in preference to Greenfield? • Will the plan / policy reduce the loss of high quality Agricultural land to development? • Will the plan / policy maintain and enhance soil quality? • Will the plan / policy achieve the efficient use of land via appropriate density of development?
Objective 15: To protect and enhance biodiversity	<ul style="list-style-type: none"> • Will the plan / policy protect and enhance the biodiversity of the Borough? • Will the plan / policy protect and enhance habitats, species and damaged sites? • Will the plan / policy provide opportunities for new habitat creation? • Will the plan / policy protect and extend habitat connectivity and landscape permeability, suitable for species migration?
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"> • Will the plan / policy reduce or manage flood risk? • Will the plan / policy maintain and enhance ground water quality? • Will the plan / policy improve the quality of coastal waters? • Will the plan / policy improve the quality of rivers and inland waters?
Objective 17: To protect and improve air, light and noise quality	<ul style="list-style-type: none"> • Will the plan / policy maintain or, where possible, improve local air quality? • Will the plan / policy reduce noise and light pollution?
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"> • Will the plan / policy minimise demand for raw materials? • Will the plan / policy support the repair and re-use of existing buildings? • Will the plan / policy reduce the amount of waste generated by development? • Will the plan / policy promote the use of recycled, reclaimed and secondary materials? • Will the plan / policy promote the use of locally sourced materials? • Will the plan / policy minimise the need for energy? • Will the plan / policy maximise the production / proportion of renewable energy? • Will the plan / policy increase energy efficiency (e.g. energy efficiency in buildings, transport modes, etc.) • Will the plan / policy minimise the use of fossil fuels?

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 sustainability 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 identify the effects of the different reasonable alternatives, and thereby to aid the decision-making process about which alternative is preferred.

The formulation and testing of the reasonable alternatives is a key requirement of the SEA process, allowing for the consideration of different approaches by stakeholder groups and stimulating debate about the key 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, there are four alternative approaches towards selecting and allocating specific sites for Traveller accommodation. The reasons for 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 baseline position associated with the different sustainability objectives. 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 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 options and alternatives has been appraised against social, economic and environmental objectives of the SA Framework. The appraisal has sought to highlight the positive and negative effects of each option on sustainability by assigning a 'score'. Residual scores that could be achieved through mitigation were also assigned. Scores were recorded using the following colours:

Very Positive	Positive	No Effect	Negative	Very Negative
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Note: To aid reading of this document when printed in black and white, , table cells shaded with the above colours also have a code at the beginning of the text:

- **VP – Very Positive**
- **P – Positive**
- **N – Negative**
- **VN – Very Negative**
- **Non-shaded cells are "No Effect".**

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

The sustainability appraisal framework tests the economic, environmental and social 'performance' of each option and the significance of the effects. In this case what constitutes a significant effect is influenced by the extent to which it affects the wider community, the land, and strategic infrastructure. The effects of the proposed sites on the existing social, economic and environmental characteristics are guided by Schedule 1 of the SEA Directive and this can differ on each Sustainability Appraisal. All of the categories are significant but the colour coding has been used to demonstrate levels of significance. For example the darker green would have a very positive significant effect on the baseline and orange would have a less weighty negative effect on the baseline.

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

9. Appraisal of Policy GT1 of the Draft Traveller Sites DPD 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 is similar to Policy GT1, is broadly consistent with national policy, but which places less emphasis on impact on the character of the area / landscape, and has less stringent locational criteria in terms of allowable distance from facilities and public transport routes. The rationale behind this ‘reasonable alternative’ is that the need for Traveller accommodation, and the importance of the human rights of Travellers (in particular the ‘rights of the child’) are such that they are given greater weight than locational environmental sustainability and landscape considerations;
- (iii) Having no policy in place by which to assess planning applications for Traveller accommodation. The basis for this ‘reasonable alternative’ is that relevant national and local plan policy are able to be relied upon, rather than a locally-specific policy. This is similar to the baseline position.

(i) Policy GT1 is set out as follows, as set out in 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

Permanent Sites

Proposed permanent sites for Travellers must not lie within Flood Zone 3.

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 permanent sites for Travellers will be required to meet the following criteria:

- (i) The site does not lie within the Green Belt;
- (ii) 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;
- (iii) The site is sufficiently far from any refuse site, industrial process, high voltage electricity infrastructure, other hazardous place, or any other process, land use or environmental issue (e.g. flyover, motorway), for there to be no unacceptable impact on the health, safety or general well-being of the residents of the site;
- (iv) The site is not subject to any physical constraints or other environmental issues that cannot be mitigated to an acceptable level, and that would impact on the health, safety or general well-being of the residents of the site, or on non-residents;
- (v) The site is accessible by a public highway that can accommodate typical Traveller-related vehicles without compromising highway safety;

- (vi) The site is not in Flood Zone 2;
- (vii) The site is not within, adjacent to, or close to (such that it would adversely affect) any area of land subject to a nature conservation designation;
- (viii) 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 or historic landscape designation;
- (ix) The site has mains water, drainage and electricity, or else these services could readily be provided and satisfactory drainage achieved;
- (x) The use of this site as a Traveller site would not place undue pressure on local infrastructure and services;
- (xi) The site is within 1.5 kilometres (15 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 the following facilities / services:
 - an appropriate health facility;
 - education facilities, in particular a primary school;
 - employment opportunities;
 - shops;
 - other necessary services.
- (xii) It is possible to achieve visual and acoustic privacy on the site without any unacceptable visual impact on the site's surroundings;
- (xiii) The site can accommodate between 3 and 15 pitches.

Transit Sites

In the case of transit sites, these should meet the above criteria, and, in addition 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 “~~strike through text~~ (deletions) and underlined text (additions)”:

Policy GT1(a) [Alternative]

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

Permanent Sites

Proposed permanent sites for Travellers must not lie within Flood Zone 3.

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 permanent sites for Travellers will be required to meet the following criteria:

- ~~(i) The site does not lie within the Green Belt;~~
- (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 site is sufficiently far from any refuse site, industrial process, high voltage electricity infrastructure, other hazardous place, or any other process, land use or environmental issue (e.g. flyover, motorway), for there to be no unacceptable impact on the health, safety or general well-being of the residents of the site;

- (iii) The site is not subject to any physical constraints or other environmental issues that cannot be mitigated to an acceptable level, and that would impact on the health, safety or general well-being of the residents of the site, or on non-residents;
- (iv) The site is accessible by a public highway that can accommodate typical Traveller-related vehicles without compromising highway safety;
- (v) The site is not in Flood Zone 2;
- (vi) The site is not within, adjacent to, or close to (such that it would adversely affect) any area of land subject to a nature conservation designation;
- ~~(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 or historic landscape designation;~~
- (vii) The site has mains water, drainage and electricity, or else these services could readily be provided and satisfactory drainage achieved;
- (viii) The use of this site as a Traveller site would not place undue pressure on local infrastructure and services;
- (ix) The site is within 1.5 ~~3~~ kilometres (15~~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 the following facilities / services:~~
 - ~~-an appropriate health facility;~~
 - ~~-education facilities, in particular a primary school;~~
 - ~~-employment opportunities;~~
 - ~~-shops;~~
 - ~~-other necessary services.~~
- ~~(x) It is possible to achieve visual and acoustic privacy on the site without any unacceptable visual impact on the site's surroundings;~~
- (x) The site can accommodate between 3 and 15 pitches.

Transit Sites

In the case of transit sites, these should meet the above criteria, and, in addition should be accessible to the M58, or to the strategic highway network.

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

As stated in Chapter 7 above, not all of the 18 Local Plan sustainability objectives (and their locally distinctive sub-criteria) are of direct relevance to the issue of Traveller accommodation provision. The analysis below concentrates on those objectives and sub-criteria of most relevance to Travellers.

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

Objective	Environmental	Social	Economic	Policy GT1	Alternative Policy GT1a	No policy
1. To reduce the disparities in economic performance within the Borough		Yes	Yes	No effect on the baseline position	No effect on the baseline position	No effect on the baseline position
2. To secure economic inclusion		Yes	Yes	No effect on the baseline position	No effect on the baseline position	No effect on the baseline position
3. To develop and maintain a healthy labour market		Yes	Yes	(P) Sites are to be located within 1.5 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 position with residents living / working / educated in the Borough.	(N) 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 effect on the baseline by affecting the population educated to GCSE standard and the distance required to travel to education.	(N) 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 effect on the baseline by potentially affecting the population educated to GCSE standard and the distance required to travel to access education.
4. To encourage sustainable economic growth	Yes	Yes	Yes	No effect on the baseline position	No effect on the baseline position	No effect on the baseline position
5. To deliver urban renaissance	Yes	Yes	Yes	(P) The policy seeks to address the needs of the Gypsy & Traveller and Travelling Showpeople community, potentially a deprived group.	(P) The policy seeks to address the needs of the Gypsy & Traveller and Travelling Showpeople community, potentially a deprived group.	(P) Without a local criteria-based policy it may be more difficult to address the needs of the Gypsy & Traveller and Travelling Showpeople community, potentially a deprived group. However, assessment of applications would defer to PPTS, which is no more restrictive than Policy GT1.
6. To deliver rural renaissance	Yes	Yes	Yes	No effect on the baseline position	No effect on the baseline position	No effect on the baseline position
7. To develop and market the Borough's image	Yes	Yes	Yes	No effect on the baseline position	No effect on the baseline position	No effect on the baseline position

Objective	Environmental	Social	Economic	Policy GT1	Alternative Policy GT1a	No policy
8. To improve access to basic goods and services	Yes		Yes	The policy requires that sites be located within a sustainable area 15 min walking distance to public transport or a footpath that is accessible to local facilities. This would be likely to continue to maintain the figures set out within the baseline data for the proportion of planning applications within close proximity to sustainable facilities.	(N) The policy requires that sites be located within a sustainable area 30 min walking distance to public transport or a footpath that is accessible to local facilities. This would be likely to be a negative effect compared with the figures set out within the baseline data for the proportion of planning applications within close proximity to sustainable facilities.	If no policy was introduced, PPTS would apply. Paragraph 25 seeks to limit Traveller site development in countryside away from existing settlements. No effect on the baseline position
9. To improve access to good quality, affordable and resource efficient housing		Yes	Yes	(P) The policy criteria allow for sites to be allocated for Gypsy and Traveller and Travelling Show People accommodation, therefore helping to meet a specific need identified within the evidence base.	(P) The policy criteria allow for sites to be allocated for Gypsy and Traveller and Travelling Show People accommodation, therefore helping to meet a specific local need identified within the evidence base. The criteria are less stringent than GT1 and thus the potential to secure sites for development may be increased compared to GT1.	Absence of a criteria-based policy will not assist in providing an appropriate mix of accommodation to meet the needs of the Borough, although PPTS would apply, in which accommodation needs are an issue to be considered with any planning application. No change with respect to the baseline position.
10. To reduce crime and disorder and the fear of crime		Yes		The criteria for assessing sites seek to promote peaceful co-existence and integration between the site and the local settled community. There should be no net effect on the baseline position.	The criteria for assessing sites seek to promote peaceful co-existence and integration between the site and the local settled community. There should be no net effect on the baseline position.	(N) Without a criteria-based policy, PPTS would apply. Paragraph 25 refers to 'not dominating' the nearest settled community, although it provides less strong protection than policy GT1 or GT1(a). This could lead to a small negative effect compared with the baseline position as there could be a potential perceived fear of crime.
11. To reduce the need to travel, improve the choice and use of sustainable transport modes	Yes	Yes		(P) The policy states that Traveller sites should not place undue pressure on local infrastructure, including roads, while sites are to be located within 1.5 km of a bus	(N) The policy states that Traveller sites should not place undue pressure on local infrastructure, including roads. Sites only need to be located within 3	(N) Having no local policy would mean PPTS is relied upon. Paragraph 25 very strictly limits new Traveller site development in open countryside away

Objective	Environ- mental	Social	Economic	Policy GT1	Alternative Policy GT1a	No policy
				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 should have a likely positive effect upon the baseline figures for the proportion of planning applications determined within sustainable locations.	km of a bus route or other transport facility, which could result in greater private vehicle 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. Overall, this would be likely to have a negative effect upon the figures in the baseline data for planning applications in sustainable locations.	from existing settlements, although does not set a distance. Effect on the baseline position is likely to be similar to effect of Policy GT1(a) on the baseline position.
12. To improve physical and mental health and reduce inequalities		Yes		(P) Sites are to be located within 1.5 km of a public transport facility and easy accessible to an appropriate health facility. This should have no effect on the overall baseline position. However, it may have a small positive effect on the travelling community whose mortality rate is higher than that of the settled community as provision of ‘authorised accommodation’ may help improve health.	(N) As sites only need to be located within 3 km of a public transport facility and do not need to be easy accessible to an appropriate health facility, this could lead to Traveller accommodation in locations with inadequate access to health provision. However, provision of ‘authorised accommodation’ may help improve health. Overall, no significant effects as positives and negatives balance out.	With no policy in place, defer to PPTS. Paragraph 26 requires local authorities to attach weight to promoting opportunities for healthy lifestyles; overall effect likely to be insignificant.
13. To protect places, landscapes and buildings of historical, cultural and archaeological value	Yes			(P) The policy states that the scale and location of development should not 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. There should be a small improvement relative to the baseline position.	Policy GT1(a) has no criterion preventing development near to landscapes and buildings of historic, etc. value. However, this is covered by other Local Plan and national policies, so overall there should be no effect on the baseline.	Even if no criteria-based policy specific to Travellers were in place against which to assess the sites, this topic is covered by other Local Plan and national policies, so overall there should be no effect on the baseline.

Objective	Environmental	Social	Economic	Policy GT1	Alternative Policy GT1a	No policy
14. To restore and protect land and soil quality	Yes			Policy GT1 does not refer to protecting greenfield land nor does it provide any reference towards promoting brownfield over greenfield. However, these matters are generally covered by the Local Plan and NPPF / PPTS. No effect on the baseline	The policy does not refer to protecting greenfield land nor does it provide any reference towards promoting brownfield over greenfield. However, these matters are generally covered by the Local Plan and NPPF / PPTS. No effect on the baseline	If there were no policy, relevant Local Plan and NPPF policy would instead be used. These should give some protection to land and soil quality. No effect on the baseline
15. To protect and enhance biodiversity	Yes			The criteria-based policy states that sites are not to be located in, close to or adjacent to nature conservation designations. Therefore there should be no net effect on the existing or future baseline position.	The site criteria policy states that sites are not to be located in, close to or adjacent to nature conservation designations. Therefore there should be no net effect on the existing or future baseline position.	If no criteria-based policy were in place, reliance would be made on Local Plan policy; this should cover biodiversity, but would offer less protection than policy GT1. No material effect on the baseline.
16. To protect and improve the quality of both inland coastal waters and protect against flood risk	Yes			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(a) specifically requires that the allocated sites are not located within an area at risk of flooding and that satisfactory drainage be achievable.	Without a criteria based policy, reliance would be had on PPTs and the NPPF, which would offer protection against flood risk.
17. To protect and improve air, light and noise quality	Yes			Policy GT1 sets criteria stating that the allocated sites must be able to achieve visual and acoustic privacy on the site without any unacceptable visual effect on the sites' surroundings. There should be no negative change compared with the baseline position.	Policy GT1a has no criterion relating to achievement of visual and acoustic privacy and minimisation of visual impact. This could facilitate acoustic privacy but at the expense of visual amenity. Therefore, the overall effect is considered to be neutral compared with the baseline. Local Plan policy (GN3) would offer some protection.	Having no policy could potentially cause harm through an increase in light and noise pollution, although Local Plan policy would offer some protection. Without knowing the sites, it is not possible to assess the likelihood of the effect.
18. To ensure the prudent use of natural resources, including the use of renewable energies and the sustainable management of existing resources	Yes			No net effect on the baseline position.	No net effect on the baseline position.	No net effect on the baseline position.

10. Appraisal of Preferred and Alternative Traveller Sites

The sections below set out how sites have been assembled and ‘shortlisted’ in the draft Traveller Sites DPD. The main consideration in choosing preferred sites in the DPD is whether the sites are considered ‘deliverable’, in line with national policy.

To assist the decision makers with the selection of preferred sites, an assessment of the 20 candidate sites against a comprehensive set of sustainability criteria (which relate to the objectives in the SA Framework) has been carried out for this SA report. The assessment is provided at Appendix 4 to this report.

Thus the DPD assesses the deliverability of individual sites against a set of criteria. The SA assesses the sustainability of individual sites against a set of criteria. In assessing the deliverability of a site, one of the considerations is the site’s sustainability in general terms. There is thus a significant amount of overlap between the DPD and the SA in terms of site assessments (including a number of criteria in common), although the two assessments are not exactly the same.

Initial Site Assembly Process

Chapter 5 of the Provision for Traveller Sites DPD: Options and Preferred Options sets out the process whereby potential candidate Traveller sites were assembled from various sources from 2013-2015. This process yielded 20 distinct sites, as listed in Table 5.1 below. There were no other sites, additional to the 20 listed below in Table 5.1, that were identified in the site assembly process, although questions were asked about the availability of many other sites, e.g. Local Plan sites allocated for housing but not yet developed, sites in the Council’s Strategic Housing Land Availability Assessment, land in the Borough Council’s ownership, etc.

Since work started on the DPD in 2013, a number of the 20 potential candidate sites have had to be ruled out from consideration, mostly on grounds of availability. In several cases, owners of sites who initially expresses a willingness for the site to be considered as a potential Traveller site subsequently informed the Council that the site was no longer available for consideration. Other sites were identified by third parties, but subsequent contact with the owner led to the sites being ruled out. A small number of other sites were ruled out on account of “show-stopping” constraints.

In October 2015, just seven of the original 20 sites are “available” for consideration as potential Traveller sites. The seven sites are shaded grey in the table below.

Table 5.1 Potential Candidate Traveller Sites in West Lancashire

Site	Source / Current Status
1. Mosslands Stables, Aveling Drive (‘Aveling Drive A’), Banks	Site with planning application pending consideration, although the dismissal of the appeal on the neighbouring site is likely to have implications for this site’s delivery.
2. Land west of Mosslands, Aveling Drive (‘Aveling Drive B’), Banks	Appeal dismissed by the Secretary of State on grounds of harm to the Green Belt and flood risk effectively rules out this site from consideration, although the Occupant has submitted a legal challenge.
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 initially indicated a willingness for the site to be considered as a Traveller site but has subsequently confirmed that the site is no longer available for consideration as a Traveller site.

Site	Source / Current Status
5. Land west of Ringtail Road, Burscough	Site submitted in the September 2013 Call for Sites exercise. Owner since confirmed he is not willing for the site to be used to accommodate Travelling Showpeople.
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. Owner has since confirmed that the site is not available for consideration as a potential Traveller site.
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. Site has recently been sold and is no longer available.
10. Land at 1-3 Southport Road, Kew, Southport	Site with previous issues relating to unauthorised occupation by Travellers. Site has more recently been purchased by a developer with a view to development for housing. Site is not available as a potential Traveller site.
11. Land to the rear of 281 Smithy Lane, Scarisbrick	Site submitted in the Call for Sites exercise. Owner has since confirmed that the site is not available for consideration as a potential Traveller site.
12. Former depot, Mere Brow	Site identified as a possible candidate site by WLBC officers. Owner has confirmed that the western part of the site is not available for consideration as a potential Traveller site. The eastern part of the site has recently been sold and is in use; not considered available as a potential Traveller site.
13. White Moss Road South (A), Skelmersdale	Site brought to the Council's attention by a member of the travelling community. Owners have since informed the Council that the site is not available for consideration as a Traveller site.
14. White Moss Road South (B), Skelmersdale	Site with planning permission granted December 2013 for Traveller-related development (stables). Site submitted as a potential Traveller site in the summer 2015 Call for Sites exercise.
15. White Moss Road South (C), Skelmersdale	Site identified by WLBC officers, adjacent to above site. Owners have since informed the Council the land is not available for consideration as a potential Traveller 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; in 2013, the owner indicated a willingness for the site to be considered as a Traveller site. However, in 2015, the owner informed the Council that the land is no longer available for consideration.
20. Bickerstaffe Colliery, Bickerstaffe	Site previously identified by WLBC officers on account of its proximity to M58 Junction 3. Owners have since confirmed the site is not available for consideration as a potential Traveller site.

Choosing 'Preferred Options' for Site Allocation

A set of criteria similar to those used in Policy GT1 has been drawn up for use in choosing 'preferred options' for site assessment. These criteria are based primarily on national policy, as set out in the National Planning Policy Framework (2012), and Planning Policy for Traveller Sites (2015) (PPTS) documents. The criteria have also been influenced to a lesser extent by the advice contained in the government's now-cancelled Designing Gypsy and Traveller Sites Good Practice Guide (May 2008). Whilst this document no longer has any statutory weight, its general principles and advice are considered to remain of relevance in developing site selection criteria. Where appropriate, the criteria have been tailored to the particular circumstances of West Lancashire.

The criteria, although broadly similar to those used in Policy GT1, have been reordered and grouped into three 'tiers'. 'Tier 1' criteria are essential criteria in that, if they are not met, the site is undeliverable and / or undevelopable. For example, if a site is in Flood Zone 3, national policy proscribes its use for caravan-based accommodation. 'Tier 2' criteria are weighty, and tend to be based on PPTS or Local Plan policies. However, failure to satisfy one or more of these criteria does not necessarily rule out consideration of the site as a potential Traveller site. 'Tier 3' criteria are based on PPTS policy and / or advice in the Good Practice Guide, and can be used to compare the merits of different sites that satisfy Tier 1 and Tier 2 criteria.

The site assessment criteria used are as follows:

Tier 1

1. Is the site available for Traveller development?
(Is the site in the hands of Travellers, or in the hands of an owner who has confirmed a willingness to sell the site for Traveller accommodation at a price which enables the viable development of the site?)
2. Is the site in Flood Zone 3?
3. Is the site subject to any physical or other constraints to delivery that could not reasonably be overcome and that would rule out its use as a Traveller site? (These may include ransom strips, leases, restrictive covenants, multiple ownerships.)

Tier 2

4. Is the site in the Green Belt? Would the use of the site as a Traveller site lead to material harm to the perceived openness of the Green Belt, or to the purposes of including land within the Green Belt?
5. Would this site, on account of its scale and / or location, dominate the nearest settled community in such a way that it would not promote peaceful and integrated co-existence between the site's occupants and the local settled community?
6. Is the site near to a refuse site (within 200m), un-neighbourly industrial process (200m), electricity pylons (100m), other hazardous place (200m), or any other process or environmental issue? Is the site adjacent to any road flyover or motorway, or any operational railway line? Could satisfactory mitigation realistically be achieved?
7. Is the site subject to any significant physical constraints that would need to be overcome before the site could be used as a Traveller site?
8. Is the site accessible by a public highway of an appropriate standard? Can satisfactory road access be achieved for typical Traveller vehicles?
9. Is the site in Flood Zone 2?
10. Is the site within, adjacent to, or close to (such that it would materially affect) any area of land subject to any nature conservation designation?
11. Is the site within, adjacent to, or close to (such that it would materially affect) any area of land subject to any historic environment or historic landscape designation?
12. Does the site have services (e.g. mains water, sewerage, electricity) or could these be provided reasonably easily and viably? Can satisfactory drainage be achieved?

Tier 3

13. Is the site in an identified area of Traveller need?
14. Can satisfactory access be achieved onto and within the site for emergency vehicles?
15. Would the use of the site for Traveller accommodation place undue pressure on local infrastructure or services?
16. Is the site in a sustainable location? Is the site within 1.5km (15 minutes' walk) of, or is it possible to access by transport modes other than private motor vehicle, the following services:
 - an appropriate health facility; education (in particular a primary school); employment; shops; other necessary services?
17. Would it be possible, within reason, to achieve visual and acoustic privacy for the site occupants (and neighbours)?
18. Can the site accommodate between 3 and 15 pitches?

For the seven 'available' sites, shaded in Table 5.1 above (i.e. sites 3, 6, 8, 14, 16, 17, 18), the assessment against the criteria has been used to inform the choice of preferred sites. (For completeness, the other 13 sites were also assessed against the criteria, but as these 13 sites are not available for consideration as potential Traveller sites, their assessment against the criteria is to an extent superfluous. The full assessment of all 20 sites against the above criteria is set out in Appendix 1 of the draft DPD.)

Table 5.2 below summarises out the Council's views on the deliverability (suitability and achievability, in addition to availability) of the seven 'available' sites:

Table 5.2 Deliverability of Sites 3, 6, 8, 14, 16, 17, 18

Site	Name	Comments on Deliverability
3	Land at Sugar Stubbs Lane, Banks	<ul style="list-style-type: none"> • Site is in the hands of Travellers, and is already in use as a Traveller site; • Site has a long-established permission for one residential caravan; • Site is close enough to A565 and public transport connections but sufficiently separated from existing built-up areas so as to have a limited impact on the settled population; • Site is sufficiently separated from environmental constraints so as to have a limited impact on (or not to be impacted by) the local environment. • Much of the site is reasonably well screened, especially from the A565, by evergreen hedging. Release of this site from the Green Belt would have a more limited impact than sites 16,17,18 because of the reduced visual impact.
6	Land west of The Quays, Burscough	<ul style="list-style-type: none"> • Site has permission as a Travelling Showpeople site, and its use for Travelling Showpeople accommodation is long-established; • It should be noted that this site does not contribute towards meeting the outstanding need for Travelling Showpeople accommodation in the Borough – the need is over and above this site, and this site's allocation represents the formalisation of an existing permitted use.
8	Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick	<ul style="list-style-type: none"> • Site is in the hands of Travellers, and has been in use as a Traveller site for over 20 years; • As such, the occupants of the site have long-established ties to the area; • Site is close enough to A570 and public transport connections but sufficiently separated from existing built-up areas so as to have a limited impact on the settled population; • Site is sufficiently separated from environmental constraints so as to have a limited impact on (or not to be impacted by) the local environment; • Whilst in the Green Belt, the site is well screened by established hedging, lessening its visual impact; • Site is close to a level crossing, but the Council has no record of any incidents at the level crossing resulting from the use of the site for Traveller accommodation.

