



## **West Lancashire Borough Council**

# **Provision for Traveller Sites DPD: Publication Version Sustainability Appraisal Report**

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## **A. Introduction**

- A.1 This sustainability appraisal (SA) has been prepared by Council officers and critically reviewed by the consultants AECOM. It represents an updated version of the Interim SA Report that was published for consultation from 3 December 2015 – 29 January 2016.
- A.2 The document being appraised is the West Lancashire Borough Council Provision for Traveller Sites Development Plan Document ('the Traveller Sites DPD'). The Traveller Sites DPD's purpose is threefold – firstly to set out the objectively assessed 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 can be assessed, and thirdly to allocate a number of specific sites across the Borough in order to meet, as far as is realistically possible, the identified needs for Traveller accommodation.
- A.3 This SA is divided into four main sections. Firstly, the Introduction Section sets out the SA process and how it is being applied to the emerging Provision for Traveller Sites Development Plan Document ('the Traveller Sites DPD'), as well as outlining the planning policy context within which the DPD is being prepared.
- A.4 Secondly, the Context Section identifies the main sustainability issues relating to the subject of Traveller sites provision, drawing from the West Lancashire Local Plan Sustainability Appraisal Scoping Report and any more recent or specific data. The Context Section also outlines the purpose of the Traveller Sites DPD and describes the process by which it has been prepared, how policies and sites have been identified and chosen, how reasonable alternative policies and sites have been identified, and how the significance of effects of policies / site allocations has been determined.
- A.5 Section 3 'Appraisal' contains the appraisal of the proposed Traveller sites policy as well as the proposed Traveller site locations and reasonable alternatives.
- A.6 The final section draws together conclusions from the appraisal of the proposed policy and site allocations, and sets out how future monitoring should be carried out.

## 1. The Sustainability Appraisal process

- 1.1 The requirement to carry out SA comes from 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 (‘SEA’) Directive. The SEA Directive has been transposed into English law through the Environmental Assessment of Plans and Programme Regulations 2004 (‘the SEA Regulations’).
- 1.2 The SEA Regulations require that certain information be presented in an Environmental Report (in this case, the SA Report). These are set out in Table 1.1 below; the table also shows how this SA of the Traveller Sites DPD complies with the SEA Directive.

**Table 1.1 Compliance of this SA with the SEA Regulations 2004**

<b>Information required by the SEA Regulations</b>	<b>Existence of this information in the Traveller Sites DPD SA report</b>
Contents, objectives and relationship of the document in question with other plans and programmes.	Summarised in Appendix 1 of this report. Full details can be found within the Local Plan 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.	Chapter 3.
Likely significant effects on the environment	Chapter 6.
Measures to prevent / reduce / offset significant adverse effects on the environment of implementing the DPD	Chapters 7 - 9 and Appendix 3.
Reasons for selecting the alternatives, describing how the assessment was undertaken.	Chapter 6.
Measures envisaged concerning monitoring.	Chapter 10.

- 1.3 Sustainable development is central to the planning system. The purpose of SA is to promote sustainable development, through the integration of social, environmental and economic considerations, into the preparation of new or revised Development Plan Documents and Supplementary Planning Documents. This approach is reiterated within paragraph 165 of the National Planning Policy Framework (NPPF).
- 1.4 SA is a methodology for assessing plans, policies or programmes (in this case the Traveller Sites DPD), to investigate whether they are likely to result in significant effects on the environment, seek to avoid or mitigate any negative social, environmental and economic effects and maximise the positives, and to promote a sustainable pattern of development.
- 1.5
- 1.6 The implication of the SEA Regulations for the Traveller Sites DPD is that a report is required to be published for consultation alongside the draft plan that ‘identifies, describes and evaluates’ the likely significant effects of implementing the 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.
- 1.7 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?
  4. What happens next?
- 1.8 An Interim SA was prepared and consulted upon alongside the Options and Preferred Options version of the Traveller Sites DPD during from 3 December 2015 to 29 January 2016. The findings of the Interim SA, along with the results of consultation on the Options and Preferred Options Traveller Sites DPD, have been taken into account in preparing this SA report, and were taken into account as the Publication Traveller Sites DPD was formulated.
- 1.9 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 Traveller Sites DPD.

## West Lancashire Borough Council's Approach to the Sustainability Appraisal

- 1.10 There are five distinct stages to undertaking a Sustainability Appraisal, as outlined in National Planning Practice Guidance (NPPG, paragraph 013).

Stages of the Sustainability Appraisal Process (NPPG)	
Stage A	Setting the context and objectives, establishing the baseline and deciding on the scope
Stage B	Developing and refining alternatives and assessing effects
Stage C	Prepare the Sustainability Appraisal Report
Stage D	Seek representations on the sustainability appraisal report from consultation bodies and the public
Stage E	Post adoption reporting and monitoring

### Stage A

- 1.11 Stage A contains five principal elements:

- 1. Identify other relevant plans, policies and programmes, and sustainability objectives.*
- 2. Collect baseline information*
- 3. Identify sustainability issues and problems*
- 4. Develop the sustainability appraisal framework*
- 5. Consult the consultation bodies on the scope of the sustainability appraisal report*

- 1.12 In terms of Stage A, this SA 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 3 below and Appendices 1-3 (which correspond with stages A1-A4) provide a summary and analysis of the WLLP evidence base and SA Scoping Report. This evidence base has been updated to reflect the scope of the DPD and relevant new or updated data.