Site	Name	Comments on Deliverability
14	White Moss Road South (B), Skelmersdale	<ul style="list-style-type: none"> Submitted by its owners as a Traveller site; Site sandwiched between Whitemoss hazardous waste landfill site and M58 motorway, thus considered to have potential for a transit site only; Close to three underground oil and high pressure gas pipelines, all of which are Major Hazardous Installations with buffer zones in which the Health and Safety Executive is opposed to the siting of caravans; Question marks over deliverability – owners are willing to make the site available for Travellers, but do not want to run the site as a transit Traveller site.
16	Blackacre Lane, Ormskirk	<ul style="list-style-type: none"> Site owned by Travellers; used for grazing horses, rather than for accommodation; Site is not in an area of Traveller accommodation need; Open, slightly elevated, Green Belt land with little ‘screening vegetation’; as a result, use of this site for Travellers would be likely to have significant visual impact and cause harm to the perceived openness of the Green Belt; Poor road access; Site is reasonably sustainable in terms of access to facilities; Use of this site as a Traveller site would be likely to have a negative effect on the nearby settled community (200-300m away).
17	Butcher’s Lane, Aughton	<ul style="list-style-type: none"> Not in an area of identified Traveller accommodation need; Site is situated on a rural lane with residential properties directly adjacent on both sides, meaning that its use as a Traveller site would be likely to be a significant impact on the local settled community; Green Belt site with little screening vegetation to Butcher’s Lane and to adjacent properties; Site lies partly in Flood Zone 3; Unsustainable location in the sense that it is remote from services and public transport; Owner has expressed willingness for the land to be used for Travellers but is not actively promoting the site as such.
18	Land east of Brookfield Lane, Aughton	<ul style="list-style-type: none"> Not in an area of identified Traveller accommodation need; Large site with some road frontage, mostly set back from the road; highly visible from the Ormskirk – Liverpool railway; Brookfield Lane is a minor, rural road; Open Green Belt site; it is unlikely to be feasible to achieve adequate screening of the site, especially from the adjacent railway line (on an embankment) and thus the use of the site for Travellers is likely to have significant visual impact; Site comprises a significant area of Grade 1 agricultural land; Public footpath runs through site; Unsustainable location, remote from services and public transport; Owner has expressed willingness for the land to be used for Travellers but is not actively promoting the site as such.

As a result of the above, just three sites of the original list of 20 (subsequently reduced to 7) potential candidate sites are proposed as ‘preferred options’ for allocation in the Traveller Sites DPD.

Sites 14, 16, 17, and 18 above may be considered as ‘reasonable alternatives’ although the sites are not considered deliverable.

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 by 2018, rising to 22 by 2033 in the Banks / Scarisbrick / Skelmersdale area. The preferred sites to contribute towards meeting this need are:

- (i) Site 3: Sugar Stubbs Lane, Banks; 3 pitches
- (ii) Site 8: Pool Hey Caravan Park, Scarisbrick; 5 pitches

Transit Site

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

Due to site availability / suitability / achievability constraints, it has not been possible to identify a deliverable candidate transit site. There are no reasonable alternatives for provision of a transit site.

Travelling Showpeople Site

In terms of sites for Travelling Showpeople and their equipment, a need has been identified in the Burscough area for a Travelling Showpeople yard with at least one residential plot.

Site 6: Land west of The Quays, Burscough, is proposed as a Travelling Showpeople site. However, this is simply a formalisation of an existing consented use; Travelling Showpeople needs, as set out in the GTAA, are over and above the consented use of Land west of The Quays.

Once again, due to site availability / suitability / achievability constraints, it has not been possible to identify a candidate Travelling Showpeople site in the Burscough area. There are no reasonable alternatives for provision of a Travelling Showpeople site.

As such, the 'Preferred Option' does not actually meet identified needs, and due to a lack of deliverable candidate sites, it is difficult to identify any reasonable alternatives for meeting Traveller accommodation needs in West Lancashire through the allocation of specific sites.

Development of Alternatives

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

- Alternative 1: Increase planned provision for Traveller accommodation, in order to offer choice to Travellers seeking accommodation;
- Alternative 2: Increase planned provision for Traveller accommodation, in order to offer help meet neighbouring authorities' needs for Traveller accommodation;
- Alternative 3: Reduce planned provision for Traveller accommodation below the levels set out in the draft GTAA, in anticipation of neighbouring local authorities offering to meet needs in West Lancashire;
- Alternative 4: Allocate fewer sites, or no sites at all, for Traveller provision in West Lancashire, and rely instead on planning applications for sites in suitable locations that meet the criteria set out in policy GT1;
- Alternative 5: Set out a different distribution of proposed Traveller sites, either different sites in the same general locations, or sites in different locations (to provide the same amount of accommodation as 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 (allocating a smaller number of sites). The resulting combination of alternatives is considered reasonable as it encompasses most possible scenarios (more sites, fewer sites, the proposed sites, different sites).

Table 10.2 overleaf compares the likely effects of the preferred options for Traveller sites, as set out in chapter 6 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 option²).

² Assuming the alternatives are taken from sites 14, 16, 17 or 18 (Table 5.2), sites 16 and 18 have the capacity to accommodate more pitches than the preferred sites. It is assumed that part of these site (or one of these sites) would be used as Traveller accommodation, with the remainder of the site left undeveloped as at present.

Table 10.2 Appraisal of the Effects of Preferred and Alternative Options on the 18 Sustainability Objectives

Objective	Env	Soc	Econ	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 effect of allocating the preferred sites on this Objective should be minimal. There should be no effect on the baseline position.	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 should be no effect on the baseline position.	Fewer site allocations would most likely have a minimal / neutral effect on meeting the employment needs of local people, given many Travellers are self-employed. There should be no effect on the baseline position.	A different geographical distribution of Traveller sites should have a negligible effect on reducing economic disparities. There should be no effect on the baseline position.
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 effect 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 should 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 close to areas of employment. There should be no effect on the baseline position.	The allocation of fewer sites should 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 close to areas of employment. There should be no effect on the baseline position.	Many Travellers are self-employed and thus the overall effect 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 of access to schools, and thus the allocation and use of the preferred sites should help increase participation in education, albeit for	Provision of additional sites, if occupied, should increase levels of participation in education, therefore having no effect upon the baseline position.	Provision of fewer sites will mean fewer opportunities for participation in education, lessening the overall positive effect to insignificant levels.	A different distribution of sites (if the different sites are further from education facilities than the preferred sites) would mean that participation in education is likely to be less easy, hence no effect on the baseline.

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Objective	Env	Soc	Econ	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
				limited numbers of pupils. Overall, the effect is not judged to be significant compared to the baseline.			
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 would not be expected to provide job opportunities for the settled community, and thus the overall effect 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.	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 effect is likely to be negligible.	A different distribution of sites should result in no difference in effect 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 position.	No effect on the baseline position.	No effect on the baseline position	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	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 businesses, these business opportunities are not expected to be available to non-residents of the sites, so the overall effect on the baseline is negligible.	No effect on the baseline position.	No effect on the baseline position.	No effect on the baseline position.

Objective	Env	Soc	Econ	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
7. To develop and market the Borough's image	Y	Y	Y	<p>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 effect). 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.</p> <p>Overall, the effect is likely to be a combination of a minor negative and a minor positive effect, resulting in a neutral effect overall on the baseline.</p>	The "balance" described in the assessment of the effect of the preferred options for sites would apply equally to an increased number of sites. There should be no effect on the baseline position	(N) The "balance" described in the assessment of the effect 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 effect.	A different distribution of sites should have no different effect on the Borough's image compared with the preferred sites and the baseline.
8. To improve access to basic goods and services	Y		Y	<p>This objective is concerned with the range and quality of cultural and recreational facilities, essential services, and access to locally-sourced goods.</p> <p>As such it is of limited relevance to the topic of Traveller sites, hence no effect in the baseline data.</p>	No effect on the baseline position.	No effect on the baseline position	No effect on the baseline position.
9. To improve access to good quality, affordable and resource efficient housing		Y		(P) 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	(VP) 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 effect in comparison to alternatives 1 and 2 on providing accommodation for this group of people than the preferred option. Therefore no	(P) Providing the same amount of accommodation, albeit in different locations, should have a similar effect to the preferred option.

Objective	Env	Soc	Econ	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
				accommodation to meet Traveller needs will have a positive effect on this group of people and on the baseline position.		effect on the baseline	
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 through the criterion policy should help ensure positive effects 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 effect to the preferred option, subject to the same conditions / caveats. There should be no effect on the baseline position.	(N) 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. Negative effect compared with the baseline position.	Providing enough sites to meet Traveller needs should have a similar effect 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 modes	Y	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 Travellers tend to have and use private motorised transport. The overall effect, therefore, is likely to be positive but not significant compared with the baseline position.	More site allocations could have both a negative and positive effect on the use of sustainable transport modes. If more sites were located in sustainable areas this would have a greater positive effect. However, if more rural unsustainable sites were allocated this would have less of a positive effect. Overall, it is assumed the effect on the baseline position will be similar to that of the preferred option.	If fewer sites were allocated, these “fewer sites” would be in equally sustainable locations to the preferred sites. However, not meeting needs would be likely to result in unauthorised encampments, and these could be in less sustainable locations (but may not be). No effect on baseline position assumed because of uncertainty	A different distribution of proposed Traveller sites is likely to be less sustainable than those set out in the preferred options, but the overall effect / change in effect is likely to be insignificant.

Objective	Env	Soc	Econ	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
12. To improve physical and mental health and reduce inequalities		Y		(P) 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 effect 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.	(P) Additional site allocations should result in a similar, or greater positive effect compared with the preferred options for sites.	(N) 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)	(P) Providing enough sites to meet Traveller accommodation needs should help address this Objective. However, a different distribution of sites may (or may not) result in health facilities being more difficult to access, hence a less positive effect than for the preferred option or alternative options 1 & 2. Overall, a small positive effect compared with the baseline position.
13. To protect places, landscapes and buildings of historical, cultural and archaeological value	Y			(N) The preferred Traveller sites are generally in rural locations, and thus there is a high possibility that the landscape in these locations will be adversely affected, although the site selection criteria seek to avoid negative effect on important or historic landscapes. Overall, it is anticipated there would be a minor negative effect compared with the baseline.	(N) Providing further sites could lead to greater effect on landscapes and / or countryside, especially if the additional sites have issues with regard to their effect on the landscape. However it may be possible to mitigate the effects for some sites. Effect could be judged to be “negative” or “very negative” compared with the baseline.	(VN) Whilst provision of fewer sites will lead to less cumulative effect on the landscape, this could result in an increased likelihood of unauthorised encampments. Such encampments may have a much more negative effect on the countryside. Conversely, occupants of longer-term unauthorised sites may sometimes screen their sites, in which case the effect could be “negative” rather than “very negative”.	(N) A different distribution of Traveller sites is likely to have a similar or slightly more negative effect on the landscape, although once again, these sites can be appropriately screened to mitigate their effect; however there still could be unauthorised encampments.
14. To restore and protect land and soil quality	Y			(N) The two preferred sites which are already in use will have resulted in the loss of a small amount of greenfield land and some low grade agricultural land. The other site is on brownfield	(N) 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,	(N) Whilst provision of fewer sites will lead to a lesser cumulative effect, it could also result in more unauthorised encampments in more “harmful” locations, with a	(N) A different distribution of sites is likely to have a slightly more negative effect on the baseline than the preferred sites, although, depending on

Objective	Env	Soc	Econ	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
				land. The overall effect is likely to a minor negative effect compared with the baseline position.	however this could be offset as there would be a reduction in unauthorised encampments.	greater overall “net” negative effect than for the preferred option depending upon their location. Whether this is “negative” or “very negative” depends on the locations of any unauthorised encampments.	which sites are chosen, could have a more significant negative effect.
15. To protect and enhance biodiversity	Y			<p>The preferred sites have been selected using, <i>inter alia</i>, a criterion seeking to avoid negative effects on nature conservation sites. The sites chosen will not enhance biodiversity, but should not have any significant negative effect on biodiversity in the baseline evidence.</p> <p>A number of the preferred sites are already in Traveller use at present. No overall effect upon the baseline position.</p>	<p>(N) An increase in allocated sites would potentially increase the likelihood of some effect 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 effect compared with the baseline position.</p>	<p>(N) Fewer allocated sites would reduce the effect upon habitat and species within the borough, but could result in a greater number of unauthorised developments in locations affecting nature conservation sites.</p>	<p>A different distribution of sites to meet the same accommodation needs is unlikely to have any significantly worse effect on biodiversity compared to the baseline position than the preferred sites.</p>
16. To protect and improve the quality of both inland coastal waters and protect against flood risk	Y			<p>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 effect on flood risk, but neither should it have any significant negative effect. Thus overall, no net effect on the baseline position.</p>	<p>(N) Providing more sites could result in an increase in flood risk, depending on the location of the sites chosen. The extent of any negative effects depends on the sites chosen.</p>	<p>(N) 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 effects depends on the occurrence and location of any unauthorised encampments.</p>	<p>A different distribution of sites to meet the same accommodation needs is unlikely to have any significantly worse effect on flood risk, provided sites in Flood Zone 3 are avoided.</p> <p>Whether or not the effect is negative and significant depends on the location of the alternative sites. Thus overall, no net effect on the baseline position.</p>

Objective	Env	Soc	Econ	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
17. To protect and improve air, light and noise quality.	Y			The preferred sites should have no significant effect on air quality and noise / light pollution, provided suitable measures be put in place on allocated sites to provide suitable acoustic and visual screening. There is no indication of any likely effect upon the baseline position.	An increase in sites could potentially mean an increase in car usage, thus decreasing air quality. (Having said that, unauthorised sites could also generate a greater number of vehicle movements.) This would be dependent upon the location of sites and if they were in sustainable locations. There is no indication of any likely effect upon the baseline position.	Fewer allocated sites would potentially have a lesser effect upon noise and air quality. However the effect would be dependent upon the location of sites the sustainability of their locations. Unauthorised encampments also generate vehicle movements There is no indication of any material effect upon the baseline.	A different distribution of sites should have no significant effect on air quality and noise / light pollution, provided suitable measures are put in place to provide suitable acoustic and visual screening and reduce effects on air quality if located further away from services. Unauthorised encampments also generate vehicle movements There is no indication of likely effect upon the baseline position.
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 effects 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 a likely material effect upon the baseline position.	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 a likely material effect upon the baseline position.	Fewer sites will in theory produce a lower demand on the use of resources. Unlikely to be any material effect on the baseline position.	A different distribution of sites should have no noticeable different effect on the use of resources compared with the preferred options for sites.

11. Conclusions

This interim 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 Traveller Site DPD”).

An assessment has been made of the Traveller Sites DPD’s proposed policy to assess planning applications for Traveller sites (policy GT1) against the baseline position with regard to the 18 Sustainability Objectives of the West Lancashire Local Plan. For comparison purposes, two reasonable alternatives to policy GT1 were assessed: an alternative, less stringent policy, and a scenario where there would be no policy in place.

It is concluded that the proposed Policy GT1 would be likely to have the most beneficial effects overall compared with the baseline position, its criteria seeking to minimise negative effects on matters linked with the 18 sustainability objectives of the Local Plan insofar as they relate to the provision of accommodation for Travellers. A less stringent policy (allowing development further away from facilities, and / or in the Green Belt, and / or in areas of landscape value), or a lack of a specific local policy would be likely to have a slightly more negative effect overall in terms of sustainability.

In the same way, an assessment was made of the preferred options for Traveller site allocation against the 18 Local Plan Sustainability Objectives, and this was compared with three reasonable alternative approaches of providing additional sites, providing fewer sites, and providing sites of the same capacity but in different geographical locations from the preferred sites.

In the light of an assessment of the deliverability of potential candidate sites, the preferred Traveller sites for allocation are:

- Site 3 – Sugar Stubbs Lane, Banks. Permanent Gypsy and Traveller accommodation; 3 pitches;
- Site 6 – Land west of The Quays, Burscough. Travelling Showpeople accommodation; 10 pitches;
- Site 8 – Pool Hey Caravan Park, Pool Hey Lane – Permanent Gypsy and Traveller accommodation; 5 pitches.

Table 10.2 indicates that the preferred sites are likely to have the most positive overall effects in terms of sustainability (environmental, social, and economic), but that an alternative distribution of sites is likely to have similar effects under many of the sustainability objectives. The provision of additional sites is likely to lead to greater negative effects in terms of environmental sustainability, but may be preferable in terms of social sustainability as providing more sites would meet accommodation needs to a greater extent. Conversely, providing fewer sites would have a more significant negative effect as needs would be met to a lesser extent than under the preferred options, and as there may consequently be a greater probability of unauthorised Traveller encampments.

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 agricultural or horticultural land, and the use of private motorised transport.

Next Steps

The results of this Interim 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), at which point a further Sustainability Appraisal will be undertaken.

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

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
Drinking Water Directive	<ul style="list-style-type: none"> Quality of drinking water 	<ul style="list-style-type: none"> Standards are legally binding 	<ul style="list-style-type: none"> Develop a Policy and ensure allocated sites take account of the requirements of the Directive. 	<ul style="list-style-type: none"> The SA should include objectives to consider water quality.
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	<ul style="list-style-type: none"> 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. <p>There are three main aims:</p> <ol style="list-style-type: none"> 1. Conserve wild flora, fauna and Natural Habitats. 2. To promote co-operation between states. 3. To give particular attention to vulnerable/endangered species. 	<ul style="list-style-type: none"> No targets identified 	<ul style="list-style-type: none"> Develop a Policy and ensure that allocated sites take account of the requirements of the Directive. 	<ul style="list-style-type: none"> The SA should consider the natural environment, biodiversity issues and the protection of endangered species.
EU Directive on the Conservation of Wild Birds 79/409/EEC	<ul style="list-style-type: none"> Identification of endangered species for which Member States are required to designate Special Protection Areas. 	<ul style="list-style-type: none"> Creation of protected areas; Upkeep and Management; Re-establishment of destroyed biotopes. 	<ul style="list-style-type: none"> Develop a Policy and ensure allocated sites take account of the requirements of the Directive. 	<ul style="list-style-type: none"> The SA should consider the protection of endangered species.
EU Directive on the Conservation of Natural Habitats and Wild Flora and Fauna 92/43/EEC	<ul style="list-style-type: none"> To conserve natural habitats; Identification of areas of conservation and maintain landscape features; Protection of Species. The consideration of Appropriate Assessments. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Develop a Policy and ensure allocated sites take account of the requirements of the Directive. 	<ul style="list-style-type: none"> The SA should consider the protection of landscape benefit for ecological issues.
RAMSAR Convention on Wetlands of International Importance (1971)	<ul style="list-style-type: none"> 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'. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Develop a Policy and ensure allocated sites take account of the requirements of the Directive. 	<ul style="list-style-type: none"> The SA should consider the protection of identified European sites of nature conservation significance.

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to 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"> Seeks to prevent and reduce the production of waste and its impacts; Where necessary waste should be disposed of with creating environmental problems. 	<ul style="list-style-type: none"> Promoting of the development of clean technologies to process waste; Promote re-cycling and re-use 	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"> The SA should include the minimisation of waste as an objective.
Aarhus Convention (1998)	<ul style="list-style-type: none"> 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"> Access to Information; Public Participation in Decision Making; Access to Justice. 	None	<ul style="list-style-type: none"> Ensure public are consulted at relevant stages. 	<ul style="list-style-type: none"> Ensure the public are consulted at the relevant stages.
NATIONAL				
NPPF	<ul style="list-style-type: none"> 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; 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 community's needs and support its health, social and cultural well-being; and An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve 	<ul style="list-style-type: none"> Making it easier for jobs to be created in cities, towns and villages; Moving from a net loss of biodiversity to achieving net gains for nature;6 Replacing poor design with better design; Improving the conditions in which people live, work, travel and take leisure; and Widening the choice of high quality homes. 	<ul style="list-style-type: none"> To develop the Policy ensuring that allocates sites take account of the NPPF. 	<ul style="list-style-type: none"> Ensure that the Policy and site allocations are economically, socially and environmentally sustainable.

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
	<p>biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.</p>			
<p>NPPF – Planning policy for Traveller Sites August 2015</p>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • LPA's make their own assessment of need for the purpose of planning • LPA's work collaboratively, develop fair and effective strategies to meet need through the identification of land for sites • Protect Green Belt land from inappropriate development • Reduce the number of unauthorised developments and encampments 	<ul style="list-style-type: none"> • The Policy and site allocations should take into account the key objectives of the Planning Policy for Traveller Site document. 	<ul style="list-style-type: none"> • The SA should consider, where appropriate, the need for objectives relating to social cohesion.
<p>NPPG - Ensuring effective enforcement</p>	<ul style="list-style-type: none"> • Enforcement of unauthorised camps 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • The Policy and site allocations should take into account the key objectives of the Planning Policy for Traveller Site document. 	
SUB REGIONAL				
<p>Lancashire Minerals and Waste Local Plan</p>	<ul style="list-style-type: none"> • To resist minerals or waste developments where they could cause unacceptable impact on people and the environment; • To minimise the adverse impact of minerals or waste developments and seek where appropriate environmental and social benefits; 	<ul style="list-style-type: none"> • A variety of targets and indicators are referred to relating to a minerals production, waste minimisation and recycling relates. 	<ul style="list-style-type: none"> • The Policy and site allocations should take into account the key objectives of the Minerals and Waste Local Plan where relevant. 	<ul style="list-style-type: none"> • The SA should consider, where appropriate, the need for objectives relating to minerals and waste.

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

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
West Lancashire Transport Masterplan	<ul style="list-style-type: none"> • Reduce road casualties; • Improve access to jobs and services; • Improve air quality; • Improve the condition of transport infrastructure; • Reduce delays on journeys; • Increase journeys by bus and rail; and • Increase active travel. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Include sustainability objectives in relation to improving traffic issues.
LOCAL				
West Lancs Local Plan 2012-2027	<ul style="list-style-type: none"> • Stronger and safer communities • Education, training and the economy • Health • Natural Environment • Housing • Services and Accessibility • Location of development and built environment • Climate Change • Provision of Gypsy and Traveller sites (Policy RS4) 	<ul style="list-style-type: none"> • The Plan includes a wide range of targets and indicators. 	<ul style="list-style-type: none"> • Develop the Policy and identification of the site allocations to address the relevant objectives of the Local Plan. 	<ul style="list-style-type: none"> • To include objectives in the Policy and site allocations.
West Lancashire District Council Statement of Community Involvement	<ul style="list-style-type: none"> • 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. • Explains how the Council will provide feedback on any comments received. • Provides a list of organisations and community groups that the Council will consult, both formally and informally. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • The consultation must comply with the SCI. 	<ul style="list-style-type: none"> • Ensure the consultation on the SA in undertaken in accordance with the SCI.
Housing Needs Survey	<ul style="list-style-type: none"> • Provide accurate and robust information about the housing need requirements • Help support the Council's strategic housing role; • Help inform the Housing 	<ul style="list-style-type: none"> • 20% elderly provision and 35% affordable housing provision. 	<ul style="list-style-type: none"> • The DPD must address the issues of the Housing Needs Survey. 	<ul style="list-style-type: none"> • SA Framework should include for the development of affordable and elderly housing.

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
	<p>Strategy for the Masterplan;</p> <ul style="list-style-type: none"> • Identify key priorities to creating a balanced housing market in the District, particularly addressing issues of affordability; • Provide an assessment of housing markets in the District; • Assess the specific housing needs of ethnic minorities, older people and key workers in the District; • Provide projections on future housing need. 			
West Lancashire Open Space Strategy	<ul style="list-style-type: none"> • To prioritise strategic sites for enhancement and development of open space and non-sports pitch facilities. • Provide quality targets and management targets for general open space and individual typologies. • Provide information that can be used within the LDF process and supplementary planning documents. • Protect sites, which increase nature conservation and biodiversity, from over use. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • The DPD must consider open space. 	<ul style="list-style-type: none"> • SA should take account of open space in the DPD.

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	April 2014 – March 2015	(52500) 75.4%	74.7%	77.4%		No effect
% claiming JSA	NOMIS	August 2015	1.0%	1.5%	1.7%		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	As census or NOMIS data above	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.	2011 census (KS401EW)	2011	47,973	3,143,898	22,976,066		No effect
Deficiency of public open space	Playing pitch strategy	2004	Football: minor oversupply of adult pitches; significant shortfall of junior pitches; undersupply of mini pitches. Large undersupply of junior rugby union pitches. Small undersupply of adult rugby league pitches.			Current review underway due to be published 2015	No effect

Alternatively, there are figures for number of households, where numbers vary to above – see AMR 2015 page 54

Indicator – 4. To deliver Rural Renaissance

Indicator	Data Source	Data recent	West Lancs	North West	England	Comment	Expected baseline without the plan
% of new residential completions/ permissions within 1km of 5 basic services	WLBC	2015	65%	-	-	No figures available for overall population. Figures available for % of new residential completions / permissions based on 5 services in 1km. See AMR 2015 page 59	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	WLBC (AMR 2015)	2015	91% 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 coastal 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			This data is no longer published by the EA	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	WLBC	2014/15	91% completions			Permissions based on 5 services in 1km. See AMR 2015 page 59	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	2015	383km				No change
Length of cycle ways within the District	LCC GIS	2015	190km				No change
Number of people travelling to work within the borough	ONS Neighbourhood Statistics (2011 Census)	2011	40%			40% of Boroughs workplace population commutes IN to the Borough	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 data.	No change
Average annual consumption of gas in Kwh.	Audit commission	2004	22971	20828	20496 (GB)	No data	No change
Average Annual Consumption of electricity in Kwh.	Audit commission	2004	4919	4393	4628 (GB)	No data	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	2015	28				No effect
Listed Buildings	English Heritage	2015	600				No effect
Building of Local Importance	Council Heritage List	2015	120			Under review to be published 2015	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	We don't report this any longer. Relates to NLUD. NLUD data is maintained for WLBC use but HCA no longer request it. Also figures here are a total not a proportion	If no plan is in place loss of prime agricultural land could be compromised through unauthorised development/encampments

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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	No change
Number of SSSIs within the District.	West Lancs AMR	2012	6			No change	No change
Number of TPOs	West Lancs AMR	2015	575				No change
Green Flag Awards	West Lancs AMR	2015	2				No change
Biological Heritage sites			5,111			Unknown. Assume no change.	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	ONS	2011-2013	79		79.4		This would remain unchanged for the overall population; however it could increase life expectancy of the ethnic group
Life expectancy Female	ONS	2011-2013	82.5		83.1		This would remain unchanged for the overall population; however it could increase life expectancy of the ethnic group

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%			No longer analysed by LCC. Software unavailable to WLBC.	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	AMR 2015	2013/14				No overall figure.	No effect
						No longer recorded in serious acq. crime stats	
Robbery	AMR 2015	2013/14	66	-	-		No effect
Domestic burglary	AMR 2015	2013/14	295				No effect
Vehicle offences	AMR 2015	2013/14	604				No effect

National crime stats for serious acquisitive crime change regularly – descriptions can vary from year to year. Full list available in AMR 2015 page 24.

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	AMR 2015	2014/15	17 (2%)				No effect
Proportion of dwellings completed on brownfield sites /conversions sites	AMR 2015	2014/15	57%				Unknown this could increase or decrease depending upon location of applications
Proportion of completed permitted on brownfield sites	AMR 2015	2014/15	43%				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 & footpaths. This also extends to improving the availability and frequency of bus and rail services. 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. There are various deficiencies in open space 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.</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>
Employment	<p>There are levels of disparities and inequalities between skills, education, health & employment across the Borough that need to be reduced.</p> <p>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>

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?
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.</p> <p>Education provision will need to be subsidised if additional recourses are required dependent upon the location of the site allocations.</p>	<p>The Council will have to liaise with Lancashire county Council in order to establish if a need for additional primary /secondary school places is required.</p>	<p>Liaise with providers to establish the required need and provide a facility within the town centre, through a planning obligation.</p>
Protection of ecology, biodiversity and soils	<p>Protect and promote agricultural land & horticultural land and businesses within West Lancashire.</p> <p>Reduce the amount of vacant land and Brownfield sites unused by promoting their regeneration.</p> <p>Simultaneously review and protect green belt land.</p> <p>Continue to reduce the volume of waste going to landfill.</p> <p>Respond to climate change through protecting the most fertile agricultural land for crop production to respond to the changing needs of the food production industry.</p>	<p>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>
Surface and Waste Water Treatment	<p>Sustainably manage and use water resources.</p> <p>Ensure all households, businesses, agriculture and environments have enough water available.</p> <p>Support and protect as many watercourses, wetlands and groundwater & 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>

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APPENDIX 4: SITE ASSESSMENTS (SUSTAINABILITY CRITERIA)

Assessments of the 20 Potential Candidate Traveller Sites against a set of Sustainability Criteria used in the Local Plan Sustainability Appraisal

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	5. Land west of Ringtail Road, Burscough
1	Other site references / SHLAA site reference?	No	No	No	SHLAA BA.18	No
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	Land west of Ringtail Road, Burscough
3	Post Code	PR9	PR9	PR9	PR9	L40
4	OS Grid Ref - E	339687	339789	340405	339004	342361
5	OS Grid Ref - North	420656	420688	419629	420680	411597
6	Site Area (ha)	0.65	0.23	0.27	0.61	1.35
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 occupied by Travellers.	Site comprises former agricultural land, involving areas of hardstanding, some buildings including stables, and storage of vehicles as well as fenced grassed areas. Site occupied by Travellers.	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.	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.
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.	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.
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. Appeal recovered by SoS, subsequently dismissed. Legal challenge to SoS recovery (hearing oct 2015).	Site formerly had a dwelling; pp granted to replace it with a caravan in 1993; site has been occupied by a varying number of caravans since.		Site is Green Belt, and was subject to unauthorised development, including storage of fairground equipment; enforcement action sanctioned by Council.
10	Relevant planning history	2012/0820/COU (pending), 2010/0885/COU (withdrawn)	2010/0998/COU (Refused)	2004/0880. 2013/1305/LDC - Cert of Lawfulness for stationing of 5 caravans and equestrian use. Refused as LDC cannot relate to a proposed use.	No plan apps.	Planning application (2013/0629/FUL) for park homes to accommodate Travelling Showpeople withdrawn Dec 2013. Other applications: 2004/0248, 2001/0763.
11	Land Ownership Details	Owned by Travellers	Owned by Travellers	Owned by Travellers	Private	Private
12	Source of Site Suggestion	Existing site (unauthorised)	Existing site (unauthorised)	Existing site - part consented (one pitch)	Owner submitted in Call for Sites 2013	Submitted in Call for Sites 2013 by agent
13	Date of Appraisal	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)
Deliverability Issues						
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.	Yes - owner indicated in 2015 that the site is no longer available for consideration as a Traveller site.	Yes - owner indicated in 2014 that the site is no longer available for consideration as a 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	No	No
16	Does the planning history of the site caution against its allocation?	"Yes" - as neighbouring site appeal has been dismissed by the Secretary of State - similar issues 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. Appeal dismissed on account of flood risk and GB harm by Secretary of State.	No - site already has permission for one caravan.	No relevant planning history. Much of current site is Protected Land.	Land is currently Green Belt, site has been subject to enforcement action (unauthorised storage).

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	5. Land west of Ringtail Road, Burscough
17	Potential land use conflicts with nearby sites that could prevent development?	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 would be achieved given that existing properties front Hoole Lane.	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.
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 is 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.	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.
19	Any known land contamination or remediation issues?	None known	None known	None known	None known.	None known
20	Any known ground instability?	None known	None known	None known	None known.	None known
21	Can adequate provision be made to supply all major utilities?	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.	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.
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.	Site lies within Flood Zone 3	No
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	Site is in the Green Belt, but adjacent to the Non-Green Belt Burscough Industrial Estate.
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	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.	None known of.	None known of.
Biodiversity						
26	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	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.
27	Within 1km of and / or likely to impact on a SSSI?	No.	No.	No.	No	No
28	Within 100m of designated local nature conservation sites?	No.	No.	No.	No	No
29	Protected species and / or habitats?	None known.	None known.	None known.	No	No
30	Within 100m of woodlands, or trees with Tree Preservation Orders?	Yes	Yes	No	No	No
31	Effects on the sustainability of biodiversity, locally & wider over time? 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.	Site would be unlikely to have an impact on local, or international, biodiversity.
Water and Land Resources						
32	Is the site subject to any known stability issues?	No	No	No	None known	None known

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	5. Land west of Ringtail Road, Burscough
33	Geological or geomorphological importance?	No	No	No	No	No
34	Does the site have any adverse gradients on it?	No	No	No	No	No
35	Best and most versatile agricultural land (grades 1, 2 and 3a)?	Grade 1, although site is predominantly hardstanding, rather than farmed land.	Grade 1, although site is predominantly 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	Grade 2 agricultural land
36	Active mineral working site?	No	No	No	No	No
37	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	No
38	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)	No
39	Effects on the sustainability of land resources locally / wider over time? 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.	Allocation of site would lead to loss of agricultural land.
40	Within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Unknown	Unknown	Unknown	Unknown	Unknown
41	Effects on the sustainability of water quality and resources locally / wider over time? 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.	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.
Climatic factors and flooding						
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.	No
43	Effects on the sustainability of climatic factors and flooding locally / wider over time? 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.	Site would be unlikely to have detrimental impacts on climate and flooding.
Heritage and Landscape						
44	Within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	No	No	No	No	No
45	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.	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	Yes. Site would also result in weaker GB boundaries. Delineation of GB is currently set by trees.
47	Within 250m of a site or building with a nationally recognized heritage designation?	No	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	5. Land west of Ringtail Road, Burscough
48	Effects on the sustainability of heritage and landscape locally and in the wider Borough and sub-region over time? Temporary / permanent?	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.	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.
	Social equality and community services					
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.	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.
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.	Approximately 2km (24 minutes walk) from bus stop.
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)	2km to bus stop; 2.7km to school - possibly just about walkable in 30 minutes, but not for young children
52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes - at Southport / Tarleton	Yes - at Southport / Tarleton	Yes - at Southport / Tarleton	Yes - at Southport / Tarleton	School walkable within 40 minutes; could be reached by walking and bus within 40 minutes
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes - at Southport	Yes - at Southport	Yes - at Southport	Yes - at Southport	Yes - at Ormskirk
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes - at Southport	Yes - at Southport	Yes - at Southport	Yes - at Southport	Yes - at Ormskirk (but would entail a long walk or two buses)
55	Is the site within 30 minutes public transport journey of a GP Practice?	Yes - at Banks	Yes - at Banks	Yes - at Banks	Yes - at Banks	Could reach a GP with a combination of walking and bus, but not ideal with 2km walk to bus stop.
56	Is the site within 30 minutes public transport journey of a Major Centre?	Yes - Southport	Yes - Southport	Yes - Southport	Yes - Southport	Burscough Centre accessible within 30 minutes (most of it involving walking). Ormskirk Centre beyond 30 minutes walk / bus combined.
57	Is the site within 10 minutes walk (800m) of a district or local centre?	Yes	Yes	No	Yes	No
58	Is the site within 15 minutes walk (1200m) of a Public Open Space of at least 5ha in size?	Yes	Yes	Yes	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	No
60	Is the site within 40 minutes public transport journey of a Leisure / Recreation / Sports Facility?	Yes - Leisure Centre, Banks	Yes - Leisure Centre, Banks	Yes - Leisure Centre, Banks	Yes - Leisure Centre, Banks	Yes - Leisure Centre, Burscough

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	5. Land west of Ringtail Road, Burscough
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.	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.
Local economy and employment						
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	No
63	Effects on the sustainability of the local economy and employment locally / Borough / sub-region over time? Temporary / permanent?	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.)	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.
Housing						
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.	Yes. One residential property lies approx 100m to the north of the site.
65	Effects on the sustainability of housing provision locally / Borough / sub-region over time? Temporary / permanent?	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	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible
Transportation and air quality						
66	In or adjacent to an existing Air Quality Management Area?	No.	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	Site may be impacted by noise and traffic from the adjacent industrial estate.
68	Effects on the sustainability of air quality locally and in the wider Borough and sub-region over time? Temporary / permanent?	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	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.	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.
70	Would traffic from the site onto 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.	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.
71	Is the site within 800m of an existing or proposed Cycle Route?	Yes	Yes	Yes	Yes	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	5. Land west of Ringtail Road, Burscough
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.	No
73	Is the site within 1200m of a Rail Station?	No	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	No
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.	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.
Cumulative Impacts						
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 will 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 will 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.	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.
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.	The site is physically separated from predominantly residential areas, although there is one residential property approximately 100m from the site.
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.	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.

Q	Site Name	6. Land west of the Quays, Burscough	7. Land west of Tollgate Road, Burscough	8. Pool Hey Caravan Park, Scarisbrick	9. High Brow Farm, Pool Hey Lane, Scarisbrick	10. Land at 1-3 Southport Road, Kew, Scarisbrick
1	Other site references / SHLAA site reference?	SHLAA BU.19	No	No	SHLAA SR.37	SHLAA SR.13
2	Site Address	Land west of the Quays, Burscough	Land west of Tollgate Road, Burscough	Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick	High Brown Farm, Pool Hey Lane, Scarisbrick	Land at 1-3 Southport Road, Scarisbrick
3	Post Code	L40	L40	L40	PR8	PR8
4	OS Grid Ref - E	344132	342947	337243	336461	336167
5	OS Grid Ref - North	412084	411302	415623	415280	415402
6	Site Area (ha)	0.83	1.85	0.33	1.28	2.70
7	Description of Site	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.	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.
8	Description of Surrounding Area	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. 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.	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.
9	Brief Site History	Current, authorised use as Travelling Showpeople site.	No site history of relevance.	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 unauthorised but long-established.	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.
10	Relevant planning history	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)	No p/p in relation to Gypsy/Traveller uses. 1993/0214, 2007/1350/FUL.	2004/0023, 2001/0289
11	Land Ownership Details	Owned by Travelling Showpeople	Private	Owned by Travellers	Private	Private
12	Source of Site Suggestion	Authorised site, owned by Travelling Showpeople	Suggested by Travelling Showpeople	Call for Sites; existing site	Site with previous Traveller activity, subject to enforcement action.	Site with previous Traveller activity, subject to enforcement action.
13	Date of Appraisal	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)
Deliverability Issues						
14	Are there any issues of land ownership that could prevent development on the site being delivered?	No. Site owned by Travelling Showpeople and in authorised use.	Yes - owner indicated in 2014 that the site is no longer available for consideration as a Traveller site.	No.	Site was available for sale in 2013, but has since been sold and is no longer available for sale.	Yes - owner indicated in 2015 that the site is no longer available for consideration as a Traveller site.
15	Is the site potentially available for development?	Yes. Although availability limited to a particular group or family.	No	Yes.	No	No
16	Does the planning history of the site caution against its allocation?	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.	Site has been subject to enforcement action in the past due to occupation by Travellers. No planning permission has been sought.	No planning history specific to Traveller uses.

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17	Potential land use conflicts with nearby sites that could prevent development?	Site involves storage and manoeuvring of large vehicles, although it has operated adjacent to flatted 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. Site has existed over 20 years without issues relating to nearby level crossing. 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.	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.
18	Is the site directly accessible from the highway network or could it reasonably become so?	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. However, it appears to have functioned as such since 1994 without significant issues.	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.
19	Any known land contamination or remediation issues?	None known	None known	None known	None known	None known
20	Any known ground instability?	None known	None known	None known	None known	There is evidence of land stability issues in the immediate area. Site is directly adjacent to a watercourse.
21	Can adequate provision be made to supply all major utilities?	Yes. Site currently in use.	Site is currently undeveloped, but provision of services should be straightforward given neighbouring industrial areas.	Yes. Site in use already.	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.
22	Is the site within Functional Floodplain (Flood Zone 3b)?	No	No	No.	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.
23	Is the site within the Green Belt?	No	Yes	Yes.	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.
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	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. Site currently in authorised use.	Unknown	Site is in hands of Travellers and in use as a Traveller site.	Not for Traveller accommodation.	No; owners intend to develop the site for [bricks and mortar] housing, and would not sell the site as a Traveller site.
Biodiversity						
26	Within 5km of and / or likely to impact on internationally designated 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	No	No
27	Within 1km of and / or likely to impact on a SSSI?	No	No	No	No	No
28	Within 100m of designated local nature conservation sites?	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.	No	No
29	Protected species and / or habitats?	No	No	No	No	No
30	Within 100m of woodlands, or trees with Tree Preservation Orders?	Yes	No	No	No	Yes
31	Effects on the sustainability of biodiversity, locally & wider over time? Temporary or permanent?	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.	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.
Water and Land Resources						
32	Is the site subject to any known stability issues?	None known	None known	None known	Potentially. There appear to have been some land stability issues on Scarisbrick New Road nearby; further investigation would be required.	None known

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33	Geological or geomorphological importance?	No	No	No	No	No
34	Does the site have any adverse gradients on it?	No	No	No	No	No
35	Best and most versatile agricultural land (grades 1, 2 and 3a)?	No, urban land.	Grade 2	Site falls within Grade 1 designation, although site is not used for farming.	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.
36	Active mineral working site?	No	No	No	No	No
37	Contaminated or derelict land?	No	No	No	Yes. Derelict land/farm buildings.	Yes, derelict land - areas of hardstanding.
38	Previously developed land (brownfield)?	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	Yes. Derelict land / farm buildings.	Yes.
39	Effects on the sustainability of land resources locally / wider over time? Temporary or permanent?	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.	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.
40	Within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Unknown	Unknown	Unknown	Unknown	Unknown
41	Effects on the sustainability of water quality and resources locally / wider over time? Temporary or permanent?	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.	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.
Climatic factors and flooding						
42	Is the site within Zones 2 or 3 of the floodplain?	No	No	No	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.
43	Effects on the sustainability of climatic factors and flooding locally / wider over time? 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 located in an area of flood risk.	Part of the site would be located in an area of flood risk.
Heritage and Landscape						
44	Within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	No	No	No	No	No
45	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. 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.	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.
46	Is the site in the Green Belt? If so, would development on this site cause harm to the objectives of Green Belt designation?	No	Yes. Site would also result in weaker GB boundaries, or the need to redefine boundaries.	Yes	Yes. Part in GB.	Front part of the site is within Brown Edge settlement area; rear of site is within Green Belt.
47	Within 250m of a site or building with a nationally recognized heritage designation?	Yes	No	No	No	No

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48	Effects on the sustainability of heritage and landscape locally and in the wider Borough and sub-region over time? Temporary / permanent?	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.	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.
	Social equality and community services					
49	Will development of the site harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses)?	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.	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).
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.)	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.	Site is 350m (4 minutes walk) from bus stops on A570.	Site is within 100m of bus stops on A570.
51	Is the site within 30 minutes public transport journey of a Primary School?	Yes	Yes	Yes (Kew)	Yes	Yes
52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes	Yes	Yes (Kew)	Yes	Yes
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes	Yes	Yes	Yes	Yes
54	Is the site within 60 minutes public transport journey of a Hospital?	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	Yes	Yes
55	Is the site within 30 minutes public transport journey of a GP Practice?	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.	Yes	Yes
56	Is the site within 30 minutes public transport journey of a Major Centre?	Yes	Yes	Yes	Yes	Yes
57	Is the site within 10 minutes walk (800m) of a district or local centre?	Yes	No	No	No	Yes
58	Is the site within 15 minutes walk (1200m) of a Public Open Space of at least 5ha in size?	No	Yes (Abbey Lane)	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	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 - facilities in Ormskirk / Southport	Yes - facilities in Ormskirk / Southport	Yes - facilities in Southport

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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 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.	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.
Local economy and employment						
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	No
63	Effects on the sustainability of the local economy and employment locally / Borough / sub-region over time? Temporary / permanent?	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.)	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.)
Housing						
64	Is the site within 250m of residential dwellings (including individual houses)?	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.	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.
65	Effects on the sustainability of housing provision locally / Borough / sub-region over time? Temporary / permanent?	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	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible
Transportation and air quality						
66	In or adjacent to an existing Air Quality Management Area?	No	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. 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.	No	No
68	Effects on the sustainability of air quality locally and in the wider Borough and sub-region over time? Temporary / permanent?	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	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?	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.	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.
70	Would traffic from the site onto Primary Road Network cause adverse impacts on amenity of sensitive receptors on the route (residential, schools etc.)?	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.	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.
71	Is the site within 800m of an existing or proposed Cycle Route?	Yes	No	Yes	Yes	Yes

Q	Site Name	6. Land west of the Quays, Burscough	7. Land west of Tollgate Road, Burscough	8. Pool Hey Caravan Park, Scarisbrick	9. High Brow Farm, Pool Hey Lane, Scarisbrick	10. Land at 1-3 Southport Road, Kew, Scarisbrick
72	Is the site within 800m of a bus stop for a high frequency bus service?	Yes	Site is 850m (10 minutes walk) from bus stops on A59.	No	Yes	Yes
73	Is the site within 1200m of a Rail Station?	Yes	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	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?	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.	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.
Cumulative Impacts						
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?	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	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?	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.	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.
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 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.	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	11. Land to the rear of 281 Smithy Lane, Scarisbrick	12. Land at Southport New Road, Mere Brow	13. White Moss Road South (A), Skelmersdale	14. White Moss Road South (B), Skelmersdale	15. White Moss Road South (C), Skelmersdale
1	Other site references / SHLAA site reference?	No	SHLAA TA.26 (not whole site)	No	No	No
2	Site Address	Land rear of 281 Smithy Lane, Scarisbrick	Former LCC depot, Southport New Road, Mere Brow	White Moss Road South (A), Skelmersdale	White Moss Road South (B), Skelmersdale	White Moss Road South (C), Skelmersdale
3	Post Code	L40 8HL		WN8	WN8	WN8
4	OS Grid Ref - E	340384	341715	347632	346489	346332
5	OS Grid Ref - North	411675	418986	405134	405299	405190
6	Site Area (ha)	1.01	3.26	0.81	0.92	2.75
7	Description of Site	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.	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.
8	Description of Surrounding Area	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.	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. 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.
9	Brief Site History	Garden / land behind dwelling; no relevant site history.	Former LCC highways depot, but since sold off.	Site is a former Highways Agency depot, no longer in use and now vacant, with buildings and hardstanding.	Site owned by Travellers 2013, but has since changed. Submitted as a potential Traveller site in 2015 Call for Sites.	None
10	Relevant planning history	No planning history relating to Gypsy/ Traveller use	Recent planning applications have been for change of use of site to home engineering contractors or to convert to motorcycle workshop and sales depot. No planning history directly related to Travellers.	2007/1381/FUL - Construction of garage to store winter maintenance plant (granted)	Application 2013/1040 for use of site for keeping horses granted December 2013 but not implemented.	None
11	Land Ownership Details	Private	Private	Private	Private	Private
12	Source of Site Suggestion	Submitted in Call for Sites 2013	Site identified by planning officers. The willingness of the owner of the eastern section of the site is unknown. The owners of the open, western section of the site have stated that they are not willing for this part of the site to be considered as a Traveller site.	Site suggested by a member of the Travelling Community.	Planning application for Traveller-related development.	Site identified by Council officers.
13	Date of Appraisal	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)
Deliverability Issues						
14	Are there any issues of land ownership that could prevent development on the site being delivered?	Yes - owner indicated in 2014 that the site is no longer available for consideration as a 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.	Site owner has informed the Council that the site is not available for sale at present.	Site in the hands of Travellers.	Yes - owner indicated in 2014 that the site is no longer available for consideration as a Traveller site.
15	Is the site potentially available for development?	No	No / unlikely	No	Yes	No
16	Does the planning history of the site caution against its allocation?	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.	No planning history	Recent application for stables approved Dec 2013.	No planning history.

Q	Site Name	11. Land to the rear of 281 Smithy Lane, Scarisbrick	12. Land at Southport New Road, Mere Brow	13. White Moss Road South (A), Skelmersdale	14. White Moss Road South (B), Skelmersdale	15. White Moss Road South (C), Skelmersdale
17	Potential land use conflicts with nearby sites that could prevent development?	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. Part of site at risk of flooding.	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 close proximity to a landfill (hazardous waste) and adjacent to the M58. High pressure gas pipelines running to the west of the site are considered Major Hazardous Installations by HSE, which rule out caravan development on a substantial proportion of the site.	Site is Green Belt. Site is also in close proximity to a landfill (hazardous waste) and adjacent to the M58. High pressure gas pipelines running below and to the west of the site are considered Major Hazardous Installations by HSE, which rule out caravan development on a substantial proportion of the site; pylons over part of site.
18	Is the site directly accessible from the highway network or could it reasonably become so?	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.	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.
19	Any known land contamination or remediation issues?	None known	None known, although minor contamination may be present on account of site's previous use as a County Council depot.	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
20	Any known ground instability?	None known	None known	None known.	None known.	None known
21	Can adequate provision be made to supply all major utilities?	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.	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.
22	Is the site within Functional Floodplain (Flood Zone 3b)?	No	Land beside Tarleton Runner is in Flood Zones 2 (typically 20-25m from the watercourse) and 3 (typically 15-20m from the watercourse).	No	No.	No
23	Is the site within the Green Belt?	Yes.	Site is within the Green Belt, but adjacent to the Mere Brow settlement.	Yes - Site abuts the Non-Green Belt White Moss Business Park.	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	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 submitted in "Call for Sites" as a potential Traveller site.	Unknown.	Unknown	Site submitted by owners in Call for Sites, but no evidence of it being marketed / sold for Traveller development.	None known
Biodiversity						
26	Within 5km of and / or likely to impact on internationally designated sites?	No	No	No	No	No
27	Within 1km of and / or likely to impact on a SSSI?	No	No	No	No	No
28	Within 100m of designated local nature conservation sites?	No	No	No	No	No
29	Protected species and / or habitats?	No	No	No	No	No
30	Within 100m of woodlands, or trees with Tree Preservation Orders?	No	No	No	Yes	Yes
31	Effects on the sustainability of biodiversity, locally & wider over time? 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.	Development of site may have an impact on biodiversity given the proximity of the M58 wildlife corridor. This impact is likely to be minor.	Site appears to be active farmland, and likely to support some biodiversity.
Water and Land Resources						
32	Is the site subject to any known stability issues?	None known	None known	None known	None known, although land may be undermined.	None known, although land may be undermined.

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33	Geological or geomorphological importance?	No	No	No	No	No
34	Does the site have any adverse gradients on it?	No	No	No	No	No
35	Best and most versatile agricultural land (grades 1, 2 and 3a)?	Yes. Grade 1	Eastern part of site is brownfield. Western part of site is mix of grade 1 and grade 2 agricultural land.	Site is brownfield. Falls under Grade 1 classification	Yes. Grade 1, although not farmed	Yes. Grade 1 land, currently being farmed.
36	Active mineral working site?	No	No	No	No	No
37	Contaminated or derelict land?	No	Derelict buildings and hardstanding	Derelict buildings and hardstanding.	No.	No
38	Previously developed land (brownfield)?	No	Yes, former LCC depot.	Yes, former depot	No.	No
39	Effects on the sustainability of land resources locally / wider over time? Temporary or permanent?	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.	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.
40	Within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Unknown	Unknown	Unknown	Unknown	Unknown
41	Effects on the sustainability of water quality and resources locally / wider over time? Temporary or permanent?	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.	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.
Climatic factors and flooding						
42	Is the site within Zones 2 or 3 of the floodplain?	No	A substantial part of the site is within Flood Zone 2 / 3.	No	No	No
43	Effects on the sustainability of climatic factors and flooding locally / wider over time? Temporary or permanent?	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.	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.
Heritage and Landscape						
44	Within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	No	No	No	No	No
45	Within or within 1km of any area designated for its local landscape importance or is it likely to have adverse impacts on the landscape?	Site is within an Area of Landscape History of Local Importance.	No	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 'wildlife corridor'.	No - 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	Yes.	Yes, but previously developed site.	Yes. Development would have visual impact as well as affecting openness.	Yes. Development would have visual impact as well as affecting openness.
47	Within 250m of a site or building with a nationally recognized heritage designation?	Yes	No	No	No	No

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48	Effects on the sustainability of heritage and landscape locally and in the wider Borough and sub-region over time? Temporary / permanent?	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.	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".
	Social equality and community services					
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). 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).	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).
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 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.	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.
51	Is the site within 30 minutes public transport journey of a Primary School?	Yes (Scarisbrick)	Yes	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).
52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes (Ormskirk)	Yes	Yes	Yes	Yes
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes	Yes (Southport)	Yes	Yes	Yes
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes	Yes (change at Southport Lord Street)	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)
55	Is the site within 30 minutes public transport journey of a GP Practice?	Yes (Ormskirk)	Yes	Yes	Yes	Yes
56	Is the site within 30 minutes public transport journey of a Major Centre?	Yes	Yes	Yes	Yes	Yes
57	Is the site within 10 minutes walk (800m) of a district or local centre?	No	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	No	No	Yes (Blaguegate)	Yes (Blaguegate)
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, although site is within easy reach of the Leeds Liverpool Canal.	No	No	No	No
60	Is the site within 40 minutes public transport journey of a Leisure / Recreation / Sports Facility?	Yes - facilities in Ormskirk / Southport	Yes - Banks Leisure Centre	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.

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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, 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.	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.
Local economy and employment						
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	No
63	Effects on the sustainability of the local economy and employment locally / Borough / sub-region over time? Temporary / permanent?	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.)	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.)
Housing						
64	Is the site within 250m of residential dwellings (including individual houses)?	Yes	Yes - Mere Brow settlement to the south, and nearby residential properties to the east and west Lane.	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.
65	Effects on the sustainability of housing provision locally / Borough / sub-region over time? Temporary / permanent?	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	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible
Transportation and air quality						
66	In or adjacent to an existing Air Quality Management Area?	No	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 is directly adjacent to a number of residential properties.	No	No. Although the site may be impacted by noise and fumes from the M58, and is close to a hazardous waste site.	No, although the site may be impacted by noise and fumes from the M58, and is close to a hazardous waste site.	No. Although the site may be impacted by noise and fumes from the M58, overhead pylons, and is close to a hazardous waste site.
68	Effects on the sustainability of air quality locally and in the wider Borough and sub-region over time? Temporary / permanent?	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	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.
69	How suitable is the road network to accommodate expected levels of traffic to and from the site?	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 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.	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.
70	Would traffic from the site onto Primary Road Network cause adverse impacts on amenity of sensitive receptors on the route (residential, schools etc.)?	Site is close to the B-classified Heaton's 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	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.
71	Is the site within 800m of an existing or proposed Cycle Route?	Yes	Yes	No	No	No

Q	Site Name	11. Land to the rear of 281 Smithy Lane, Scarisbrick	12. Land at Southport New Road, Mere Brow	13. White Moss Road South (A), Skelmersdale	14. White Moss Road South (B), Skelmersdale	15. White Moss Road South (C), Skelmersdale
72	Is the site within 800m of a bus stop for a high frequency bus service?	Yes	Yes. Site is within 550m of bus stops on A565 (and within 300m of bus stop on Mere Brow Lane).	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).
73	Is the site within 1200m of a Rail Station?	No	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 on the site	No	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 is close to the B-classified Heaton's 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.	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.
Cumulative Impacts						
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.	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.	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.
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 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.	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.
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.	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.

Q	Site Name	16. Blackacre Lane, Ormskirk	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton	19. Land east of Middlewood Drive, Aughton	20. Bickerstaffe Colliery, Bickerstaffe
1	Other site references / SHLAA site reference?	No	SHLAA OA.053	SHLAA OA.054	SHLAA OA.061	SHLAA BK.01
2	Site Address	Land at Blackacre Lane, Ormskirk	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	341478	339897	339373	340444	345220
5	OS Grid Ref - North	410031	403288	403881	405319	404595
6	Site Area (ha)	1.68	0.76	6.74	11.36	2.82
7	Description of Site	Site is currently open Green Belt, enclosed by a small fence, hedgerows and trees. Site contains a number of trees.	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	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.	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	-	-	-	-	1998/1090, 1994/0209 - both for a hotel and leisure development (approved but lapsed).
10	Relevant planning history	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	None	None	None	1998/1090, 1994/0209 - hotel & leisure development (approved but never implemented). 2015/0067 County Matter - COU to storage and blending of soils, sand/minerals and composting plus building, parking, access. WLBC raised objection August 2015
11	Land Ownership Details	Owned by Travellers	Private	Private	Private	Private
12	Source of Site Suggestion	Site suggested in Call for Sites 2013	Owner	Owner	Owner	Site identified by Council officers.
13	Date of Appraisal	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)
Deliverability Issues						
14	Are there any issues of land ownership that could prevent development on the site being delivered?	Owned by Travellers	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.	Yes - owner indicated in 2015 that the site is no longer available for consideration as a Traveller site.	Yes - owner indicated in 2014 that the site is no longer available for consideration as a Traveller site.
15	Is the site potentially available for development?	Yes	Owner has expressed a willingness for the site to be considered.	Owner has expressed a willingness for the site to be considered.	No	No.
16	Does the planning history of the site caution against its allocation?	No. Planning permission for change of use for keeping horses has been granted.	No planning history.	No planning history	No planning history	No.

Q	Site Name	16. Blackacre Lane, Ormskirk	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton	19. Land east of Middlewood Drive, Aughton	20. Bickerstaffe Colliery, Bickerstaffe
17	Potential land use conflicts with nearby sites that could prevent development?	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.	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; this is not considered a constraint in terms of impact upon the residents of the site but the site is highly visible from the railway.	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?	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, although at present has two gated accesses.	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	Any known land contamination or remediation issues?	None known	None known	None known	None known	No specific contamination known about, although site has been used as a colliery in the past.
20	Any known ground instability?	None known	None known	None known	None known	Site has disused mineshafts in places.
21	Can adequate provision be made to supply all major utilities?	Site does not currently appear to 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.	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)?	No	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	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	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 a willingness for the site to be developed for Travellers but no evidence of any actual interest in the site being purchased for possible Traveller use.	Owner has expressed a willingness for the site to be developed for Travellers but no evidence of any actual interest in the site being purchased for possible Traveller use.	None known of	None known of at present.
Biodiversity						
26	Within 5km of and / or likely to impact on internationally designated sites?	No	No	No	No	No
27	Within 1km of and / or likely to impact on a SSSI?	No	No	No	No	No
28	Within 100m of designated local nature conservation sites?	No	No	No	No	No
29	Protected species and / or habitats?	No	No	No	No	None known of at present.
30	Within 100m of woodlands, or trees with Tree Preservation Orders?	No	No	No	No	Yes
31	Effects on the sustainability of biodiversity, locally & wider over time? 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 appears to be active farmland, and likely to 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.
Water and Land Resources						
32	Is the site subject to any known stability issues?	None known	None known	None known	None known	Unknown. Site likely to have disused mineshafts in places.

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33	Geological or geomorphological importance?	No	No	No	No	No
34	Does the site have any adverse gradients on it?	No; short gentle slope towards road.	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	Best and most versatile agricultural land (grades 1, 2 and 3a)?	Yes, Grade 1	Yes, Grade 1	Yes, Grade 1	Yes, Grade 1	Yes: officially classed as Grade 1 although the site is not agricultural land.
36	Active mineral working site?	No	No	No	No	No
37	Contaminated or derelict land?	No	No	No	No	Former colliery so there is a possibility of localised contamination
38	Previously developed land (brownfield)?	No	No	No	No	Yes: former colliery
39	Effects on the sustainability of land resources locally / wider over time? 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 the line of the proposed Ormskirk Bypass. Site subject to a financial "clawback" clause which could impact upon deliverability.	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	Within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Unknown	Unknown	Unknown	Unknown	Unknown
41	Effects on the sustainability of water quality and resources locally / wider over time? 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.	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.
Climatic factors and flooding						
42	Is the site within Zones 2 or 3 of the floodplain?	No	Rear of site (about 15% of site) is within Flood Zone 2, by virtue of the adjacent watercourse.	No	No	No
43	Effects on the sustainability of climatic factors and flooding locally / wider over time? 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.	Site would be unlikely to have detrimental impacts on climate and flooding.
Heritage and Landscape						
44	Within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	No	No	No	No	No
45	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. Site is a metre or so higher than Blackacre Lane; there is no natural screening between the site and Blackacre Lane at present.	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 would have visual impact as well as affecting openness.	Yes. Development would have visual impact as well as affecting openness.	Yes. Development would have visual impact as well as affecting openness.	Yes. Development would have visual impact as well as affecting openness.	Yes. Development of site could be encroachment into the countryside.
47	Within 250m of a site or building with a nationally recognized heritage designation?	No	No	No	Yes	No

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48	Effects on the sustainability of heritage and landscape locally and in the wider Borough and sub-region over time? Temporary / permanent?	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.	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.
	Social equality and community services					
49	Will development of the site 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).	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.)	600 - 650m (7-8 minutes walk) from bus stops on Grimshaw Lane.	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?	Yes	No	Yes	Yes	Yes
52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes	Yes	Yes	Yes	Yes
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes	Yes	Yes	Yes	Yes
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes	Yes	Yes	Yes	Yes
55	Is the site within 30 minutes public transport journey of a GP Practice?	Yes	Yes	Yes	Yes	Yes
56	Is the site within 30 minutes public transport journey of a Major Centre?	Yes	No	Yes	Yes	Yes
57	Is the site within 10 minutes walk (800m) of a district or local centre?	No	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	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	No
60	Is the site within 40 minutes public transport journey of a Leisure / Recreation / Sports Facility?	Yes - facilities in Ormskirk	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.

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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 should not place undue pressure on community services.	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.
Local economy and employment						
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	Restaurant close to the site (other side of A570).
63	Effects on the sustainability of the local economy and employment locally / Borough / sub-region over time? Temporary / permanent?	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.)	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.)
Housing						
64	Is the site within 250m of residential dwellings (including individual houses)?	Site is physically separate from the built-up area of Ormskirk, although relatively close by (350m to the nearest housing).	Yes	Yes	Yes	Small number of properties close to the site, but site is generally away from residential areas.
65	Effects on the sustainability of housing provision locally / Borough / sub-region over time? Temporary / permanent?	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	Effects of the development of this site on the sustainability of housing provision locally are likely to be negligible
Transportation and air quality						
66	In or adjacent to an existing Air Quality Management Area?	No	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	No. Although the site may be impacted by noise and fumes from the M58. Other residential uses already exist alongside the M58 however.
68	Effects on the sustainability of air quality locally and in the wider Borough and sub-region over time? Temporary / permanent?	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	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?	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.	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 traffic from the site onto Primary Road Network cause adverse impacts on amenity of sensitive receptors on the route (residential, schools etc.)?	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.	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	Yes	Cycle lanes exist on A570; cycle facility being developed in Jubilee Wood.

Q	Site Name	16. Blackacre Lane, Ormskirk	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton	19. Land east of Middlewood Drive, Aughton	20. Bickerstaffe Colliery, Bickerstaffe
72	Is the site within 800m of a bus stop for a high frequency bus service?	Site is 600-650m from nearest bus stops.	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	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?	Yes	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?	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.	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.
Cumulative Impacts						
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.	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 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.	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.	The overall impact of this site being allocated as a Traveller site is unlikely to have any significant impact on the economic potential of the area.

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

Habitat Regulations
Assessment

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02	Draft	GD	JR	10/15

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1 Introduction

AECOM has been appointed by West Lancashire Borough Council (“the Council”) to assist in undertaking a Habitats Regulations Assessment (HRA) of the potential effects of the Provision for Traveller Sites Development Plan Document – Options and Preferred Options on the Natura 2000 network and Ramsar sites.

The Habitats Directive applies the precautionary principle to Natura 2000 sites (Special Areas of Conservation, SACs, and Special Protection Areas, SPAs; as a matter of UK Government policy, Ramsar sites¹ are given equivalent status). For the purposes of this Habitats Regulations Assessment (HRA) candidate SACs, proposed SPAs and proposed Ramsar sites are all treated as fully designated sites. The need for HRA (also often referred to as Appropriate Assessment or AA) is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British law by the Conservation of Habitats and Species Regulations 2010 (**Box 1**). The ultimate aim of the Directive is to “*maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest*” (Habitats Directive, Article 2(2)). This aim relates to habitats and species, not the European sites themselves, although the sites have a significant role in delivering favourable conservation status.

Box 1. The legislative basis for Appropriate Assessment

Habitats Directive 1992

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

Article 6 (3)

Conservation of Habitats and Species Regulations 2010

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

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

¹ Wetlands of International Importance designated under the Ramsar Convention 1979

2 Methodology

2.1 Introduction

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

2.2 A Proportionate Assessment

Project-related HRA often requires bespoke survey work and novel data generation in order to accurately determine the significance of effects. In other words, to look beyond the risk of an effect to a justified prediction of the actual likely effect and to the development of avoidance or mitigation measures.

However, the draft CLG guidance² makes it clear that when implementing HRA of land-use plans, the AA should be undertaken at a level of detail that is appropriate and proportional to the level of detail provided within the plan itself: *“The comprehensiveness of the [Appropriate] assessment work undertaken should be proportionate to the geographical scope of the option and the nature and extent of any effects identified. An AA need not be done in any more detail, or using more resources, than is useful for its purpose. It would be inappropriate and impracticable to assess the effects [of a strategic land use plan] in the degree of detail that would normally be required for the Environmental Impact Assessment (EIA) of a project.”*

In other words, there is a tacit acceptance that appropriate assessment can be tiered and that all impacts are not necessarily appropriate for consideration to the same degree of detail at all tiers.

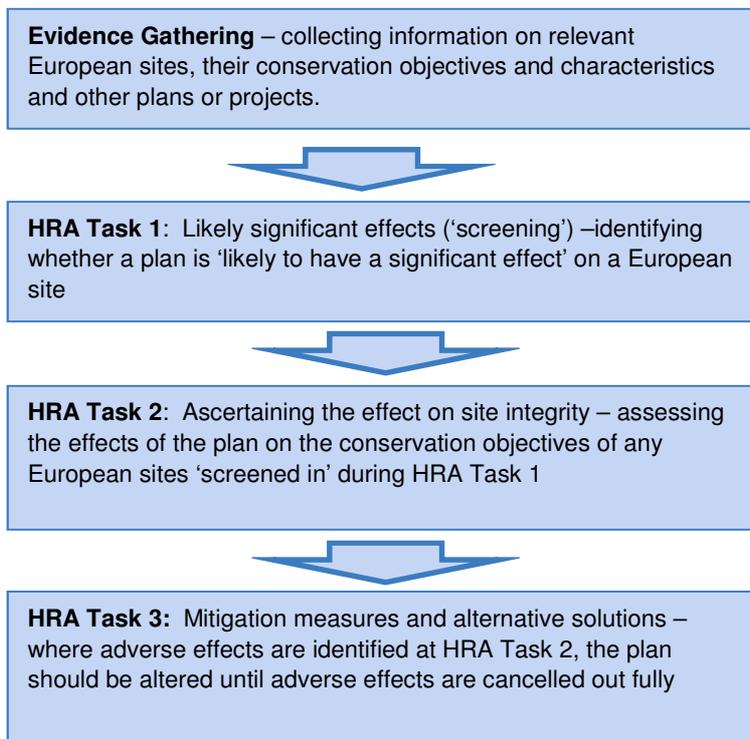
2.3 The Process of HRA

The HRA is likely to be carried out in the continuing absence of formal central Government guidance. CLG released a consultation paper on AA of Plans in 2006³. As yet, no further formal guidance has emerged from CLG. However, Natural England has produced its own informal internal guidance and Countryside Council for Wales has produced guidance for Welsh authorities which has been produced to supplement Technical Advice Note 5: Nature Conservation and Planning (2009). Although there is no requirement for an HRA to follow either guidance, both have been referred to in producing this final version of the HRA.

Figure 1 below outlines the stages of HRA according to current draft CLG guidance (which, since it is Central Government and West Lancashire Borough is an English authority has been considered to take precedence over other sources of guidance). The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations and any relevant changes to the plan until no likely significant effects remain.

² CLG (2006) Planning for the Protection of European Sites, Consultation Paper

³ Ibid

Figure 1: Four-Stage Approach to Habitats Regulations Assessment

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

2.4 Task One: Likely Significant Effect Test (Screening)

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

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

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

2.5 Physical scope of the HRA

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

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

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

Table 1: Physical scope of the HRA

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

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

2.6 The 'in combination' scope

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

- Housing figures identified for West Lancashire as a whole, and housing figures for neighbouring authorities, along with policies relating to employment provision and any significant infrastructure.
- HRA of the West Lancashire Local Plan, and any HRAs for Local Plans of surrounding authorities.

- RSPB and Lancashire Wildlife Trust (July 2008) Wind Turbines, Sensitive Bird Populations and Peat Soils: A Spatial Planning Guide for on-shore wind farm developments in Lancashire, Cheshire, Greater Manchester and Merseyside;
- United Utilities Final Draft Water Resource Management Plan 2015-2040;
- West Lancashire Borough Council Open Space Study (2012);
- Lancashire County Council Local Transport Plan 3 (2011-2021); and
- Environment Agency North West River Basin Management Plan.

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

3 Pathways of Impact

3.1 Introduction

In carrying out an HRA it is important to avoid confining oneself to effectively arbitrary boundaries (such as Local Authority boundaries) but to use an understanding of the various ways in which land use plans can impact on European sites to follow the pathways along which development can be connected with European sites, in some cases many kilometres distant. Briefly defined, pathways are routes by which a change in activity associated with a development can lead to an effect upon a European site. It is also important to bear in mind CLG guidance which states that the AA should be '*proportionate to the geographical scope of the [plan policy]*' and that '*an AA need not be done in any more detail, or using more resources, than is useful for its purpose*' (CLG, 2006, p.6⁴).

The following indirect pathways of impact were considered relevant to the Habitats Regulations Assessment of the Travellers DPD.

3.2 Disturbance

The proximity of new development sites to European sites designated for sensitive species (such as over-wintering birds) can result in noise and visual disturbance.

Human activity can affect birds either directly (e.g. through causing them to flee) or indirectly (e.g. through damaging their habitat or rendering it less usable through, for example, light pollution). The most obvious direct effect is that of immediate mortality such as death by shooting, but human activity can also lead to behavioural changes (e.g. alterations in feeding behaviour, avoidance of certain areas *etc.*) and physiological changes (e.g. an increase in heart rate) that, although less noticeable, may ultimately result in major population-level effects by altering the balance between immigration/birth and emigration/death⁵.

The degree of impact that varying levels of noise will have on different species of bird is poorly understood except that a number of studies have found that an increase in traffic levels on roads does lead to a reduction in the bird abundance within adjacent hedgerows - Reijnen et al (1995) examined the distribution of 43 passerine species (i.e. 'songbirds'), of which 60% had a lower density closer to the roadside than further away. By controlling vehicle usage they also found that the density generally was lower along busier roads than quieter roads⁶.

Disturbing activities are on a continuum. The most disturbing activities are likely to be those that involve irregular, infrequent, unpredictable loud noise events, movement or vibration of long duration. Birds are least likely to be disturbed by activities that involve regular, frequent, predictable, quiet patterns of sound or movement or minimal vibration. The further any activity is from the birds, the less likely it is to result in disturbance.

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

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

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

3.3 Loss of Offsite Habitat of Value to Qualifying Species

While most European sites have been geographically defined in order to encompass the key features that are necessary for coherence of their structure and function, this is not the case for all such sites. Due to the highly mobile nature of waterfowl it is inevitable that areas of habitat of crucial importance to the maintenance of their populations are outside the physical limits of the European site for which they are an interest feature. However, this area will still be essential for maintenance of the structure and function of the interest feature for which the site was designated and land use plans that may affect this land should still therefore be subject to HRA.

In examining the potential constraints for offshore wind development in the region in 2008 the RSPB and Lancashire Wildlife Trust published a mapping exercise that identified sensitive areas for pink-footed geese and whooper swans. These include a zone of sensitivity for pink-footed geese and mapping for whooper swan generated as 1km squares of sensitivity rather than more precise habitat zones as prepared for the geese. It is understood that work is currently underway to update this exercise on a more national basis and if the data become available during the timetable of this project the HRA will be updated to take it into account. However, for the time being, these data (presented in Appendix 1 of this report) have been used to determine proximity of preferred sites to sensitive areas for SPA birds.

4 Background to European sites

4.1 Martin Mere

Martin Mere SPA and Ramsar (119.89 ha) is located north of Ormskirk in West Lancashire, North West England. The outstanding importance of Martin Mere is its large and diverse wintering, passage and breeding bird community.

It occupies part of a former lake and mire that extended over some 1,300 ha of the Lancashire Coastal Plain during the 17th century. In 1972 the Wildfowl and Wetlands Trust purchased 147 hectares of the former Holcrofts Farm, consisting mainly of rough damp pasture, with the primary aim of providing grazing and roosting opportunities for wildfowl. Since acquisition, the rough grazed pastures have been transformed by means of positive management into a wildfowl refuge of international importance. Areas of open water with associated muddy margins have been created, whilst maintaining seasonally flooded marsh and reed swamp habitats via water level control. In September 2002, an additional 63 hectares of land were purchased on the southernmost part of the refuge at Woodend Farm, with the aid of the Heritage Lottery Fund, to restore arable land to a variety of wetland habitats including seasonally flooded grassland, reedbed, wet woodland and open water habitats.

The complex now comprises open water, seasonally flooded marsh and damp, neutral hay meadows overlying deep peat. It includes a wildfowl refuge of international importance, with a large and diverse wintering, passage and breeding bird community. In particular, there are significant wintering populations of Bewick's swan (*Cygnus columbianus bewickii*), whooper swan (*Cygnus cygnus*), pink-footed geese (*Anser brachyrhynchus*) and pintail (*Anas acuta*). There is considerable movement of wintering birds between this site and the nearby Ribble and Alt Estuaries SPA/Ramsar.

4.2 Reasons for Designation

This site qualifies for SPA under Article 4.1 of the Directive (79/409/EEC) by supporting populations of European importance of the following over wintering birds listed on Annex I of the Directive:

- Bewick's swan, 449 individuals representing at least 6.4% of the wintering population in Great Britain (5 year peak mean 1991/2 - 1995/6)
- Whooper swan 621 individuals representing at least 11.3% of the wintering population in Great Britain (5 year peak mean 1991/2 - 1995/6)

This site also qualifies under Article 4.2 of the Directive (79/409/EEC) by supporting populations of European importance of the following over wintering migratory species:

- Pink-footed geese, 25,779 individuals representing at least 11.5% of the wintering Eastern Greenland/Iceland/UK population (5 year peak mean 1991/2 - 1995/6)
- Pintail 978 individuals representing at least 1.6% of the wintering North Western Europe population (5 year peak mean 1991/2 - 1995/6)

The assemblage of birds present makes the site a wetland of international importance. The area qualifies under Article 4.2 of the Directive (79/409/EEC) by regularly supporting at least 20,000 waterfowl. Over winter, the area regularly supports 46,196 individual waterfowl (5 year peak mean 1991/2 - 1995/6) including: pochard (*Aythya farina*), mallard (*Anas platyrhynchos*), teal (*Anas crecca*), wigeon (*Anas penelope*), pintail, pink-footed geese, whooper swan, and Bewick's swan.

It is additionally designated as a Ramsar European site in accordance with Criterion 5 (UN, 2005) for supporting up to 25,306 waterfowl (5-year peak mean 1998/99 – 2002/03) in winter, and in accordance with Criterion 6 for supporting internationally important populations of pink-footed geese, Bewick's swan, whooper swan, Eurasian wigeon and northern pintail.

4.3 Historic Trends and Current Pressures

Since the site's designation as a Wetland of International Importance under the Ramsar Convention and as a Special Protection Area in 1985, there has been a gradual increase in the usage of the mere by wildfowl and wading birds as a direct consequence of positive management. The site is geared towards attracting visitors, with a number of hides from which the Mere and its birds may be viewed. In addition to the wild species for which it is designated, the site holds a collection of about 1,500 captive birds of 125 species from around the world, as well as a number of other visitor attractions. This is because the site is a Wildfowl and Wetlands Trust reserve.

The environmental pressures experienced by Martin Mere in terms of its bird community are likely to be those common to all reedbed and wetland habitats as set out in Lancashire BAP:

- Direct loss of characteristic species as a result of nutrient enrichment from agricultural fertilisers and run-off;
- Loss of reedbed due to weakening of stems through poor growth conditions;
- Natural succession to woodland;
- Changes in farming practice; grazing management is largely dependent upon cattle from surrounding farms;
- Reduced water level caused by surface and ground water abstractions or agricultural drainage, which causes the habitat to dry out and begin succession towards 'alder/willow carr woodland, hastening the overall process of succession towards broadleaved woodland';
- Removal of reeds and other vegetation from whole stretches of watercourses (e.g. neighbouring the site) through routine management of ditches and riverbanks (in some instances);
- Erosion of reedbeds due to increased recreational use of waterbodies and waterways (notably canals) including the site and immediate environs;
- Habitat loss or degradation due to the isolation of reedbeds as a result of losses elsewhere, in turn due to the above or other factors.

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

- Invasive plant species: Regular herbicide control of trifid burr marigold is necessary in order to prevent this plant from invading lake/ scrape margins to the detriment of bird populations;
- Water quality problems: water levels on the Mere are controlled to maintain optimum levels throughout the winter period, then lowered progressively in summer to expose marginal mud and the underlying damp pastures and maintain a mosaic of shallow pools. Ditches are

regularly cut and dredged and all areas of pasture are positively managed under a Countryside Stewardship Scheme. Nutrients brought in with the water supply from the surrounding arable farmland and inadequate sewage treatment adds considerably to the large deposits of guano from wintering waterfowl. This results in the site being highly eutrophic with extremely poor water quality conditions. The Wildfowl and Wetlands Trust have started to address this issue with the creation of reedbed water filtration systems and a series of settlement lagoons helps to reduce suspended solids of effluent water arising from waterfowl areas;

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

4.4 Ribble & Alt Estuaries/Sefton Coast

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

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

Located to the north of Liverpool, the Sefton Coast SAC (approximately 4,560ha) consists of a mosaic of sand dune communities comprising a range of ages from embryonic (i.e. dune formation) to more established communities. A number of other habitats are also present, including scrub, heath, coniferous woodland, lagoons, estuaries and riverine environments.

4.5 Reasons for Designation

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

During the breeding season:

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

Over winter:

- bar-tailed godwit *Limosa lapponica*: 18,958 individuals = 35.8% of the population in Great Britain;
- Bewick's swan *Cygnus columbianus ssp. bewickii*: 229 individuals = 3.3% of the population in Great Britain;

- golden plover *Pluvialis apricaria*: 4,277 individuals = 1.7% of the population in Great Britain
- whooper swan: 159 individuals = 2.9% of the population in Great Britain.

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

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

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

The largest populations are on Ainsdale Sand Dunes NNR and Ainsdale and Birkdale Sandhills LNR. Natterjacks are absent from much of the dune coast and some breeding sites are considered to be isolated (North Merseyside Biodiversity Action Plan, undated).

The Sefton Coast qualifies as a SAC for both habitats and species. Firstly, the European site contains the Habitats Directive Annex I habitats of:

- Embryonic shifting sand dunes: considered rare, as its total extent in the United Kingdom is estimated to be less than 1,000 hectares – the Sefton Coast SAC is considered to be one of the best areas in the United Kingdom;
- Shifting dunes along the shoreline with marram *Ammophila arenaria* (“white dunes”): the Sefton Coast SAC is considered to be one of the best areas in the United Kingdom;
- Fixed dunes with herbaceous vegetation (“grey dunes”): the Sefton Coast SAC is considered to be one of the best areas in the United Kingdom;
- Dunes with creeping willow *Salix repens ssp. argentea (Salicion arenariae)*: considered rare, as its total extent in the United Kingdom is estimated to be less than 1,000 hectares – the Sefton Coast SAC is considered to support a significant presence of the species;
- Humid dune slacks: the Sefton Coast SAC is considered to be one of the best areas in the United Kingdom;
- Atlantic decalcified fixed dunes (*Calluno-Ulicetea*): considered rare, as its total extent in the United Kingdom is estimated to be less than 1,000 hectares – the Sefton Coast SAC is considered to support a significant presence.

Secondly, the European site contains the Habitats Directive Annex II species petalwort *Petalophyllum ralfsii*, for which it is one of the best areas in the United Kingdom, and great crested newt *Triturus cristatus*, for which the area is considered to support a significant presence.

4.6 Historic Trends and Current Pressures

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

The Ribble and Alt Estuaries are among '*the most popular holiday destinations in Britain,*' with Blackpool as the largest resort and Southport increasing in visitors. Leisure activities include '*watersports such as sailing and windsurfing; fishing and shooting; bird watching; land yachting; and generally relaxing at the coast... enjoyed by both local people and visitors*' (Ribble Estuary Strategy Steering Group, 1997, p.10).

Some of the main environmental pressures relevant to the nature conservation objectives of the Ribble and Alt Estuaries SPA / Ramsar Site are:

- Loss or damage of habitat as a result of increasing off-shore exploration and production activity associated with oil and natural gas;
- Over-grazing of the saltmarshes by cattle-farming;
- Heavy metal pollution (lead, cadmium, arsenic and other poisons) from either industry or disturbance of sediment (legacy pollution bound into the sediment);
- Pollution via rivers by agricultural effluent flowing off fields, 'leading to increased fertility of inshore waters and associated algal blooms and de-oxygenation of seawater, particularly in enclosed bays and estuaries';
- Pollution via rivers and drains by both treated sewerage and untreated runoff containing inorganic chemicals and organic compounds from everyday domestic products, which 'may combine together in ways that make it difficult to predict their ultimate effect of the marine environment. Some may remain indefinitely in the seawater, the seabed, or the flesh, fat and oil of sea creatures';
- Damage of marine benthic habitat directly from fishing methods;
- Damage of marine benthic habitat directly or indirectly from aggregate extraction;
- 'Coastal squeeze' (a type of coastal habitat loss) from land reclamation and coastal flood defences and drainage used in order to farm or develop coastal land, and from sea level rise;
- Harm to wildlife (especially birds) or habitat loss due to increasing proposals/demand for offshore wind turbines;
- Pollution, direct kills, litter, disturbance or loss of habitat as a result of water-based recreation or other recreation activity and related development along the foreshore⁷;

⁷ Wildlife Trust (2006) – The Wildlife Trust For Lancashire, Manchester And North Merseyside (2006). *Uses and abuses.*

- Disturbance to birds from aircraft, both from Blackpool Airport and from a private testing station;
- Introduction of non-native species and translocation;
- Selective removal of species (e.g. bait digging, wildfowl, fishing)⁸;
- Interruption of dune accretion processes leading to over-stabilisation of dunes;
- The spread of rank grasses and scrub, partly caused by a decline in rabbit-grazing, further reducing suitable habitat;
- Losses to development, forestry and recreational uses have reduced the area of available habitat;
- Fragmentation of habitat has led to isolation of populations;
- Creation of permanent water bodies in the dunes has encouraged populations of invertebrates which prey on natterjack tadpoles and, most seriously, populations of common toads which both predate and suppress the development of natterjack tadpoles;
- Gassing of rabbits, especially on golf courses, can kill natterjacks using burrows and removes a valuable grazing animal;
- Collecting and disturbance of spawn and tadpoles can reduce metamorphic success;
- Inappropriate management can cause the loss of low vegetation structure and open ground used by natterjacks for foraging;
- Water abstraction, conifers and scrub lower the water table locally and reduces the number of pools in which natterjack tadpoles can develop to maturity.

There is both formal and informal recreation along the Sefton Coast and intensity varies with season, event and attraction. Recreation is informal within the Ribble Estuary itself.

The dune habitats of the Sefton Coast SAC are dependent on natural erosive processes. Various human activities which interrupt natural sedimentation and deposition patterns within the Liverpool Bay have had an effect on the extent and wildlife value of these dunes. Since as early as the 18th century, *'dredging, river training and coastline hardening have imposed a pattern of accretion and erosion on the shoreline where previous conditions were much more variable'* (Liverpool Hope University College, 2006). More recently, the dunes have been partially stabilised through vegetation maintenance, the planting of pine trees, and artificial sea defences for protecting the developed shorelines. Another compounding influence is that the inland lakes and mosses behind the belt of coastal dunes have been drained and claimed for agricultural production (Liverpool Hope University College, 2006).

The environmental requirements of the Sefton Coast SAC can be described as:

- The need to reduce the fragmentation of habitats, and the impact of fragmentation, to provide stepping stones for the movement of species;
- The need to counter negative changes to low-nutrient habitats resulting from atmospheric nutrient deposition;

[Online]. Available at: <http://www.lancswt.org.uk/Learning%20&%20Discovery/theirishsea/usesandabuses.htm> (accessed 15th June 2009).

⁸ (Wildlife Trust, 2006 and Ribble Estuary Strategy Steering Group, 1997)

- The need to manage the continuing coastal erosion at Formby Point which leads to a squeeze on habitats. This management would not involve formal defences, as these would in themselves harm the dune ecosystem, but the management of pine plantations preventing dune roll-back. The dunes require sufficient space that natural processes can maintain the important habitats through roll-back;
- The need to consider the potential impact of climate change on shorelines, wetlands and dunes;
- The need to manage abstraction from the underlying aquifer for sources such as golf courses. The aquifer is critical to some features of the European site, such as the humid dune slacks and the great crested newts;
- To manage recreational pressures and direct disturbance to qualifying habitats;
- The need to develop and maintain management practices which sustain the conservation value of the area;
- The need to avoid loss of great crested newt habitat, and such habitats being further fragmented by distance or barriers.

5 Screening of Travellers Sites Preferred Options

5.1 Introduction

The Travellers Sites DPD essentially presents three preferred sites. Of these, one site: Land west of The Quays, Burscough, is already permitted. As such, it is excluded from this HRA. The remaining two sites are:

- Sugar Stubbs Lane, Banks 3 pitches
- Pool Hey Caravan Park, Scarisbrick 6 pitches

This screening assessment therefore examines the proximity of these sites to the Martin Mere SPA and Ribble & Alt Estuaries SPA and determines whether these sites would constitute important supporting habitat for SPA birds.

Table 2: Likely Significant Effect of Preferred Sites

Site	Proximity to European sites	Sensitive habitat for SPA birds?	Likely Significant Effect?
Sugar Stubbs Lane, Banks	2km from Ribble & Alt Estuaries 6.5km from Martin Mere	Site is within a whooper swan 1km square but habitat is bare ground/scrub and is unsuitable.	No
Pool Hey Caravan Park, Scarisbrick	6km from Ribble & Alt Estuaries 4km from Martin Mere	Site lies within a whooper swan 1km square and a pink-footed goose area but constitutes bare ground and caravans and is unsuitable.	No

6 Role of Other Plans and Projects

The other plans and projects that have the potential to create likely significant adverse effects on Martin Mere SPA and Ramsar are as follows.

In considering disturbance of bird species for which the SPA/Ramsar are designated, the HRA of the West Lancashire Local Plan concluded that policy wording was sufficient to be able to confirm that this was unlikely. Despite a presumption in favour of sustainable development, policy SP1 (A Sustainable Development Framework for West Lancashire) indicates that future development in West Lancashire will have to demonstrate compliance with other policies in the Local Plan. These provide robust protection for development affecting European sites. The Local Plan states that:

'Where there is reason to suspect that there may be protected species on or close to a proposed development site, planning applications should be accompanied by a survey assessing the presence of such species and, where appropriate, making provision for their needs. In particular, the HRA of the Local Plan identifies a series of sites (in Appendix 8 of that document) where the potential of the site to supporting important habitat for birds associated with Martin Mere SPA cannot be ruled out at this stage. For those sites (and any others which may support suitable habitat) the applicant should submit an Ornithology Report containing sufficient information to demonstrate that consideration has been given to the potential for effects on SPA birds and, if necessary, that suitable mitigation measures will be implemented to address this to the satisfaction of the Council and ensure no adverse effect on site integrity. The report could, depending on the site, be a confirmation that no suitable habitat is in fact present and therefore no loss of supporting habitat would result.'

The Council has prepared an SPD for Yew Tree Farm, and this is also subject to commitment to provide an ornithological survey report as part of any planning applications (See p13 and p43 of that SPD). The Local Plan makes it clear that all other potential developments within West Lancashire that might occur on land supporting designated bird species will be subject to the same caveats as Yew Tree Farm.

Given these safeguards it can be concluded that no likely significant effects on Martin Mere SPA and Ramsar site will arise, through disturbance of qualifying bird species, as a result of the Yew Tree Farm SPD either alone or in combination with other plans and projects. Therefore there will be no in combination effect with the Travellers SPD.

With regard to water quality, the HRA of the West Lancashire Local Plan states that:

'New development proposed in the areas of Ormskirk, Burscough, Rufford and Scarisbrick that are affected by limitations on wastewater treatment must be phased to ensure delivery of the development coincides with delivery of an appropriate solution which meets the requirements of the Council, the Undertaker and the Regulators.'

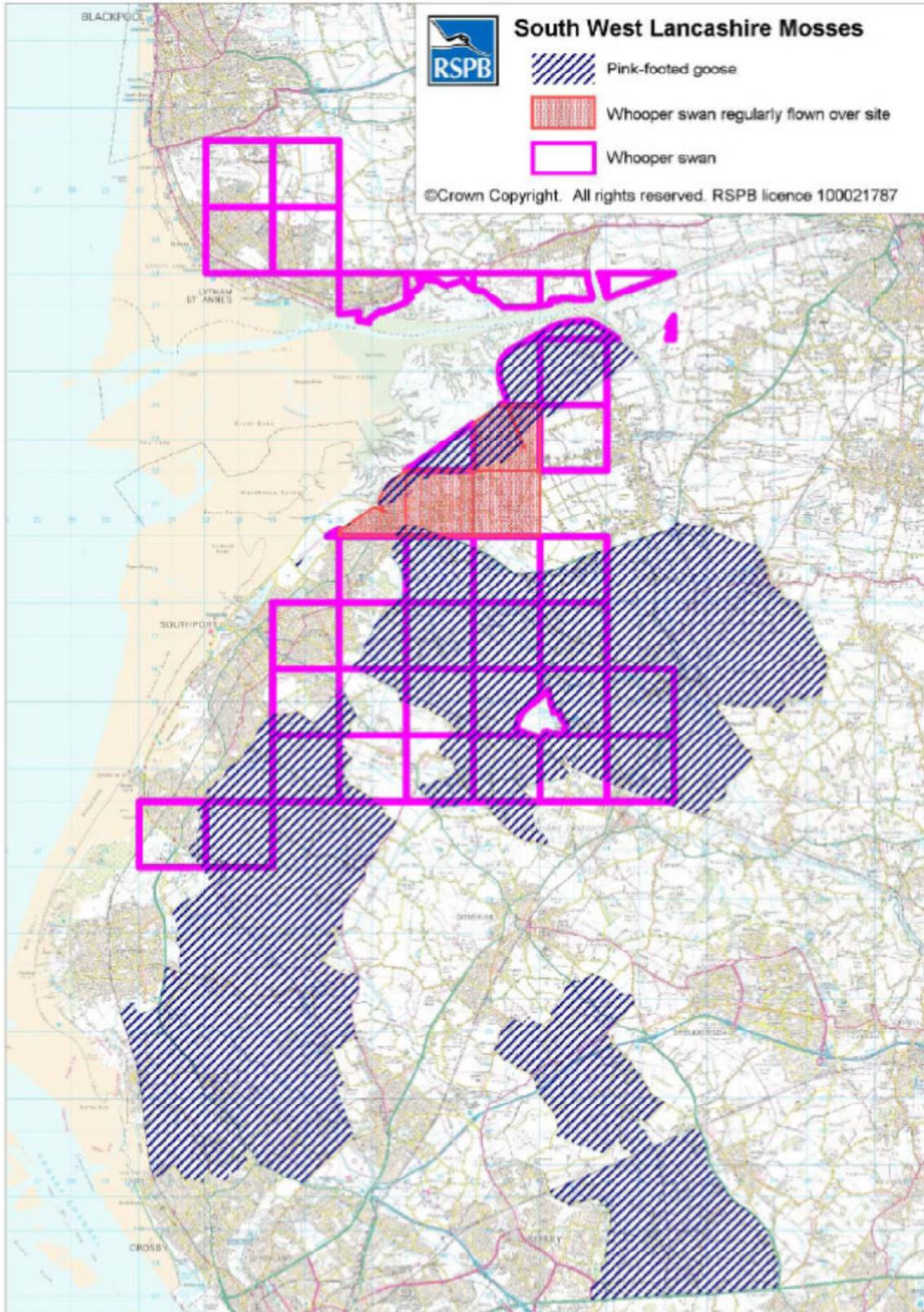
Given this, it can be concluded that other developments will not contribute to increased nutrient enrichment at Martin Mere, since they should conform with Local Plan policy.

Due primarily to the unsuitability of habitat, distance from European sites and/or lack of being within a sensitive area for SPA/Ramsar birds, there is no mechanism for any of the preferred traveller sites to operate in combination with these other projects and plans.

7 Conclusions

The HRA of the Traveller Sites DPD Options and Preferred Options has been able to conclude that no likely significant effects will occur on European sites either alone or in combination with other projects and plans.

8 Appendix 1 – Qualifying Bird Species Sensitivity Map: South West Lancashire



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

**Consultation and
Duty to Co-Operate Report**

November 2015

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

Consultation Report and Duty to Co-Operate Statement (Regulation 18)

Introduction

This report sets out the consultation that West Lancashire Borough Council has undertaken between September 2013 and November 2015 in relation to the emerging Provision for Traveller Sites Development Plan Document: Options and Preferred Options.

Further consultation will take place as the DPD progresses through its preparation stages and will be summarised in future consultation report updates.

The main aspects of consultation to date are the scope of the document, the Duty to Co-operate, and consultation with landowners over site availability.

1. 'Scoping' Consultation

In accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 ("the Regulations"), West Lancashire Borough Council notified a number of specific and general consultation bodies as defined in Paragraph 2 of the Regulations, plus a number of other interested parties, of the subject matter of the Traveller Sites DPD, and invited them to make representations of what the DPD ought to contain. The letter is appended to this document (Appendix 1).

Table 1 below lists the bodies contacted by the Council under this 'Scoping' consultation, and Table 2 lists and summarises the responses made to the Borough Council's initial "Scoping" consultation letter, listed in alphabetical order of respondent. All comments have been noted as the early draft of the Traveller Sites Development Plan Document has been prepared.

Table 1 Consultation Bodies contacted by the Council

	Organisation	Type of Consultee
1	The Coal Authority	Specific consultation body
2	Environment Agency	Specific consultation body
3	English Heritage	Specific consultation body
4	Marine Management Organisation	Specific consultation body
5	Natural England	Specific consultation body
6	Network Rail	Specific consultation body
7	Merseyrail	Other
8	Merseytravel	Other
9	Transport for Greater Manchester (GMPTE)	Other
10	Northern Rail	Other
11	Arriva NW Ltd	Other
12	Peel Airports	Other
13	Highways Agency (<i>now Highways England</i>)	Specific consultation body
14	Sefton Council	Specific consultation body
15	Wigan Council	Specific consultation body
16	St Helens Council	Specific consultation body
17	Chorley Council	Specific consultation body
18	South Ribble Council	Specific consultation body
19	Fylde Council	Specific consultation body
20	Knowsley Council	Specific consultation body
21	Liverpool Council	Specific consultation body
22	Lancashire County Council	Specific consultation body
23	United Utilities	Specific consultation body
24	National Grid	Specific consultation body
25	Electricity North West	Specific consultation body

	Organisation	Type of Consultee
26	Scottish Power Manweb	Specific consultation body
27	N Power renewables	Specific consultation body
28	Shell UK Ltd	Specific consultation body
29	Sabic Pipeline	Specific consultation body
30	Mono Consultants	Specific consultation body
31	Central Lancashire NHS	Specific consultation body
32	Ormskirk and Southport Hospital Trust	Specific consultation body
33	West Lancashire GP Consortia	Specific consultation body
34	NHS England	Specific consultation body
35	Homes and Communities Agency	Specific consultation body
36	Lancashire Constabulary	Specific consultation body
37	Lancashire Fire and Rescue	Other
38	North West Ambulance Service NHS Trust	Other
39	Canals and Rivers Trust	Other
40	Sport England	Other
41	West Lancashire Local Strategic Partnership	Other
42	West Lancashire Council for Voluntary Service	Other
43	Civil Aviation Authority	Other
44	Office of Rail Regulation	Other
45	Lancashire Local Enterprise Partnership	General consultation body
46	Mersey Fire & Rescue Authority	Other
47	Merseyside Police	Specific consultation body
48	Helena Partnership (Registered Social Provider)	Other
49	Mersey Fire & Rescue Authority	Other
50	NHS Sefton	Other
51	Merseyside Police	Other
52	Irish Community Care Merseyside	General consultation body
53	Liverpool City Region Local Enterprise Partnership	Other
54	Irish Community Care Merseyside	General consultation body
55	National Federation of Gypsy Liaison Groups	General consultation body
56	Friends, Families and Travellers	General consultation body
57	Alison Heine (Agent representing Travellers)	Other
58+	Parish Councils in and adjacent to West Lancashire	Specific consultation body

Table 2 Responses made to Regulation 18 ‘Scoping’ Consultation

	Organisation / Body	Summary of response
1	Alison Heine (Agent)	<p>DPD should consider following points:</p> <ul style="list-style-type: none"> - Full summary of GTAA and comparison with previous assessment / what changed / explain any differences; - Evidence that criteria policy has also informed any site selection; - Evidence of duty to co-operate; - Does the need for Travellers have to respect housing market areas (NPPF para. 47)? - Importance of offering choice of sites to include range of location, size, tenure, also flexibility and some contingency; - Importance of front loading provision to be sure immediate need is met at outset. Most of need in West Lancs is immediate; - Need to include explanation for choice of sites in sustainability appraisal summary; - Note that Showpeople store equipment year round on sites, not just in the winter; - For transit sites, could consider potential to provide as part of small private family Gypsy sites as well as separate provision.
2	Bickerstaffe Parish Council	Jubilee Colliery (Bickerstaffe) is not an appropriate site for Traveller accommodation on account of highways access, neighbouring uses and ownership.
3	English Heritage	No comments to make at this stage.
4	Highways Agency <i>(now Highways England)</i>	At this initial stage, the Agency is content with the matters that the DPD intends to cover. As the DPD progresses, the Agency would welcome the opportunity to comment on proposed sites in order to consider any potential impact of these on the strategic road network.
5	Liverpool City Council	Clarification sought as to whether the DPD will cover the Local Plan period of 2012-2027 or fifteen years from the anticipated DPD adoption date, 2015-2030.
6	Marine Management Organisation	No comments to make at this stage.

	Organisation / Body	Summary of response
7	Natural England	<p>No specific comment to make on the document itself at this stage but, in order to allocate the most appropriate sites to deliver high quality, sustainable development, environmental issues and opportunities should be considered as an integral part of the assessment process.</p> <p>Detailed comments made about biodiversity (designated sites, habitats), geological conservation, landscape, best and most versatile agricultural land, public rights of way / access, and Green Infrastructure.</p>
8	Network Rail	<ol style="list-style-type: none"> 1. The Council should ensure that no Network Rail land is included within the policy consultation; 2. The policy should consider security of the railway boundary from trespass. Any site adjacent to the railway needs suitable trespass proof fencing (minimum 1.8m in height). 3. Request that sites are situated away from level crossings (and not on any highways leading to level crossings), as any proposal may result in a material increase in type and volume over the crossing and the developer could be liable for all mitigation costs required to ensure the on-going safety of the crossing.
9	Newburgh Parish Council	Newburgh Parish Council support the drawing up of a plan; however, it is difficult to comment further until the detail has been put together.
10	The Coal Authority	The LPA should give due consideration to coal mining legacy issues when considering site allocations.
11	United Utilities	<p>No specific comments to make at this stage, but wish to be included in further consultations, to ensure that all new growth can be delivered.</p> <p>Previous UU responses to the West Lancashire Local Plan remain valid.</p>
12	Wrightington Parish Council	The Parish Council cannot see the need for a permanent site for "Travellers" as the term itself implies that the people in question are always on the move and do not require a permanent place of residence. Also, the Parish Council believe that "Showpeople" should be subject to business rates in the same way any other business operating within the Borough.

2. Duty to Co-operate

The Localism Act and the NPPF require LPAs to fulfil the Duty to Co-operate on planning issues, including provision for Travellers, in order to ensure that their approaches are consistent, and that they address cross-border issues with neighbouring authorities. Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations prescribe which bodies, as a minimum, should be contacted under the Duty to Co-operate.

West Lancashire Borough Council has consulted, and intends to continue consulting, relevant organisations on an ongoing basis under the Duty to Co-operate as the Traveller Sites DPD is prepared. To date, two “rounds of consultation” have taken place with regard to the emerging West Lancashire Traveller Sites DPD, in November 2013 and August / September 2015 respectively. These two consultation exercises are set out in further detail below and in Appendices 2 and 3.

In addition, West Lancashire Borough Council has responded to neighbouring authorities’ communications as they in turn fulfil their own Duty to Co-operate, has participated in a joint Gypsy and Traveller Accommodation Assessment (2013-2014) with the five Merseyside local authorities, and has attended meetings of the Lancashire Gypsy and Traveller Local Authorities Working Group.

Table 3 below lists the bodies that the Council has contacted so far under the Duty to Co-operate,

Table 3 Bodies contacted by WLBC under the Duty to Co-operate

Organisation Contacted	“Prescribed body” (as required by Regulation 4)?	Contact in 2013	Contact in 2015
Environment Agency	Yes	Yes	Yes
English Heritage (<i>now Historic England</i>)	Yes	Yes	Yes
Marine Management Organisation	Yes	Yes	Yes
Natural England	Yes	Yes	Yes
Network Rail	(No)	Yes	No
Merseytravel	Yes	Yes	Yes
Transport for Greater Manchester (GMPTE)	Yes	Yes	
Highways Agency (Highways England)	Yes	Yes	Yes
Sefton Council	Neighbouring authority	Yes	Yes
Wigan Council	Neighbouring authority	Yes	Yes
St Helens Council	Neighbouring authority	Yes	Yes
Chorley Council	Neighbouring authority	Yes	Yes
South Ribble Council	Neighbouring authority	Yes	Yes
Fylde Council	Neighbouring authority	Yes	Yes
Knowsley Council	Neighbouring authority	Yes	Yes
Lancashire County Council	Neighbouring / common authority	Yes	Yes
United Utilities	(No)	Yes	No
NHS Property Services Ltd	(No)	Yes	No
Ormskirk and Southport Hospital Trust	Yes	Yes	Yes
West Lancashire GP Consortia	(No)	Yes	No

Organisation Contacted	“Prescribed body” (as required by Regulation 4)?	Contact in 2013	Contact in 2015
NHS England	Yes	Yes	Yes
Homes and Communities Agency	Yes	Yes	Yes
Lancashire Constabulary	(No)	Yes	No
West Lancashire Local Strategic Partnership	(No)	Yes	No
West Lancashire Council for Voluntary Service	(No)	Yes	No
Civil Aviation Authority	Yes	Yes	Yes
Office of Rail Regulation	Yes	Yes	Yes
Lancashire Local Enterprise Partnership	Yes	Yes	Yes
Merseyside Police	(No)	Yes	No
Lancashire County Council (Highways)	Yes	Yes	Yes
Parish Councils in and directly adjacent to West Lancashire Borough	Common / neighbouring administrative areas.	Yes	No

2.1 Initial Duty to Co-operate Consultation, Autumn 2013

In November 2013, the Council wrote to a number of different organisations, setting out what it considers are the primary cross-boundary issues with regard to provision of accommodation for Travellers, asking for views on the Council’s understanding of cross-boundary issues, and for any other comments. The Council’s letter is appended to this report as Appendix 2.

Table 4 sets out the responses received to the Council’s initial Duty to Co-operate letter, listed in alphabetical order of respondent. All comments have been noted.

Table 4 Responses to WLBC’s initial Duty to Co-operate letter (November 2013)

	Body	Summary of response
1	Chorley BC	Can confirm that the Central Lancashire authorities will provide for the Traveller needs identified in the Central Lancashire GTAA within the Central Lancashire administrative boundaries.
2	English Heritage	In terms of English Heritage’s interest, in the absence of any identified sites, it is difficult to know whether or not there are likely to be any strategic cross-boundary issues affecting the historic environment. In the development of the <i>Provision for Traveller Sites DPD</i> it is important that consideration is given to the potential impact which allocations might have upon heritage assets within neighbouring local planning authority areas. If there is potential for a proposed site to have a significant impact upon such assets, then English Heritage would be expected to be involved in any discussions regarding that site.
3	Environment Agency	No further comments to make at this stage. The EA will be happy to provide further comments when specific sites have been formally proposed for allocation.
4	Fylde BC	Fylde BC have just commissioned a GTAA for Fylde, Wyre and Blackpool. Until that study is complete (end of March 2014), it is not possible to state the issues in the Fylde area.

	Body	Summary of response
5	Homes and Communities Agency	No reason to dispute WLBC's understanding of cross-boundary issues.
6	Knowsley MBC	Broadly agree with the assessment of cross-boundary issues. It may be helpful to refer more specifically to the status of the emerging Knowsley, Liverpool, Sefton, St Helens, West Lancashire and Wirral Gypsy and Traveller Accommodation Assessment, the recommendations of which have yet to be finalised. This Assessment will recommend pitch provision for both transit and permanent sites across the study area for a fifteen year period and may thereby impact upon the first and third cross-boundary issues identified in the letter. In advance of the publication of this Assessment, and given the different preparation stages and status of Local Plans within the sub-region, it may be premature at the present time to assume that all authorities will be able to meet their own needs for permanent sites within their own boundaries.
7	Lancashire County Council	In regard to the West Lancashire's co-operation with Merseyside authorities about the provision of transit sites, it is felt that this provision needs to be combined with the provision of permanent sites. The provision of transit sites on their own are not sufficient and should instead be coupled with a permanent site. The Council should also co-operate with Merseyside authorities on the issue of permanent provision. In regard to the Council's assumption in bullet point 3 that each neighbouring LPA will meet its own need for permanent sites, it is agreed that this should be the case. In order to assist in cross-boundary working between neighbouring authorities, a working group has been set up between all the districts of Lancashire. From the County Council's point of view, once the Council gets to the stage of their DPD production where they are ready to discuss specific sites, the County Council is willing to provide advice and guidance on access improvements required to make allocated sites safe and sustainable in terms of transport requirements.
8	Lancashire LEP	No comments to make.
9	Merseyside Police	We have a static site in Broad Lane (Sefton) already. There is a planning application for 4 extra pitches on this site which technically would be in Green Belt land. From time to time through the spring/summer period we have illegal encampments in the Sefton area. The largest ones in recent years being in the Crosby area. It is fair to say there is nowhere available for them to be told of in the local area. The provision of any places locally would obviously be of benefit.
10	Natural England	No comments to make at this stage
11	Network Rail	No comments to make regarding cross-boundary issues.
12	NHS England	The Council's understanding of cross-boundary issues is correct.
13	Sefton MBC	Consider WLBC has correctly identified the cross-boundary issues in Sefton. Also agree that being at different stages of the Local Plan process makes it difficult to embark on a joint Traveller Sites DPD at this time. Nevertheless, given that our respective Councils are part of the study group currently undertaking the Merseyside and West Lancashire Traveller Accommodation Assessment, I feel that we have a good overview on the sub-regional Traveller pitch requirements in

	Body	Summary of response
		<p>the sub-region. It may be useful to build upon this and co-operate in identifying some common criteria in a Traveller site selection methodology. Welcome further discussion on this issue.</p> <p>Sefton is anticipating meeting its own requirement for permanent Traveller sites in the borough, particularly as its site requirement is largely driven by demand from existing residents on Sefton's one permanent Traveller site.</p>
14	South Ribble BC	<p>Central Lancashire authorities are currently updating their Gypsy and Traveller Accommodation Assessment and cross-boundary issues form an important consideration.</p> <p>We accept that there is a need for a full discussion on this issue and welcome the opportunity to meet to discuss the outcome of our respective Gypsy and Traveller Accommodation Assessments and any cross boundary issues that may arise as a result of this evidence.</p> <p>The Central Lancashire Gypsy and Traveller Accommodation Assessment is due to be completed by the end of 2013, therefore we will be in a better position to discuss with you in early 2014.</p>
15	St Helens MBC	<p>Will have to await the outcome of the final Merseyside and West Lancashire GTAA to be sure [of cross-boundary issues], but we feel that the need identified for each LPA by the study should be addressed by each individual authority on the basis of meeting needs where they arise. This logic is also likely to extend to transit site provision, especially as we are unclear of the linkages between unauthorised encampments in different authority areas.</p> <p>Do not feel that joint plan preparation is feasible at this time as St Helens are committed to a full allocations local plan which will take longer than a single topic Gypsy and Travellers local plan.</p>
16	United Utilities	No comments to make at this stage.
17	West Lancashire CCG (NHS)	The clinical commissioning group already deals with cross boundary issues in relation to the commissioning of health services and so this issue would not cause any major concerns for the organisation. Once the locations of the traveller sites are know, the CCG will be able to comment in more detail on any specific impacts on health commissioning.
18	Wigan MBC	Agree that the list of potential cross-boundary issues included in WLBC's letter give an accurate overview of the situation and that there are unlikely to be any cross-boundary issues with regard to the provision of permanent Traveller sites if each authority meets its own need for such sites.

2.2 Second Duty to Co-operate Consultation, August / September 2015

In August 2015, the Council sent a second Duty to Co-operate letter to Prescribed Bodies and to neighbouring local authorities. The letter to the Prescribed Bodies provided an update regarding progress with the preparation of the DPD, and the completion of the Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment (August 2014). The letter to neighbouring local authorities advised in addition that West Lancashire Borough Council was having little success in identifying deliverable and / or developable candidate Traveller sites, and asked whether any neighbouring local authority could offer sites that could contribute towards meeting West Lancashire's Traveller accommodation needs.

Table 5 sets out the responses to this second Duty to Co-operate letters. The two letters sent by West Lancashire Borough Council to Prescribed Bodies and to neighbouring local authorities are appended to this report as Appendices 3A and 3B.

Table 5 Responses to WLBC's second Duty to Co-operate letter (August 2015)

	Body	Summary of Response
1	Chorley Borough Council	It is considered that all of the Borough's Gypsy and Traveller permanent accommodation needs will be met within Chorley's own administrative boundary. The GTAA methodology seeks to satisfy need where it arises. No Gypsies or Travellers or Travelling Showpeople from West Lancashire demonstrated a connection or need to locate in Central Lancashire in the Central Lancashire GTAA, accordingly, the Council is unable to provide any deliverable or developable sites in our administrative area that could be used to meet part of West Lancashire's Traveller accommodation needs.
2	Fylde Borough Council	Fylde are unable to demonstrate a five year supply of deliverable sites themselves, and have not sites to contribute towards meeting West Lancashire's needs.
4	Homes and Communities Agency	No comment, except to provide updated contact details.
5	Highways England	Note that the current focus for site locations is within the 'M58 corridor'; would welcome the opportunity to comment, especially if any locations are immediately adjacent to the motorway.
6	Historic England	No comments to make at this stage.
7	Knowsley Metropolitan Borough Council (MBC)	Knowsley Council will identify a target to meet its needs for Traveller accommodation in the Site Allocations and Development Policies Local Plan. The Council expects to start work on this document in early 2016. In advance of this process, there is no evidence to suggest that any sites in Knowsley could appropriately help to meet West Lancashire's needs for Gypsy and Traveller accommodation at the current time.

8	St Helens MBC	St Helens do not have any deliverable or developable sites currently identified that are surplus to needs and so could meet West Lancashire's needs, nor is it likely that St Helens will identify surplus sites in the future that will be available to meet West Lancashire's needs.
9	Sefton MBC	<p><i>(Letter sent February 2015 following correspondence between WLBC and SMBC late 2014 / early 2015.)</i></p> <p>Whilst Sefton's proposed allocations of land for Traveller accommodation (in the Publication Sefton Local Plan) would exceed the identified need if fully developed to their maximum capacity, there will be uncertainty on whether all the sites will provide the full amount in the time required. The apparent surplus is designed to build some flexibility into the supply figure (as with housing), and also to 'future proof' the Local Plan to respond to any GTAA update.</p> <p>Whilst it is possible that West Lancashire Travellers could apply for a pitch on a Sefton site, WLBC should not proceed on the basis that Sefton can meet any of WLBC's Traveller accommodation needs.</p>
10	South Ribble Borough Council	We received a revised GTAA from our consultants in May 2015. The GTAA will form part of the evidence to the Central Lancashire Gypsy, Traveller and Travelling Showpeople Local Plan (June 2015), the Issues and Options version of which is currently being drafted. It is of note that during the preparation of the GTAA no Travellers presented themselves from West Lancashire as having a need to locate in Central Lancashire.

3. Consultation with Landowners

As set out in Chapter 5 of the Traveller Sites DPD: Options and Preferred Options, West Lancashire Borough Council has contacted a significant number of landowners, asking whether they were prepared for any of their land to be considered as a potential Traveller accommodation site:

- In 2013, the Council wrote to owners of sites in the Council’s Strategic Housing Land Availability Assessment (SHLAA) to ask specifically about Traveller accommodation on their land. In 2015, owners were asked for an update on all preferred / acceptable uses of their land, including housing, employment, commercial development, and Traveller accommodation.
- The Council carried out two ‘Call for Sites’ exercises, in autumn 2013 and summer 2015, asking people to submit sites they considered may be appropriate for Traveller accommodation (and, in 2015, for other uses as well).
- In August / September 2015, the Council wrote to landowners (or agents for landowners / developers) of sites allocated or safeguarded in the Local Plan, asking whether they would be willing for part of their land to be considered for Traveller accommodation.

Details of these consultation exercises, and replies the Council received, are set out below and in Appendices 4-6.

3.1 Letters to owners of SHLAA sites

The Council wrote to owners of sites submitted in the Strategic Housing Land Availability Assessment (SHLAA), or to their agents, in September 2013 and again in June 2015, asking whether they were willing for their land to be considered as a potential Traveller site. The letters sent are appended to this report at Appendices 4A and 4B, and Table 6 summarises the responses received.

Table 6 Summary of responses from SHLAA landowners regarding possible uses

	2013 letter	2015 letter
Number of responses received	52	184
Number who expressed a willingness for their land to be considered as a potential Traveller site	4	2*
Number seeking housing as a possible use	N/A**	181
Number seeking employment as a possible use	N/A	55
Number seeking other possible uses (leisure, retail, etc.)	N/A	44

* Initially, five responses came back saying “Yes” to Traveller accommodation. However, subsequent contact with two landowners revealed that Traveller use had been “ticked” unintentionally on their forms, and one form was returned by a person who was not the landowner, and with an invalid telephone number and email address.

** In 2013, landowners were only asked about Traveller accommodation on their land. In 2015, landowners were asked to “tick” any number of uses from a list including housing, employment, Traveller accommodation, and others.

3.2 “Call for Sites” Exercises

West Lancashire Borough Council carried out two Call for Sites exercises, the first in September 2013 specifically for Traveller sites, the second in June – July 2015 for any land uses, including Traveller accommodation. The 2015 Call for Sites letter is appended to this report at Appendix 5.

The 2013 Call for sites yielded seven sites, three of them already known to the Council. The 2015 Call for sites yielded just one site. The sites submitted in the two Call for Sites exercises are as shown in Table 7 below. The Table also provides the position with regard to site availability in October 2015:

Table 7 Sites submitted in the 2013 and 2015 Call for Sites Exercises

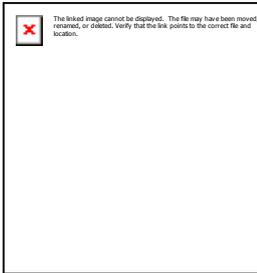
Ref	Site name / location	Comments
2013 Call for Sites		
2	Land west of ‘Mosslands’, Aveling Drive, Banks – ‘Aveling Drive ‘B’”	Site already known to the Council.
5	Land west of Ringtail Road, Burscough	Owner has subsequently expressed unwillingness for the site to be used by Travellers.
7	Land west of Tollgate Road, Burscough	Not submitted by owner; site owner has since confirmed the site is not available for consideration as a Traveller site.
8	Pool Hey Caravan Park, Scarisbrick	Site already known to the Council
11	Land rear of 281 Smithy Lane, Scarisbrick	Owner has subsequently expressed unwillingness for the site to be used by Travellers.
13	Highways depot, adj. White Moss Business Park, White Moss Road South, Skelmersdale (‘White Moss Road South (A)’))	Site not submitted by owner. The owners (Highways England) have subsequently expressed an unwillingness for the site to be sold, as it may be necessary for future operational requirements.
16	Land at Blackacre Lane, Ormskirk	
2015 Call for Sites		
14	Land between White Moss Road South and the M58 Motorway, Skelmersdale (‘White Moss Road South (B)’))	Site already known to the Council by virtue of a 2013 planning application. Ownership has changed hands between 2013 and 2015. Site submitted by new owners in 2015 Call for Sites.

3.3 Liaison with Landowners of Local Plan Sites

In summer 2015, the Council wrote to the owners (or agents for owners or developers) of sites allocated for housing, or safeguarded for future development needs under policies RS1 or GN2 of the West Lancashire Local Plan 2012-2027. A copy of the letter template is provided at Appendix 6. The letter explained how the Council was searching for deliverable sites for consideration as potential Traveller accommodation, and that in its search, the Council was pursuing all possible avenues of search. The letter went on to ask whether the landowner or developer would be willing for part of the site to be set aside for Traveller accommodation.

All the responses the Council received to this letter were negative, i.e. no landowner expressed any willingness for their land (or part of their land) to be considered as a potential Traveller site.

Appendix 1 West Lancashire Borough Council's Regulation 18 'Scoping' Letter



Directorate of Transformation

**John R Harrison DipEnvP, MRTPI
Assistant Director Planning**

**PO Box 16, 52 Derby Street
Ormskirk, West Lancashire L39 2DF**

Telephone: 01695 577177

Website: www.westlancs.gov.uk

Email: localplan@westlancs.gov.uk

Date: 26 September 2013

Your ref: -

Our ref: GTDPD/Reg18

Please ask for: Stephen Bengé

Direct dial no: 01695 585274

Extension: 5274

Dear Sir / Madam

Provision for Traveller Sites Development Plan Document

West Lancashire Borough Council are preparing a Development Plan Document (DPD) to allocate specific sites in the Borough for Gypsies and Travellers, and for Travelling Showpeople. We originally included a policy on Traveller sites in our emerging West Lancashire Local Plan (Policy RS4). This policy set targets for the number of pitches / plots that were to be provided for Travellers over the Local Plan period (2012-2027), and contained a set of criteria against which proposals for Traveller accommodation could be judged.

At the public examination into the West Lancashire Local Plan in March 2013, the Inspector advised that he could not judge Policy RS4 to be sound, in that it did not identify a five year supply of specific deliverable Traveller sites, as required by national policy. As a result, Policy RS4 was deleted from the emerging Local Plan, and the Council committed to preparing a separate DPD to allocate sufficient deliverable sites to meet the accommodation needs of the travelling community in West Lancashire. The Council has revised its Local Development Scheme (a project plan for preparing policy documents), adding in the Travellers Sites DPD, with an anticipated adoption date of March 2015.

The Council has joined the five Merseyside authorities in commissioning consultants to undertake a study to ascertain Traveller accommodation needs in Merseyside and West Lancashire. We are expecting the results of this study in the near future. Obviously, the study will influence the forthcoming DPD by specifying how many pitches / plots / sites the DPD will need to allocate.

In accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, West Lancashire Borough Council wish to inform you, as a consultation body, of our intention to prepare the Provision for Traveller Sites DPD, to notify you of the subject and indicative content that it is intended the DPD will cover, and to invite you to make representations about the subject and indicative content at this early stage in the preparation of the DPD.

It is the Council's intention to prepare an Options / Preferred Options version of this DPD for public consultation in spring 2014. Your input at this initial stage will be crucial in guiding which issues the Traveller Sites DPD should seek to address. We will of course invite further representations from you on the actual Options / Preferred Options document in 2014 when you will be able to see the detail of the proposed content of the DPD.

In order to inform your thoughts on any representation at this initial scoping stage, I am listing below the matters that we intend the Provision for Traveller Sites DPD to cover:

- Targets for the supply of Traveller sites – numbers of plots / pitches for Gypsies and Travellers and Travelling Showpeople on permanent sites, and transit sites.
- A criteria-based policy, based on national policy but tailored to the specific circumstances of West Lancashire, to use in assessing ad hoc planning applications for Traveller Sites, or to use, if necessary, in enforcement cases and / or appeals;
- Permanent Gypsy sites – allocation of a specific site (or sites) to accommodate Gypsies and Travellers. Typically, such sites are owned by one family or group, who base themselves on the site for the majority of the year;
- Permanent Travelling Showpeople sites – allocation of a specific site (or sites) to accommodate Travelling Showpeople and to store their equipment outside the touring season. These sites tend to require more space per occupant than Gypsy sites, and need suitable access to accommodate the large vehicles that Travelling Showpeople typically use;
- Transit sites – allocation of a specific transit site (or sites). The purpose of these sites is to accommodate groups of Travellers who are passing through West Lancashire on their way to other destinations, or who choose to occasionally visit the area for short periods.

If you have any specific views on these proposed policy areas or believe that additional issues that have not been considered in this list should be included, please make your representation to the Council by **5pm on Thursday 31 October 2013**, making clear reference to the Provision for Traveller Sites DPD, either by post or email at the following addresses:

Stephen Benge
Principal Planning Officer
West Lancashire Borough Council
52 Derby Street
Ormskirk
L39 2DF

Email: Localplan@westlancs.gov.uk

If you have any queries regarding this letter or the Provision for Traveller Sites DPD, please contact Stephen Benge on 01695 585 274 or at Localplan@westlancs.gov.uk.

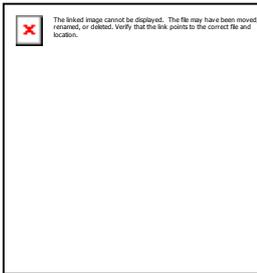
I look forward to hearing from you.

Yours faithfully

John Harrison Dip.Env.P. MRTPI
Assistant Director Planning

Appendix 2

WLBC initial Duty to Co-Operate Letter



Directorate of Transformation

John R Harrison DipEnvP, MRTPI
Assistant Director Planning

PO Box 16, 52 Derby Street
Ormskirk, West Lancashire L39 2DF
Telephone: 01695 577177

Website: www.westlancs.gov.uk

Email: Stephen.benge@westlancs.gov.uk

To: Prescribed Bodies

Date: 14 November 2013
Our ref: GTDPD / DtC / 01

Dear Sir / Madam

West Lancashire Provision for Traveller Sites DPD: Duty to Co-operate

West Lancashire Borough Council are preparing a Development Plan Document (DPD) to set out the accommodation requirements in West Lancashire for the Travelling Community, to set criteria against which planning applications for Traveller sites can be assessed, and to allocate specific sites to meet the accommodation needs of the Travelling Community.

The Localism Act and the National Planning Policy Framework (NPPF) create a duty on local planning authorities (LPAs), county councils and other "Prescribed Bodies" to cooperate with each other to address strategic matters relevant to their areas in the preparation of a DPD. I am writing to you, as the representative of one of the "Prescribed Bodies" (as set out in Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012), or as a representative of another body that may have a direct interest in the DPD.

It is likely that we have previously liaised with you over the West Lancashire Local Plan 2012-2027, which was adopted by the Council on 16 October. The Submission version of this Plan contained a criteria-based policy on Traveller site location (Policy RS4), setting out criteria against which planning applications for Traveller sites could be judged. There was a recognition that some Green Belt land may be required to meet Traveller accommodation needs. Under the Duty to Co-operate, no objections were raised by neighbouring authorities or other Prescribed Bodies over the soundness of Policy RS4, nor over the potential use of Green Belt land in West Lancashire to meet Traveller accommodation needs. However, the Local Plan Inspector advised that he could not find Policy RS4 sound as it did not identify a five year supply of specific deliverable sites. It was recommended that the policy be deleted from the Local Plan and that a separate DPD be prepared as quickly as possible to identify and allocate appropriate Traveller sites.

An important part of the evidence base behind the new Provision for Traveller Sites DPD is a joint Gypsy and Traveller Accommodation Assessment, currently being undertaken by consultants on behalf of this Council and the five Merseyside authorities. We are expecting the results of this study soon.

At present, our understanding of cross-boundary issues relating to provision for the Travelling Community is as follows:

- There is a need for this Council to co-operate with Merseyside authorities on the issue of transit site provision (transit sites are intended to meet the short term needs of Travellers who are passing through local authority areas on their way to other destinations or choose to occasionally visit the area for short periods), as Travellers who require such sites are almost certain to be moving between different boroughs.
- We are unaware of any significant cross-boundary issues between West Lancashire and Wigan / Central Lancashire in terms of transit site provision.
- If each LPA were to meet its own need for permanent Traveller sites (which may be used for Travellers to base themselves throughout the majority of the year, or for Travelling Showpeople to live and store their equipment outside their touring season), there should be no cross-boundary issues in terms of a need for sites. As far as we are aware, our neighbouring authorities are intending to fully meet their needs for permanent Traveller sites within their own boundaries.
- However, dependent upon the location of any proposed site allocations, it may be the case that occupants of sites may seek to make use of facilities and services (education, health, etc.) in a neighbouring Borough. As we understand it, we and our neighbouring authorities, are not yet at the stage where specific sites have been formally proposed for allocation, and thus cannot comment at present as to whether cross-boundary issues are likely to arise as a result of specific site locations.
- The government's Planning Policy for Traveller Sites document (Section 9(c)) requires that local planning authorities consider production of joint development plans that set targets on a cross-authority basis. Given the differing timescales for the different authorities surrounding West Lancashire, and the West Lancashire Local Plan Inspector's recommendation that the Council have this Traveller Sites DPD adopted as soon as possible, it is our view that production of a joint development plan would not be realistic.

As part of this Council's actions under the Duty to Co-operate for the Traveller Sites DPD, we are intending to hold a workshop with Prescribed Bodies to discuss cross-boundary issues and how West Lancashire Borough Council intends to deal with them. This workshop would be likely to take place at the Council offices in Ormskirk in late 2013 or early 2014.

I would be grateful if you would reply to this letter, and let us know your views on:

a) Do you agree with our understanding of the cross-boundary issues, as above? What amendments need to be made to the list (additions / deletions / alterations) to give a more accurate overview of the issues?

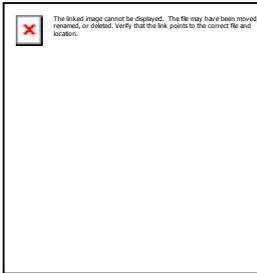
b) Would you wish to attend the proposed workshop in the New Year, to discuss cross-boundary issues, and how they might be addressed?

I look forward to receiving your views on (a) and (b) above. I would be grateful if you could reply by **29 November 2013**. Contact details for a response (including email address) are provided overleaf.

Yours faithfully

Peter Richards
Planning Policy and Implementation Team Leader

Appendix 3A
WLBC second 'Duty to Co-operate' letter (2015) – to Prescribed Bodies



Directorate of Transformation

John R Harrison DipEnvP, MRTPI
Assistant Director Planning

PO Box 16, 52 Derby Street
Ormskirk, West Lancashire L39 2DF
Telephone: 01695 577177

Website: www.westlancs.gov.uk

Email: Stephen.benge@westlancs.gov.uk

To: Prescribed Bodies

Date: 3 September 2015

Your ref: -

Our ref: GTDPD / DtC / 02

Please ask for: Stephen Benge

Direct dial no: 01695 585274

Extension: 5274

BY EMAIL

Dear Sir / Madam

West Lancashire Provision for Traveller Sites DPD: Duty to Co-operate

West Lancashire Borough Council is preparing a Development Plan Document (DPD) to set out the accommodation requirements in West Lancashire for the Travelling Community, to set criteria against which planning applications for Traveller sites can be assessed, and to allocate specific sites to meet the accommodation needs of the Travelling Community.

The Localism Act and the National Planning Policy Framework (NPPF) create a duty on local planning authorities (LPAs), county councils and other "Prescribed Bodies" to cooperate with each other to address strategic matters relevant to their areas in the preparation of a DPD. I am writing to you, as the representative of one of the "Prescribed Bodies" (as set out in Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012), or as a representative of another body that may have a direct interest in the DPD.

We previously wrote to you (or to your predecessor) in November 2013, setting out what we considered to be the principal cross-boundary issues between West Lancashire Borough and its neighbours with regard to the provision of land to accommodate Gypsies and Travellers. A copy of this letter is attached for your information. We received responses from 20 Prescribed Bodies, generally agreeing with our assessment of cross-boundary issues. The reason for this latest (2015) letter is to update you on progress with the Traveller Sites DPD.

Since the November 2013 letter, there have been two significant developments with regard to work on providing Traveller accommodation in West Lancashire. Firstly, the joint Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment (GTAA) was completed at the end of summer 2014. This GTAA identifies a need in West Lancashire for up to 20 permanent pitches and 4 transit pitches for Gypsies and Travellers in West Lancashire over the period 2013-2028. Notwithstanding the government's recent publication of 'Planning Policy for Traveller Sites' (August 2015) and its amendment to the definition of Gypsies and Travellers, we are currently proceeding on the basis that the need identified in the 2014 GTAA is accurate and up-to-date, and that this is what we are required to meet in West Lancashire.

Secondly, Council officers have identified from various sources a number of potential Traveller sites in West Lancashire. These sites have been subject to a sustainability appraisal, and assessed against a set of criteria based on national policy. The resulting shortlist of "preferred sites", all but one of which were located in the Green Belt, was reported to the Council's Cabinet in March 2015. At the meeting, Cabinet delayed consideration of the preferred sites until such time as officers had investigated a further option, namely the identification of a single deliverable Traveller site in the M58 corridor to meet all identified Traveller accommodation needs.

Since the March 2014 Cabinet meeting, Council officers have since been undertaking a search for such a site in the M58 corridor, as well as a continued, more general search for sites across the Borough. This has included a Call for Sites in June / July 2015, and an exercise asking owners of sites in the West Lancashire Strategic Housing Land Availability Assessment whether they would be willing for their land to be considered as a potential Traveller site.

We are intending to report to Cabinet later this year with a revised document setting out preferred options for provision of Traveller sites in West Lancashire, reflecting the work that has been undertaken since reporting to Cabinet in March 2015. If you have any comments to make on the above, we would be grateful to receive them from you. Otherwise, we will write to you again in due course with a further update on progress.

Yours faithfully

Peter Richards
Planning Policy and Implementation Team Leader

Enc.

Appendix 3B

WLBC second 'Duty to Co-operate' letter (2015) – to neighbouring Local Authorities



< Name >
< Address >

Directorate of Transformation

John R Harrison DipEnvP, MRTPI
Assistant Director Planning

PO Box 16, 52 Derby Street
Ormskirk, West Lancashire L39 2DF
Telephone: 01695 577177

Website: www.westlancs.gov.uk

Email: Stephen.benge@westlancs.gov.uk

Date: 3 September 2015
Your ref: -
Our ref: GTDPD / DtC / 02
Please ask for: Stephen Benge
Direct dial no: 01695 585274
Extension: 5274

Dear *[Neighbouring Local Authority Planning Policy Manager]*

West Lancashire Provision for Traveller Sites DPD: Duty to Co-operate

West Lancashire Borough Council is preparing a Development Plan Document (DPD) to set out the accommodation requirements in West Lancashire for the Travelling Community, to set criteria against which planning applications for Traveller sites can be assessed, and to allocate specific sites to meet the accommodation needs of the Travelling Community.

The Localism Act and the National Planning Policy Framework (NPPF) create a duty on local planning authorities (LPAs), county councils and other "Prescribed Bodies" to cooperate with each other to address strategic matters relevant to their areas in the preparation of a DPD. I am writing to you, as the representative of one of the "Prescribed Bodies" (as set out in Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012), or as a representative of another body that may have a direct interest in the DPD.

We previously wrote to you (or to your predecessor) in November 2013, setting out what we considered to be the principal cross-boundary issues between West Lancashire Borough and its neighbours with regard to the provision of land to accommodate Gypsies and Travellers. A copy of this letter is attached for your information. We received responses from 20 Prescribed Bodies, generally agreeing with our assessment of cross-boundary issues.

Since that letter, there have been two significant developments with regard to work on providing Traveller accommodation in West Lancashire. Firstly, the joint Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment (GTAA) was completed at the end of summer 2014. This GTAA identifies a need in West Lancashire for up to 20 permanent pitches and 4 transit pitches for Gypsies and Travellers in West Lancashire over the period 2013-2028. Notwithstanding the government's recent publication of 'Planning Policy for Traveller Sites' (August 2015) and its amendment to the definition of Gypsies and Travellers, we are currently proceeding on the basis that the need identified in the 2014 GTAA is accurate and up-to-date, and that this is what we are required to meet in West Lancashire.

Secondly, Council officers have identified from various sources a number of potential Traveller sites in West Lancashire. These sites have been subject to a sustainability appraisal, and assessed against a set of criteria based on national policy. The resulting shortlist of "preferred sites", all but one of which were located in the Green Belt, was reported to the Council's Cabinet in March 2015. At the meeting, Cabinet delayed consideration of the preferred sites until such time as officers had investigated a further option, namely the identification of a single deliverable Traveller site in the M58 corridor to meet all identified Traveller accommodation needs.

Since the March 2014 Cabinet meeting, Council officers have since been undertaking a search for such a site in the M58 corridor, as well as a continued, more general search for sites across the Borough. This has included a Call for Sites in June / July 2015, and an exercise asking owners of sites in the West Lancashire Strategic Housing Land Availability Assessment whether they would be willing for their land to be considered as a potential Traveller site.

Through the above work, it has become evident to officers that despite pursuing all reasonable avenues for Traveller site provision, there are insufficient deliverable sites (deliverable being defined as 'available now, in a suitable location for development, and achievable with a realistic prospect that development will be delivered on the site within five years') in West Lancashire to meet short-term needs, and insufficient developable sites (developable being defined as 'in a suitable location for traveller site development and with a reasonable prospect that the site is available and could be viably developed at the point envisaged) in West Lancashire to meet medium to long-term needs.

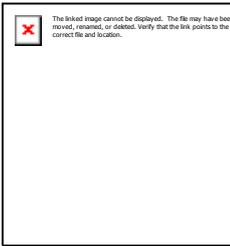
For this reason, we are writing to you as a neighbouring Local Planning Authority under the Duty to Co-operate to ask whether there are any deliverable or developable sites in your administrative area that could possibly be used to meet part of West Lancashire's Traveller accommodation needs? Whilst it would be preferable to meet this Council's need in this Council's area, our work to date indicates that this does not seem possible.

Therefore, I would be grateful if you could let us know your answer to the above question. A response by Wednesday 23 September would be most appreciated.

Yours sincerely

Peter Richards
Planning Policy and Implementation Team Leader

Appendix 4A
Letter to owners of SHLAA sites (2013)



To: SHLAA site owners

Directorate of Transformation

John R Harrison DipEnvP, MRTPI
Assistant Director Planning

PO Box 16, 52 Derby Street
Ormskirk, West Lancashire L39 2DF

Telephone: 01695 577177

Website: www.westlancs.gov.uk

Fax: 01695 585113

Email: localplan@westlancs.gov.uk

Date: 6 September 2013
Your ref: -
Our ref: GTDPD/ <<Site ID>>
Please ask for: Stephen Bengé
Direct dial no: 01695 585274
Extension: 5274

Dear Sir / Madam

Search for potential Gypsy and Traveller or Travelling Showpeople sites

The Council is starting work on a planning document to allocate sites for Gypsies and Travellers and / or for Travelling Showpeople. We are obliged to meet the need for such sites. Failure to do so would mean we would be more vulnerable to the establishment of illegal encampments and sites in the Borough. A lack of allocated sites would weaken the ability of the Council to take quick and effective action to secure the removal of such encampments and sites.

There are two types of site we will need to provide:

- Permanent sites – sites which may be used for Gypsies and Travellers to base themselves throughout most of the year, or for Travelling Showpeople to live and store their equipment outside their touring season;
- Transit sites – sites to meet the short term transit needs of Gypsies and Travellers who are passing through West Lancashire on their way to other destinations or who choose to occasionally visit the area for short periods.

As one of the first stages in preparing this document, the Council is seeking to compile a list of sites that could be considered as possible candidate sites to accommodate Travellers. These sites will then be assessed against a set of criteria based on national policy, and a shortlist will be selected, ready for public consultation on a draft document in early 2014.

I am writing to you as, in the past, you have submitted a piece of land that you own (or in which you have an interest) to be considered as a potential housing site, as part of our Strategic Housing Land Availability Assessment ('SHLAA'). We would like to know your views on whether

you would be willing for your site to be considered as a Gypsy and Traveller and / or a Travelling Showpeople site.

The site you have submitted is as follows:

Site Ref:	<<Ref>>
Site Location:	<<Address>>
Area:	<<Area>>
Anticipated timescale for delivery:	<<Period>>

I would be grateful if you could complete the attached form and return it to me in the pre-paid envelope by 30 September 2013. It is important for the Council to hear from you, in order to avoid the possibility of your site being considered for potential allocation as a Traveller site against your will.

I am aware that the original SHLAA 'Call for Sites' was in autumn 2007, and thus your details, or your intentions for the site, may have changed since then. If this is the case, I would be grateful if you could get back to me to let me know of any changes we should make to our records in terms of contact details and / or the site's status, so that we can keep our records up-to-date.

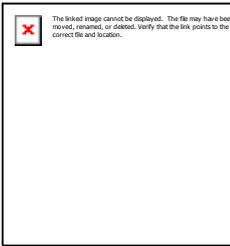
I look forward to hearing from you soon.

Yours faithfully

Peter Richards
Planning Policy and Implementation Team Leader

Enc.

Appendix 4B
Letter to owners of SHLAA sites (2015)



To: SHLAA site owners

Directorate of Transformation

John R Harrison DipEnvP, MRTPI
Assistant Director Planning

PO Box 16, 52 Derby Street
Ormskirk, West Lancashire L39 2DF

Telephone: 01695 577177

Website: www.westlancs.gov.uk

Fax: 01695 585113

Email: localplan@westlancs.gov.uk

Date: 16 June 2015
Your ref: -
Our ref: BA.13
Please ask for: Stephen Bengé
Direct dial no: 01695 585274
Extension: 5274

Dear Sir / Madam

Update of Strategic Housing Land Availability Assessment site details

The Council is updating its 'evidence base' in relation to its Local Plan document. This includes checking whether the details we hold of our various sites are still valid.

We are writing to you as, in the past, you have sent us details (or have asked an agent to send us details on your behalf) of a piece of land that you own, or in which you have an interest, asking for this land to be considered as a potential development site. This was done through a previous "Call for Sites" exercise, first done in 2007, and linked to our Local Plan and / or Strategic Housing Land Availability Assessment ('SHLAA').

We would like to know whether you are still willing, or still intend, for this site to be considered as a potential development site. Whilst the site has in the past been suggested as a possible housing site, we are also seeking to find out whether you would be willing for the site to be considered for any other uses.

To this end, we would be very grateful if you could complete the attached form and let us know:

(a) Are the details we hold for the site (including ownership) still correct?

and

(b) Which uses would you like the site to be considered for / which uses would you wish to avoid on the site?

The possible uses for the site include housing, business / employment, gypsy and traveller sites, and commercial / retail / leisure uses.

You may have received a separate letter from us a week or so ago, advising about a new “Call for Sites”. **You do not need to resubmit any site that you have submitted previously**; all that is needed from previous site submitters is confirmation that details of the site remain correct, as per the attached form.

Please return the form in the reply-paid envelope by Friday 24 July, marking it for the attention of Stephen Benge, Planning.

Thank you in anticipation for your help. I look forward to hearing from you soon.

Yours faithfully

Peter Richards
Strategic Planning and Implementation Manager

West Lancashire Borough Council
Update of “Call for Sites” Submission Form
June 2015

Site Ref:	<< Ref >>
Site Location:	<< Address >>
Area:	<< Town >>

Ownership

Are you still the owner of the site? Yes / No *(please circle as appropriate)*

Do you know of any change in site ownership since you submitted the site?

If “yes”, please let us know below of any change in ownership details.

Preferred Use of the Site

Please indicate, by ticking the boxes below, which uses you would prefer on the site, and any uses you would not want the site to be considered for.

Housing	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Employment	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Gypsy / Travelling Showperson site	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Commercial / leisure / retail	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Other – Please state		

How we will use your data

We will retain your personal information when you submit a site. This data will be held securely for an appropriate period to support the Planning service. We may share your information with other West Lancashire Borough Council officers.

Your information will not be disclosed to any third parties without your prior consent.

**Appendix 5
Call for Sites letter (2015)**



**Directorate of Transformation
John R Harrison DipEnvP MRTPI
Assistant Director Planning
52 Derby Street, Ormskirk,
Lancashire, L39 2DF**

To: Consultees

Telephone: 01695 577177
Website: www.westlancs.gov.uk
E-mail: Stephen.benge@westlancs.gov.uk
Kathryn.brindley@westlancs.gov.uk
Date: 09 June 2015
Our ref: CFS2015
Please ask for: Stephen Benge/ Kathryn Brindley
Direct Dial no: 01695 585274/ 585284
Extension: 5274/ 5284

Dear Sir/Madam,

We are contacting you to ask whether you own or know of any land that might be a good future development site.

West Lancashire Borough Council is carrying out a 'Call for Sites' exercise as we plan ahead, and as we keep our background information up-to-date. We would like to hear about pieces of land whose potential uses could include housing, business, gypsy / traveller sites, leisure, or retail or other commercial uses.

We believe we have already identified the majority of possible sites through our work on the current Local Plan, and through previous call for sites exercises. However, the exercise is being run once more to ensure that nowhere has been missed.

The Call for Sites is taking place from Thursday 11 June 2015 until Friday 24 July 2015.

If you wish to send us details of a site, please complete the official 'Call for Sites' form, which is available on the Council's website www.westlancs.gov.uk/callforsites, from the Council offices at 52 Derby Street, Ormskirk, or can be requested by phoning 01695 585284 or sending an email to localplan@westlancs.gov.uk.

It must be stressed that putting a site forward in this exercise is not a guarantee that the Council will subsequently allocate it or support its development in the future. All sites will need to be judged against relevant planning policies and other considerations.

We need to receive details of sites no later than Friday 24 July 2015, and we respectfully request that sites be submitted on the official form.

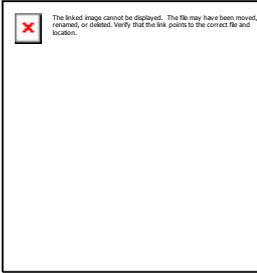
The Planning Policy team are always available on 01695 585274/585284 to help answer any questions you may have.

We look forward to receiving your comments.

Yours sincerely,

Peter Richards, Strategic Planning and Implementation Manager

Appendix 6
Letter to landowners / agents for Local Plan sites (2015)



Directorate of Transformation

John R Harrison DipEnvP, MRTPI
Assistant Director Planning

PO Box 16, 52 Derby Street
Ormskirk, West Lancashire L39 2DF

Telephone: 01695 577177

Website: www.westlancs.gov.uk

Email: Stephen.benge@westlancs.gov.uk

To: Owners of / Agents for sites
allocated / safeguarded in
West Lancashire Local Plan

Date: August / September 2015
Your ref: -
Our ref: GTDPD-**RS1/GN2**
Please ask for: Stephen Benge
Direct dial no: 01695 585274
Extension: 5274

PRIVATE AND CONFIDENTIAL

Dear << Landowner >>

I am writing to you in respect of **your [client's] land**, allocated in the West Lancashire Local Plan (WLLP) under policy **RS1 / GN2**.

West Lancashire Borough Council is required under national planning policy to meet the accommodation needs of Gypsies and Travellers in the Borough. We participated in a Gypsy and Traveller Accommodation Assessment in 2013/14 with neighbouring local authorities; this study concluded that there is a need for up to 20 permanent pitches, and 4 transit pitches for Gypsies and Travellers in West Lancashire over the period 2013-2028.

The Council is currently undertaking work to seek to identify potential Traveller sites in West Lancashire, and is exploring every possible source of site. One potential source of site is the setting aside for Travellers of part of a larger allocated site.

Therefore I am writing to ask you whether **you / your client** would be willing for a portion of WLLP **site << X >>** to be set aside to meet part of West Lancashire's Traveller accommodation needs? It is unlikely that we would look to meet the whole of the Borough's Traveller accommodation needs on a single site, but we are asking whether at least part of the Borough's need could be met on **your [client's]** site.

Should you wish **your [client's]** site to be considered for Traveller provision, this letter does not guarantee that the site would be taken forward and allocated for this purpose, but is simply seeking to understand whether the site's owners would be willing to consider Traveller provision on their land and so whether the site should be included in the next stage of assessment as to its suitability for Traveller provision.

I would be grateful if you could let me know in writing whether or not you / your client would be amenable to part of Site X being considered as a potential Traveller site. I look forward to hearing from you.

Yours sincerely

Peter Richards
Strategic Planning and Implementation Manager

Equality Impact Assessment Form



Directorate: Transformation	Service: Planning
Completed by: Stephen Bengé	Date: 29/09/15
Subject Title: Provision for Traveller Sites Development Plan Document	
1. DESCRIPTION	
Is a policy or strategy being produced or revised:	Yes
Is a service being designed, redesigned or cut back:	No
Is a commissioning plan or contract specification being developed:	No
Is a budget being set or funding allocated:	No
Is a programme or project being planned:	No
Are recommendations being presented to senior managers and/or Councillors:	Yes
Does the activity contribute to meeting our duties under the Equality Act 2010 and Public Sector Equality Duty (Eliminating unlawful discrimination/harassment, advancing equality of opportunity, fostering good relations):	Yes
Details of the matter under consideration:	Seeking approval for consultation on a document setting out preferred options for provision of Gypsy and Traveller sites in West Lancashire.
<p><i>If you answered Yes to any of the above go straight to Section 3</i></p> <p><i>If you answered No to all the above please complete Section 2</i></p>	
2. RELEVANCE	
Does the work being carried out impact on service users, staff or Councillors (stakeholders):	<i>*delete as appropriate</i>
<p>If Yes, provide details of how this impacts on service users, staff or Councillors (stakeholders):</p> <p><i>If you answered Yes go to Section 3</i></p>	Yes/No*
<p>If you answered No to both Sections 1 and 2 provide details of why there is no impact on these three groups:</p> <p><i>You do not need to complete the rest of this form.</i></p>	

3. EVIDENCE COLLECTION	
Who does the work being carried out impact on, i.e. who is/are the stakeholder(s)?	<p>The Provision for Traveller Sites Development Plan Document (DPD) will impact primarily upon Gypsies and Travellers and Travelling Showpeople (referred to collectively as 'Travellers'), for whom the document is seeking to allocate sites for accommodation.</p> <p>Other stakeholders include landowners of the sites in question (if any sites are not already owned by Travellers), nearby residents ('the settled community'), and professional bodies and other organisations who work with, or on behalf of, Travellers, for example, education, health, police, Traveller liaison officers, and religious organisations.</p> <p>The work has the potential to impact such stakeholders, albeit to a lesser extent than the Travellers themselves.</p>
If the work being carried out relates to a universal service, who needs or uses it most? (Is there any particular group affected more than others)?	(In one sense, facilitation of the provision of sufficient land to meet accommodation needs could be regarded as a 'universal service'. If this is the case, then in relation to this particular DPD, it is Travellers who need the service most, and who are most affected by this DPD.)
Which of the protected characteristics are most relevant to the work being carried out?	
Age Gender Disability Race and Culture Sexual Orientation Religion or Belief Gender Reassignment Marriage and Civil Partnership Pregnancy and Maternity	No No No Yes No No No No No
4. DATA ANALYSIS	
In relation to the work being carried out, and the service/function in question, who is actually or currently using the service and why?	<p>Previous engagement with the general public in relation to planning policy matters and consultation exercises across the Borough (for example for the Local Plan between 2008 and 2013) show that it tends to be those of a white-British ethnic background and those of older age groups who most actively engage in the process of preparing general planning policy.</p> <p>In terms of this specific document, the users of the 'service' will be Travellers, who are classified as a distinct ethnic group.</p>
What will the impact of the work being carried out be	The approval of the DPD for consultation will

on usage / the stakeholders?	<p>have greatest direct impact on the travelling community.</p> <p>However, it is expected that this document, should it be approved for consultation, will also arouse significant interest amongst the settled community, some of whom may perceive a direct impact upon themselves (in terms of amenity, house values, etc.)</p>
What are people's views about the services? Are some customers more satisfied than others, and if so what are the reasons? Can these be affected by the proposals?	The DPD is not a 'service' as such. This report is seeking approval to consult for the first time on a draft document. Having not previously carried out a full public consultation on this DPD, no information is available concerning people's satisfaction with the 'service'.
What sources of data including consultation results have you used to analyse the impact of the work being carried out on users/stakeholders with protected characteristics?	<p>It is evident from the subject matter of the DPD that it should impact positively on those Travellers (protected characteristic: ethnic background) for whom sites are proposed for allocation.</p> <p>The only consultation on the document that has taken place to date is an informal exercise in which a limited number of specific Statutory Consultees and other stakeholders were asked about the scope of the DPD. This consultation did not yield statistically significant data that could be used to build up a picture of the prevalence and / or distribution of protected characteristics amongst non-Traveller stakeholders (i.e. those from the settled community who have an interest in the DPD).</p>
If any further data / consultation is needed and is to be gathered, please specify:	The report is seeking approval to consult on the draft DPD for 8 weeks (December 2015 – January 2016). A further round of consultation is scheduled to take place later in 2016.
5. IMPACT OF DECISIONS	
In what way will the changes impact on people with particular protected characteristics (either positively or negatively or in terms of disproportionate impact)?	It is evident from the subject matter of the DPD that it should impact positively on Travellers (protected characteristic: ethnic background) for whom sites are proposed for allocation.
6. CONSIDERING THE IMPACT	
If there is a negative impact what action can be taken to mitigate it? (If it is not possible or desirable to take actions to reduce the impact, explain why this is the case (e.g. legislative or financial drivers etc.).	Without seeking to pre-empt consultation responses that may be received, there is a possibility that there will be a perception of negative impact amongst some stakeholders.. It is anticipated this can be mitigated through dialogue, and through appropriate measures relating to the proposed sites for allocation.
What actions do you plan to take to address any	No actions at this stage of the document's

other issues above?	preparation.
7. MONITORING AND REVIEWING	
When will this assessment be reviewed and who will review it?	This report concerns a document at an early draft stage. Monitoring and review will only take place should the document reach the adoption stage, anticipated to be in 2017.

MINUTE OF CABINET – 10 NOVEMBER 2015

57. PREFERRED OPTIONS FOR THE PROVISION FOR THE TRAVELLER SITES DEVELOPMENT PLAN DOCUMENT

Councillor Hodson introduced the report of the Assistant Director Planning which sought approval for public consultation on the preferred options for the Provision for Traveller Sites Development Plan Document, attached as Appendix A to the report.

He confirmed that Appendix 1 to Appendix A that had been circulated via e-mail and that this had been made available on the Council's website.

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

- RESOLVED
- A. That the preferred options for the Provision for Traveller Sites Development Plan Document ('Traveller Sites DPD') at Appendix A be approved for public consultation, subject to any amendments made by the Assistant Director Planning in consultation with the relevant Portfolio Holder, following consideration of the Traveller Sites DPD by Planning Committee and Executive Overview and Scrutiny Committee, as per B. below.
 - B. That the Assistant Director Planning be authorised, in consultation with the relevant Portfolio Holder, to make any necessary amendments to the Traveller Sites DPD in the light of agreed comments from Planning Committee and Executive Overview & Scrutiny Committee, before the document is published for consultation.
 - C. That call-in is not appropriate for this item as this report is being submitted to Executive Overview & Scrutiny Committee on 26 November 2015.

MINUTE OF THE PLANNING - 12 NOVEMBER 2015

44. PREFERRED OPTIONS FOR THE PROVISION FOR THE TRAVELLER SITES DEVELOPMENT PLAN DOCUMENT

The Assistant Director Planning introduced his report the purpose of which was to consider the report and that agreed comments be referred to the Assistant Director Planning for consideration, in consultation with the Portfolio Holder.

RESOLVED That the following agreed comment be forwarded to the Assistant Director Planning for consideration, in consultation with the Portfolio Holder:-

That great consideration be given to safety and amenities at all locations of the proposed preferred options.



AGENDA ITEM: 11

CABINET: 10 November 2015

**EXECUTIVE OVERVIEW &
SCRUTINY COMMITTEE:
26 November 2015**

COUNCIL: 16th December 2015

Report of: Borough Treasurer

Relevant Managing Director: Managing Director (People and Places)

Relevant Portfolio Holder: Councillor C. Wynn

**Contact for further information: Liz Fearn (Ext. 5605)
(E-mail: liz.fearn@westlancs.gov.uk)**

SUBJECT: REVISED CAPITAL PROGRAMME AND MID YEAR REVIEW 2015/2016

Wards affected: Borough wide

1.0 PURPOSE OF REPORT

1.1 To agree a Revised Capital Programme for 2015/2016 and provide Members with an overview on the progress against it at the mid-year point.

2.0 RECOMMENDATIONS TO CABINET

2.1 That the Revised Capital Programme, including the re-profiling, virements and budget adjustments contained within Appendix A, be approved for consideration by Council.

2.2 That the progress against the Revised Capital Programme at the mid-year point be noted.

2.3 That Call In is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 26th November and Council on 16th December.

3.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE

3.1 That the Revised Capital Programme and progress against it at the mid-year point be noted.

4.0 RECOMMENDATIONS TO COUNCIL

- 4.1 That the revised Capital Programme, including the re-profiling, virements and budget adjustments contained within Appendix A, be approved.
 - 4.2 That progress against the Revised Capital Programme at the mid-year point be noted.
-

5.0 BACKGROUND

- 5.1 The Capital Programme is set on a three-year rolling basis and the Programmes for 2015/2016, 2016/2017 and 2017/2018 were approved by Council in February 2015.
- 5.2 In accordance with best practice, the Capital Programme is subject to revision at the mid-year point to ensure that it is based on the latest available information and to make monitoring of the Programme more meaningful. It enables Managers to review their schemes with the most up to date information and to review the resources available. It also provides a base upon which to build future Capital Programmes.
- 5.3 Members are kept informed of the financial position of the Capital Programme through regular monitoring reports. The last such report was presented to Cabinet in September 2015 and reported on a total Capital Programme of £26.979m for 2015/2016. This comprised a GRA Programme of £6.028m and a Housing Public Sector Capital Programme of £20.951m. This report concentrates on the GRA capital programme and there is a separate report elsewhere on the agenda concerning the HRA capital programme. There is also a separate report on the Cabinet agenda concerning the re-building of industrial units at Gorseley Place, and this has not been reflected in this Programme at this stage.

6.0 REVISED CAPITAL PROGRAMME

- 6.1 Heads of Service have reviewed their respective schemes and are now proposing that changes are made as a result of more up to date information that has become available. This review process has incorporated a number of considerations including:
 - Re-profiling of schemes
 - Changes to external funding availability
 - Levels of anticipated funding required and available
 - Anticipated levels of demand
- 6.2 The proposed changes to the 2015/2016 Programme are analysed in Appendix A, and show an overall increase of £4.099m. This is primarily as a result of the inclusion of the Solar PV project, which was approved by Council in September, into the Programme.

- 6.3 The revised GRA Capital Programme totals £10.127m for 2015/2016 following these changes. This is analysed by service in Appendix B along with a summary of the revised capital resources available.

7.0 CAPITAL EXPENDITURE

- 7.1 Generally, capital schemes are profiled with relatively low spending compared to budget in the early part of the financial year with increased spending as the year progresses. This reflects the fact that many new schemes have considerable lead in times, for example, because of the need to undertake the tendering process and award contracts at the start of the scheme. Other schemes are dependent on external partner funding and schemes can only begin once their funding details have been finalised. Other schemes include contract retentions or contingencies that will only be spent some time after completion of the contract. Most schemes then progress and spend in line with their approval by the year end.
- 7.2 This pattern has been repeated in the current year with £2.177m (21%) of expenditure having been incurred by the mid-year. This is similar to the position of the previous 2 financial years and it is anticipated that most schemes will be largely completed by the end of the financial year. The programme of £10.127m is much larger than previous years as a result of the Greenshoots project and the Solar PV project, which are funded by prudential borrowing either in part or in full. Comparisons to previous years' programmes are shown in Table 1.

Year	Expenditure £m	Budget £m	% spend against Budget
2015/2016	2.177	10.127	21%
2014/2015	0.795	3.467	23%
2013/2014	1.057	4.421	24%
2012/2013	1.866	4.304	43%

- 7.3 Appendix C provides the Heads of Service comments on the progress of schemes against the revised programme.

8.0 CAPITAL RESOURCES

- 8.1 There are sufficient resources identified to fund the 2015/2016 Revised Capital Programme as shown in Appendix B.
- 8.2 The main area of the capital resources budget that is subject to variation is in relation to capital receipts. These are the useable proceeds from the sale of Council assets (mainly houses under Right to Buy legislation) that are available to fund capital expenditure. These receipts can vary significantly depending on the number and value of assets sold.
- 8.3 The budget for useable capital receipts to be generated from Council House sales in the year is set at £280,000 from 40 sales. However at the mid-year point 15 sales had been completed generating £0.15m of useable capital receipts.

- 8.4 Retained proceeds generated by Council House sales are now split between general useable capital receipts (detailed above), one for one Replacement funding and Debt funding. At the mid year point £94,000 had been generated for Debt funding, but there will not be any additional 141 funding.
- 8.5 In addition to receipts from council house sales the Council also has a programme to sell plots of its land and other assets under the Strategic Asset Management Plan (SAMP). The budget for this in the 2015/2016 Programme is £100,000. To date there has been 2 land sales generating 27,000.
- 8.6 Useable Capital Receipts generated to date are analysed in Table 2:

Table 2 : Useable Capital Receipts against Budgets			
Category	Estimate £'000	Actual £'000	% Received against Budget
Right to Buy Sales	280	150	54%
SAMP Sales	100	27	27%
Total	380	177	47%

- 8.7 The level of receipts generated at the mid-year point was slightly below the budget target. Consequently this area will be kept under close review for the remainder of the year. A full review of expenditure and funding plans will take place as part of the budget setting process with a view to ensuring a balanced programme that will be managed over a medium term timescale.

9.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY

- 9.1 The Capital Programme includes schemes that the Council plans to implement to enhance service delivery and assets. Individual project plans address sustainability and Community Strategy issues and links to Corporate Priorities. The Capital Programme also achieves the objectives of the Prudential Code for Capital Finance in Local Authorities by ensuring capital investment plans are affordable, prudent, and sustainable. This report provides an updated position on project plans and shows progress against them.

10.0 RISK ASSESSMENT

- 10.1 Capital assets shape the way services are delivered for the long term and, as a result, create financial commitments. The formal reporting of performance against the Capital Programme is part of the overall budgetary management and control framework that is designed to minimise the financial risks facing the Council. Schemes within the Programme that are reliant on external contributions and/or decisions are not started until funding is secured. Other resources that are subject to fluctuations are monitored closely to ensure availability. The Capital receipts position is scrutinized on a regular basis and managed over the medium term to mitigate the risk of unfunded capital expenditure.

Background Documents

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

Equality Impact Assessment

The majority of the budget issues set out in this report have been the subject of previous reports to committees and consequently an Equality Impact Assessment has already been prepared for them where relevant.

Appendices

- A Summary of changes to the 2015/2016 GRA Capital Programme
- B 2015/2016 Revised GRA Capital Programme Expenditure and Resource Budgets and Mid Year Performance
- C Heads of Service Comments
- D Minute of Cabinet 10 November 2015 (Executive Overview and Scrutiny Committee only) – to follow
- E Minute of Executive Overview and Scrutiny Committee 26 November 2015 (Council only) – to follow

2015/2016 REVISED CAPITAL PROGRAMME
SUMMARY OF CHANGES

SCHEME	REASON FOR AMENDMENT	2015/16	2016/17	2017/18
		£'000	£'000	£'000
<u>Capital programme totals included in report to Cabinet in September 2015</u>		6,028	815	802
<u>Re-profiled Expenditure</u>				
Contact centre	This scheme is on hold and is not expected to complete until the next financial year	-18	18	
Website contract management system	Scheme re-profiled pending online forms assessment	-20	20	
WL Play Strategy Improvements	Stanley Coronation Park due to begin in Spring 15/16	-35	35	
CCTV - Phase 4	Scheme likely to continue into next financial year	-95	95	
Parish Capital projects	This re-profiling is intended to realign expenditure budgets to match the anticipated time scales for the completion of parish projects	-15	15	
Affordable Housing	Work delivering the scheme with our partner Regenda is on-going. The delivery programme has changed and the budget re-profiled accordingly. To date, 4 affordable homes have been built, 43 are nearing completion and 14 due to commence construction later in this financial year.	-395	395	
Environmental/Town and Village Centre Improvement Fund	To realign expenditure approvals to match the anticipated time scales for the completion of projects	-100	100	
		-678	678	0
<u>Other Adjustments</u>				
Renovation Grants	Reduced demand for this type of grant	-40		
Parish Capital projects	Previously approved grant funding that is no longer required	-15		

2015/2016 REVISED CAPITAL PROGRAMME
SUMMARY OF CHANGES

Flood Alleviation Schemes	Original scheme complete but further works identified (funded by Environment Agency) are under negotiation.	23		
Parks and open spaces	Additional enhancements to the Westhead playing fields identified on original scheme.	5		
Beacon Park	Tenders received are significantly lower than anticipated meaning funding has become available to extend the access road at Ruff wood.	-11		
Parks and open spaces	Additional resources from Beacon Park entrance road have been utilised to extend the scheme at Ruff Wood to facilitate better access.	11		
Car Parks	Installation of electric charging points for cars funded by Government grant.	8		
Environmental/Town and Village Centre Improvement Fund	Transfer of funding for Ormskirk Town Centre Strategy from capital to revenue	-60		
<u>Previously Approved Adjustments now included in the Capital Programme</u>				
Parks and open spaces	Enhancement of multi use games area at Station Approach funded from s106 monies	45		
Parish Play Area	New play areas at Downholland and Hesketh with Beconsall to be funded out of S106 monies.	26		
WLBC Play Strategy	Enhancement of multi use games area at Hesketh Avenue funded from s106 monies	40		
Economic regeneration - Greenshoots Project	The overall approval for this scheme has been increased to £1.7m and it is anticipated that most of the scheme will be completed this financial year.	130	340	
Leisure	External partner grants have been secured to facilitate the drainage scheme at Abbey Lane.	175		
Solar PV project	Scheme to install solar panels on Council housing approved at Council in September	4440		
<u>Total Expenditure Adjustments</u>		4099	1018	0

2015/2016 REVISED CAPITAL PROGRAMME
SUMMARY OF CHANGES

<u>Funded By:</u>			
Re-profiling		-678	673
Changes in Grant funding		206	
Changes to Revenue Funding		560	
Changes to Prudential Borrowing		3950	340
Changes to Capital Receipt funding		-55	
Section 106 funding		116	
		4099	1013
			0
<u>Revised Capital Programme totals</u>		10,127	1,828
			802

Note:

A net nil adjustment of £11,000 between capital receipts and capital grants has also been made to the programme in relation to a year end amendment.

2015/2016 CAPITAL PROGRAMME
EXPENDITURE AND RESOURCES BUDGET
as at MID-YEAR

Service	Budget Approval	Actual		Variance	
	£'000	£'000	%	£'000	%
EXPENDITURE					
Housing and Regeneration					
Housing Strategy	70	0	0%	70	100%
Property Management	258	77	30%	181	70%
Solar PV	4,440	1,152	26%	3,288	74%
Regeneration	1,374	2	0%	1,372	100%
Community Services					
Private Sector Housing	697	208	30%	489	70%
Other Community Services	1,702	528	31%	1,174	69%
Planning	133	40	30%	93	70%
Street Scene	40	0	0%	40	100%
Corporate Services					
Financial Services	35	2	6%	33	94%
Transformation	457	121	26%	336	74%
Central Budget Items	921	47	5%	874	95%
	10,127	2,177	21%	7,950	79%
RESOURCES					
Capital Grants	1,196				
GRA Financing	1,333				
Capital Receipts	2,648				
GRA Borrowing	4,950				
	10,127				

REVISED CAPITAL PROGRAMME 2015/2016
HEADS OF SERVICE COMMENTS

Housing Strategy
<p>The Affordable Housing budget is committed to our Partnership with Regenda Housing Group. The first site of 4 units has been completed and families housed. The second site of 31 units will be complete in early 2016. A third site of 14 units has recently received planning permission and work is planned to start in 16/17.</p> <p>The partnership has helped attract over £1m to date of additional HCA investment to our Borough. New Homes Bonus at the higher rate will also be achieved when the affordable units are completed.</p>
Property Management
<p>Steady progress is being made on implementing the property management programme and it is expected that the budget will be fully used or committed by the year end.</p>
Solar PV
<p>Work is now on track to try to complete as many installations as possible before the end of December, when it is expected that the Government will change the rules on Feed in Tariff income. This is a challenging deadline but good progress has been made to date.</p>
Regeneration and Estates
<p>The overall expenditure on the Greenshoots project is expected to be £1.7m and it is anticipated that most of the scheme will be completed this financial year. However some allowance has been made for any bad weather delays and the retentions that will be attributable to the scheme.</p>

REVISED CAPITAL PROGRAMME 2015/2016
HEADS OF SERVICE COMMENTS

Community Services - Private Sector Housing

Both Housing Renewal Grants and Disabled Facility Grants are demand led. Demand for Renewal Grants is lower than anticipated and some of the approval has been returned to the Capital Pot for other investment. Expenditure on both schemes should now be in line with budgets and any unspent budgets will be slipped into the new financial year to meet anticipated demand.

Other Community Services

The Leisure Trust funding is part of an on-going agreement and the budget will be fully spent.

Approvals using section 106 monies have been included for improvement works at various parks and at Station Road. Additional works have been identified at Dock Brook which will be funded by an Environment Agency Grant.

The Allotment Scheme is the subject of a separate report elsewhere on the agenda.

Following completion of works at Sandy Lane, the remaining funding has been transferred to fund additional works on Ormskirk Car Parks.

Approvals have been re-profiled on the Play Strategy due to the consultation process at Stanley Coronation Park and Phase 4 of CCTV implementation which is currently progressing through the tendering process.

Most schemes remaining in the Programme should now broadly progress in line with their approvals.

REVISED CAPITAL PROGRAMME 2015/2016
HEADS OF SERVICE COMMENTS

<p>Planning</p>
<p>The free tree scheme runs in October and November and expenditure is expected to be in line with the budget.</p> <p>The CIL/S106 database has been implemented with further plans this year to interface with the land charges system.</p> <p>A replacement Scanner has now been installed and plans are in place to provide a further scanner and to fund ICT upgrades by the end of the year. Expenditure on implementing the OR recommendations is dependent upon the Planning ICT upgrade, and the budget is expected to be spent.</p>
<p>Street Scene</p>
<p>The Vehicle In-Cab Communication System will be completed by the end of the financial year.</p>
<p>Corporate - Financial Services</p>
<p>The progress made on delivering Parish Capital projects rests with individual Parish Councils and is not within the direct control of the Borough Council. Part of this year's budget has been re-profiled into the next financial year and part has been returned to the Capital Pot as it is no longer required.</p>

REVISED CAPITAL PROGRAMME 2015/2016
HEADS OF SERVICE COMMENTS

Corporate Services - Transformation

The approval for the Contact Centre System Upgrade has been re-profiled pending the outcome of the Payment Card Industry Data Security Standards Assessment and is not expected to complete until next financial year.

A part of the Website Contract Management System approval has been re-profiled pending the security standards assessment. The remaining approval is planned for implementation this financial year.

The ICT Development budget funds an agreed ICT Strategy as well as service-specific developments as appropriate. No changes are proposed for this capital budget. Based on project completion dates, all projects with committed expenditure should be concluded by the end of the year. There has been significant progress with the ICT capital funded work during 2015/16 including:

- Public Sector Network (PSN) accreditation 2015 by meeting standards set by government (which then, for example, enables us to continue to deliver the Revenues and Benefits Service)
- Introduction of MDM Airwatch to enable secure access to email and network from around 120 mobile devices
- Work on Windows server upgrade – upgrading of 54 servers on version 2003 which will become unsupported by Microsoft
- Email Microsoft exchange 2010 migration (migrate email platform to the new email exchange platform)
- Upgrade of Northgate for Planning/Community Services
- Upgrade of IKEN (legal services)
- Payment Card Industry Data Security Standards compliance (card payment software)
- Email filtering/SPAM reduction by McAfee SaaS

Central Budget Items

Detailed proposals on the use of the Environmental / Town and Village Centre Improvement Fund were considered by Council in February and Cabinet in March. This budget has now been fully allocated to individual projects and it is expected that these should be implemented within a reasonable time scale. There is also an unallocated amount of £634,000 which was considered but not allocated to specific schemes at the February Council meeting. A decision on how this funding should be used will be made in due course.

MINUTE OF CABINET – 10 NOVEMBER 2015

60. REVISED CAPITAL PROGRAMME AND MID YEAR REVIEW 2015-2016

Councillor Wynn introduced the report of the Borough Treasurer which sought agreement of a revised Capital Programme for 2015/2016 and provided an overview on the progress against it at the mid year point.

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

- RESOLVED
- A. That the Revised Capital Programme, including the re-profiling, virements and budget adjustments contained within Appendix A, be approved for consideration by Council.
 - B. That the progress against the Revised Capital Programme at the mid-year point be noted.
 - C. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 26 November and Council on 16 December 2015.



AGENDA ITEM: 5(j)

CABINET: 10th November 2015

**EXECUTIVE OVERVIEW &
SCRUTINY COMMITTEE:
26 November 2015**

COUNCIL: 16 December 2015

Report of: Assistant Director Housing and Regeneration and Borough Treasurer

Relevant Managing Director: Managing Director (Transformation)

Relevant Portfolio Holder: Councillor J. Patterson

**Contact for further information: Marc Taylor (Extn. 5092)
(E-mail: marc.taylor@westlancs.gov.uk)**

SUBJECT: HRA BUDGET MONITORING POSITION

Wards affected: Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To provide a projection of the financial position on the Housing Revenue Account (HRA) and the Housing Capital Investment Programme to the end of the financial year and to agree a number of budget changes.

2.0 RECOMMENDATIONS TO CABINET

2.1 That the progress against the HRA and the Capital Investment Programme budgets be noted.

2.2 That the revised Capital Investment Programme including the re-profiling, virements and budget adjustments contained in Appendix A be approved for consideration by Council.

2.3 That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 26 November 2015.

3.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW & SCRUTINY COMMITTEE

- 3.1 That the progress against the HRA and the Capital Investment Programme budgets be noted.
- 3.2 That any comments agreed by the Committee be provided for the consideration of Council.

4.0 RECOMMENDATIONS TO COUNCIL

- 4.1 That the financial position of the HRA and Capital Investment Programme be noted.
 - 4.2 That any agreed comments of Landlord Services Committee and Executive Overview and Scrutiny Committee be considered as part of the decision making process.
 - 4.3 That the revised Capital Investment Programme, including the re-profiling, virements and budget adjustments contained in Appendix A be approved.
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5.0 BACKGROUND

- 5.1 The HRA budget and Capital Investment Programme were approved by Council in February 2015. In accordance with best practice both the HRA and the Capital Investment Programme are subject to review and scrutiny at the mid-year point to ensure that budgets are being managed effectively. This enables Managers to review their schemes and budgets in the light of new developments and with the most up to date information available. It also provides a base upon which to build future HRA budgets and capital programmes.

6.0 HOUSING REVENUE ACCOUNT

- 6.1 The Council approved a total expenditure budget for the HRA of £26.306m for this financial year, with a matching income budget. The budget monitoring that has taken place at the mid year point has identified the following significant issues against these budgets:
 - a) Employee costs form a significant portion of the total budget and the active management of staffing vacancies should ensure that a significant favourable budget variance is achieved.
 - b) Last year there was a large adverse variance on void repairs within premises costs. The void repairs budget was increased as a result of this position through the budget setting process for the current year and expenditure is now expected to be broadly in line with the target. An overall favourable variance is being projected for premises costs as a whole.

- c) Transport costs are projected to be overspent against budget which repeats the same position as the previous year. This is largely explained by adverse variances on car allowances and this issue will be given specific consideration through the budget process for 2016/17.
- d) There are a number of favourable and adverse variances within supplies and services budgets but the overall bottom line projection for this area is that a favourable budget variance should be achieved.
- e) Income performance has been positive and it is expected that rental income will exceed the budget target for the year. This position has been assisted by the relatively low level of right to buy sales that have taken place over the last 18 months.

6.2 The bottom line projection for the HRA is that it should meet its budget target for the year and deliver a favourable budget variance. This will assist in meeting the financial challenges facing the HRA given various Government announcements over the Summer period, and consideration will be given to how this surplus should be used as part of the budget setting process for 2016/17.

7.0 CAPITAL INVESTMENT PROGRAMME

7.1 Service Managers have reviewed their respective schemes and are now proposing that changes are made as a result of more up to date information that has become available. This review process has incorporated a number of considerations including re-profiling, timescales and levels of anticipated expenditure and demand.

7.2 Following this review a number of changes are proposed to the capital programme in Appendix A. In summary, it is proposed to:

- a) Re-profile £3.615m from 2015/16 to 2016/17 to meet expenditure that is now expected to be incurred in the next financial year.
- b) Implement a range of budget virements between schemes likely to outturn below budget to those schemes that are experiencing financial pressures. These virements are cost neutral to the overall programme i.e. they will not increase the capital programme.
- c) Reduce the overall size of the programme by £0.736m to reflect funding that is no longer required to deliver schemes. This saving can then be used to assist with the budget position for 2016/17

7.3 The Revised Capital Programme totals £16.601m for 2015/16 and scheme totals are shown in Appendix A together with a brief outline of the reasons for the changes taking place.

- 7.4 Details of expenditure against the revised budget figures at the mid-year are set out at Appendix B. Expenditure at the mid-year point was £4.823m or 29% of the total budget, which is above the performance of 23% at the same point in the previous financial year.
- 7.5 The Council was successful in its bid for additional borrowing capacity under the Government's Local Growth Fund: HRA Borrowing Programme 2015/16. This increase in resources of £2.5m is being used in the current year to build new properties as part of the Firbeck Revival scheme. The Council has also recently obtained a Central Heating Fund grant of £365,000 from the Department of Energy and Climate Change. This grant must be used to deliver first time central heating systems to fuel poor households that are not currently using gas as their primary heat source. This additional grant funding will be built into the capital investment programme in due course. Every effort will continue to be made to attract external funding to maximise our investment in the housing stock.

8.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY

- 8.1 There are no significant sustainability impacts associated with this report and, in particular, no significant impact on crime and disorder. Individual capital schemes address Community Strategy issues and links to Corporate Priorities. The Capital Investment Programme also achieves the objectives of the Prudential code for Capital Finance in Local Authorities by ensuring capital investment plans are affordable, prudent, and sustainable.

9.0 RISK ASSESSMENT

- 9.1 The formal reporting of performance against budget is part of the overall budgetary management and control framework that is designed to minimise the financial risks facing the Council.
- 9.2 The projected changes contained in the report reflect current estimates of the likely difference between spending or income and the budget for the full financial year. These estimates contained in the report are based on current data and are subject to change as new information becomes available.

Background Documents

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

Equality Impact Assessment

The budget issues set out in this report have been the subject of previous reports to Committees and consequently an Equality Impact Assessment has already been prepared for them where relevant.

Appendices

Appendix A Proposed changes to the Capital Investment Programme 2015/16

Appendix B Performance at Mid-Year against Revised Capital Budgets 2015/16

Appendix C Minute of Landlord Services Committee (Cabinet Working Group) 4 November 2015 (Cabinet, Executive Overview & Scrutiny Committee and Council)

Appendix D Minute of Cabinet 10 November 2015 (Executive Overview & Scrutiny Committee and Council only)

Appendix E Minute of Executive Overview & Scrutiny Committee 26 November 2015 (Council only)

APPENDIX A - PROPOSED CHANGES TO CAPITAL INVESTMENT PROGRAMME 2015-16

Scheme	Current Budget	Re-profiling	Virements	No longer required	Revised Budget	Commentary
HEATING SYSTEM UPGRADES & METERS	1,666,000		331,932		1,997,932	The virement is required to provide additional funding for this scheme which is on track to complete in March 2016
SHELTERED UPGRADES	245,000		150,000		395,000	Virement to fund additional works
WINDOWS AND DOORS	1,998,000	-374,000			1,624,000	Slippage from 2014/15 completed in October. 2015/16 programme to start in November with expectation to largely complete by March 2016
ELECTRICAL UPGRADES	123,000				123,000	This scheme is progressing well and will be fully committed by March 2016
ENVIRONMENTAL IMPROVEMENTS	63,000				63,000	This budget is fully committed
RE ROOFING WORKS	108,000				108,000	Works to 20 Bungalows at Dayfield to be confirmed
DISABLED ADAPTATIONS	733,000				733,000	Budget expected to be spent in current year
ENERGY EFFICIENCY MEASURES	1,183,000		-331,921		851,079	Virement to other budget heads under pressure
STRUCTURAL WORKS	165,000				165,000	Expected to be spent by March 2016
PROFESSIONAL FEES	1,115,000	-228,319		-373,627	513,054	Reprofiling to enable adequate support for other reprofiled capital works with balance of budget no longer required
DEMOLITIONS	0		1,000		1,000	
STUBB BLOCK REFURBISHMENT EGERTON / ENSTONE	196,000				196,000	Contract delayed due to specification changes and supply issues
FERNDALE EXTERNAL INSULATION & ROOFING	0		11,505		11,505	
CONTINGENCY - VOIDS & ALLOCATIONS	945,000			-331,001	613,999	Balance of budget no longer required and to be made available for other priorities
COMMUNAL AREAS IMPROVEMENTS	117,000	-50,000	60,031		127,031	Increase in funding required for this scheme and some works re-profiled into next year
AFFORDABLE HOUSING	34,000				34,000	
WHEELIE BIN STORAGE IMPROVEMENTS	39,000				39,000	
FIRBECK REVIVAL	5,776,000	-2,176,000			3,600,000	Main contractor now on site and moving apace. Project planned to complete next financial year.
EQUIPMENT REPLACEMENT SHELTERED HOUSING	400,000	-400,000			0	Awaiting demonstration of what is available to Council by third party commercial supplier

APPENDIX A - PROPOSED CHANGES TO CAPITAL INVESTMENT PROGRAMME 2015-16

Scheme	Current Budget	Re-profiling	Virements	No longer required	Revised Budget	Commentary
LAUNDRY EQUIPMENT	35,000				35,000	Laundry equipment in process of being replaced
REPLACEMENT OF FAILED DOUBLE GLAZING	11,000			-9,124	1,876	Balance of budget available for other priorities
GULLEY REPLACEMENT	11,000			-11,000	0	Budget no longer required
GUTTER REPLACEMENT	11,000			-11,000	0	Budget no longer required
KITCHEN REPLACEMENTS	2,147,000				2,147,000	Programme was scheduled to complete in December, however one of the contractors has recently gone into administration. The implications are currently being considered
BATHROOM REPLACEMENT	1,846,000	-246,000			1,600,000	Programme due to complete in March 2016. Balance of budget to be reprofiled to mop up those properties where tenants did not want bathroom work to be carried out
LIFTS	547,000				547,000	
WALLS	499,000				499,000	Technical appraisal being undertaken
BOXING IN RANCH STYLE BALUSTRADES	4,000				4,000	
WINDOW REPLACEMENT, BEACON CROSSING	25,000				25,000	Scheme due to start very shortly and should be completed within 2 weeks.
COMPARTMENTALISATION OF ROOF SPACES IN SHELTERED PROPERTIES	62,000				62,000	Contract due to complete by March 2016
REPLACEMENT OF BALCONY SURFACES & ASSOCIATED WORKS	80,000				80,000	Contract start in January with completion by March 2016
UPGRADE COMMUNAL DOOR ENTRY SYSTEMS	28,000				28,000	
INVEST. TO DELIVER OR RECOMMENDATIONS	129,000	-25,296			103,704	Licences for software ordered but likely that implementation will not be completed until 2016/17
DIGITAL INCLUSION INITIATIVES	20,000				20,000	
PAINTING & RENDERING "NO FINES" PROPERTY	15,000	-15,000			0	Scheme to be reconsidered as part of budget process in light of government budget decisions
SOLAR PHOTOVOLTAIC (PV)	75,000		-72,547		2,453	Virement to support projects under Heating / Energy efficiency
EVENWOOD COURT RE-MODELLING	400,000		-150,000		250,000	Virement to sheltered housing upgrades

APPENDIX A - PROPOSED CHANGES TO CAPITAL INVESTMENT PROGRAMME 2015-16

Scheme	Current Budget	Re-profiling	Virements	No longer required	Revised Budget	Commentary
ENVIRONMENTAL PROGRAMME	100,000	-100,000			0	Scheme to be reconsidered as part of budget process in light of government budget decisions
Total expenditure	20,951,000	-3,614,615	0	-735,751	16,600,634	

Funding of programme	Current Budget	Re-profiling	Virements	No longer required	Revised Budget
HRA funding	9,085,000			-312,000	8,773,000
Borrowing	11,767,000	-3,614,615		-423,751	7,728,634
1-4-1 Replacement Funding (Capital Receipts)	99,000				99,000
Total funding	20,951,000	-3,614,615	0	-735,751	16,600,634

APPENDIX B - PERFORMANCE AT MID YEAR AGAINST REVISED CAPITAL BUDGETS

Scheme	Revised Budget	Mid Year Spend	Variance	Mid Year Spend
	£000	£000	£000	%
HEATING SYSTEM UPGRADES & METERS	1,998	896	1,102	45%
SHELTERED UPGRADES	395	0	395	0%
WINDOWS AND DOORS	1,624	839	785	52%
ELECTRICAL UPGRADES	123	27	96	22%
ENVIRONMENTAL IMPROVEMENTS	63	38	25	60%
RE ROOFING WORKS	108	1	107	1%
DISABLED ADAPTATIONS	733	276	457	38%
ENERGY EFFICIENCY MEASURES	851	153	698	18%
STRUCTURAL WORKS	165	86	79	52%
PROFESSIONAL FEES	513	275	238	54%
DEMOLITIONS	1	1	0	100%
STUBB BLOCK REFURBISHMENT EGERTON / ENSTONE	196	70	126	36%
FERNDALE EXTERNAL INSULATION & ROOFING	12	12	0	100%
CONTINGENCY - VOIDS & ALLOCATIONS	614	141	473	23%
COMMUNAL AREAS IMPROVEMENTS	127	20	107	16%
AFFORDABLE HOUSING	34	0	34	0%
WHEELIE BIN STORAGE IMPROVEMENTS	39	0	39	0%
FIRBECK REVIVAL	3,600	281	3,319	8%
LAUNDRY EQUIPMENT	35	0	35	0%
REPLACEMENT OF FAILED DOUBLE GLAZING	2	1	1	50%
KITCHEN REPLACEMENTS	2,147	1,052	1,095	49%
BATHROOM REPLACEMENT	1,600	620	980	39%
LIFTS	547	12	535	2%
WALLS	499	15	484	3%
BOXING IN RANCH STYLE BALUSTRADES	4	3	1	75%
WINDOW REPLACEMENT, BEACON CROSSING	25	0	25	0%
COMPARTMENTALISATION OF ROOF SPACES IN SHELTERED PROPERTIES	62	0	62	0%
REPLACEMENT OF BALCONY SURFACES & ASSOCIATED WORKS	80	0	80	0%
UPGRADE COMMUNAL DOOR ENTRY SYSTEMS	28	0	28	0%
INVEST. TO DELIVER OR RECOMMENDATIONS	104	4	100	4%
DIGITAL INCLUSION INITIATIVES	20	0	20	0%
SOLAR PHOTOVOLTAIC (PV)	2	0	2	0%
EVENWOOD COURT RE-MODELLING	250	0	250	0%
Total expenditure	16,601	4,823	11,778	29%

LANDLORD SERVICES COMMITTEE (CABINET WORKING GROUP) – 4 NOVEMBER 2015

30. HRA BUDGET MONITORING POSITION

Members considered the draft report of the Borough Treasurer that provided a projection of the financial position on the Housing Revenue Account (HRA) and the Housing Capital Investment Programme to the end of the financial year and details of a number of proposed budget changes.

The Borough Treasurer attended the meeting and provided an overview of the financial position in relation to budgets at the mid-year point. He further, provided clarification on the issues raised, referring to details as set down in his report and appendices.

In discussion comments and questions were raised in respect of the following schemes:

- Painting & Rendering “No Fines” Property – re-profiling.
- Firbeck Revival – target for completion.
- Heating System Upgrades & Meters – associated costs.
- Stubb Block Refurbishment Egerton / Enstone – delays
- Replacement of Failed Double Glazing – progress.
- Solar Photovoltaic (PV) – revised budget – reasons.

The Property Services Manager attended the meeting and responded to questions put to him providing clarification on the issues raised. In relation to costs associated with work on heating system upgrades and meters he made an undertaking to provide additional information to the Tenant Representative who had raised it.

RESOLVED: That as a consequence of the discussion on this item it was agreed that the financial position of the HRA and the Capital Investment Programme be noted.

MINUTE OF CABINET – 10 NOVEMBER 2015

61. HRA BUDGET MONITORING POSITION

Councillor Patterson introduced the joint report of the Assistant Director Housing and Regeneration and the Borough Treasurer which provided a projection of the financial position on the Housing Revenue Account (HRA) and the Housing Capital Investment Programme to the end of the financial year and sought agreement to a number of budget changes.

Minute no. 30 of the Landlord Services Committee (Cabinet Working Group) held on 4 November 2015 was circulated at the meeting.

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

- RESOLVED
- A. That the progress against the HRA and the Capital Investment Programme budgets be noted.
 - B. That the revised Capital Investment Programme including the re-profiling, virements and budget adjustments contained in Appendix A be approved for consideration by Council.
 - C. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 26 November 2015.