## **Stage B**

1.13 Stage B consists of the following elements:

*B1: Test the Plan objectives against the SA Framework.*

This element has been carried out for the Local Plan SA and is discussed in Chapter 3 below.

*B2: Developing the options and reasonable alternatives*

The development of options and reasonable alternatives is set out in Chapter 6.

*B3: Evaluate the likely effects of the Plan and alternatives,*

The prediction of the likely effects of the Traveller Sites Policy (and alternative policies) is set out in Chapter 7. The prediction of the likely effects of specific Traveller sites, including the proposed Traveller sites, as well as the effects of alternative approaches to providing Traveller sites, are set out in Chapter 8. The evaluation of the effects is carried out in Chapters 7 and 8, and conclusions are drawn in Chapter 9.

*B4: Considering ways of mitigating adverse effects and maximising beneficial effects.*

This element of Stage B is given consideration in stages B3 / B4 above, and in Chapter 9 below.

*B5: Proposing measures to monitor the significant effects of implementing the Plan.*

This is covered in Chapter 10.

1.14 Further details about West Lancashire Borough Council's approach to SA 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>

## **2. National Planning Policy**

- 2.1 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).
- 2.2 Paragraph 165 of the NPPF states that an SA that meets the requirement of the European Directive on SEA should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors.
- 2.3 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.
- 2.4 Paragraph 7 of PPTS advises that local planning authorities should co-operate with Travellers, neighbouring authorities and other relevant bodies to gain an understanding of Traveller accommodation needs in their area, and that this evidence should inform the preparation of local plans.
- 2.5 Paragraph 10 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.
- 2.6 Paragraph 13 sets out a series of criteria that are to be adhered to when considering the locations of Traveller sites. These include access to education and health services, and avoiding areas at high risk of flooding.
- 2.7 Paragraph 17 allows for amendment of Green Belt boundaries only in exceptional circumstances, and through the plan-making process rather than through a planning application.
- 2.8 Paragraph 19 advises that sites for Travelling Showpeople have different requirements from 'typical' Gypsy sites.
- 2.9 Further government guidance on provision for the travelling community is set out online in National Planning Practice Guidance (NPPG):  
<http://planningguidance.communities.gov.uk/blog/guidance/>



## **B. Context**

- B.1 This section provides contextual information relating to the West Lancashire-specific and Traveller-related sustainability appraisal framework against which the proposed Traveller sites policy and the proposed sites themselves are being assessed.
- B.2 It goes on to outline the background to, and purpose and content of, the Traveller Sites DPD, and to describe the process by which the Traveller sites policy was formulated, and by which the list of potential Traveller sites was compiled and how the proposed sites were chosen.
- B.3 The final chapter of this section looks at reasonable alternatives to the Traveller sites policy, and to the choice of proposed sites, and discusses the significance of effects, and possible mitigation measures.

## **3. Key Sustainability Issues Relating to Travellers**

- 3.1 The first stage of the SA process involved reviewing the Local Plan (formerly known as the “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 additional / more detailed baseline information that was relevant to preparation of the DPD, but not addressed by the high level Local Plan Scoping Report.
- 3.2 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 the SEA Regulations<sup>1</sup>. 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.
- 3.3 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. This approach was outlined in the Interim SA Report that was consulted upon in December 2015 – January 2016. (No comments on the ‘scoping approach’ were made during the consultation period.)
- 3.4 The LDF Core Strategy Scoping Report covered the whole range of matters that were intended to be addressed in the LDF, i.e. the Core Strategy plus also the Site Allocations DPD, the Development Management (DM) Policies DPD that were

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<sup>1</sup> In fact, the SEA Regulations were exceeded, as they require only five weeks consultation.

anticipated to follow the preparation of the Core Strategy, and any Supplementary Planning Documents. 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.

- 3.5 The 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.
- 3.6 In accordance with Task A1, a review was undertaken of key documents and the policy context; this can be found in Appendix 1 of this SA report. 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 for this SA. The most relevant and useful document was the national Planning Policy for Travellers Sites document (first published March 2012; revised August 2015).
- 3.7 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 Relevant. However, a review of some data, including census data and population statistics, has been undertaken to reflect the most up-to-date information available and to provide an up-to-date baseline for this SA and the Traveller Sites DPD. The updated information does not affect the overarching issues or appraisal framework as the trends remain the same.
- 3.8 Task A3 entails 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. A brief summary of these issues are set out in Table 3.1 below. Appendix 3 sets out the general issues related to the wider Local Plan, and looks at how they may be addressed.

**Table 3.1 Key Sustainability Issues relating to the 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. Services and facilities such as employment are not always in locations readily accessible by public transport or walking.
Social Inclusion	Whilst the Local Plan seeks to meet housing needs over its 15 year period, there are no allocated Traveller sites in the Borough, thus the requirements of a section of the population are not being addressed (this is the primary reason for preparing the Traveller Sites DPD). Whilst much of the Borough is relatively affluent, there are geographical areas of deprivation and deprivation amongst certain sections of society. Social exclusion occurs from unemployment, low income, high crime rate, inadequate accommodation, and poor health. All of these issues are especially prevalent for Travellers. In addition to accommodation, there is a need to provide services,

Topic area	Key issues
	employment opportunities, and access to health-related facilities for residents of allocated sites.
Access to services and amenities	Access to services and amenities, including open and recreational space, is poor in certain locations outside settlement boundaries, e.g. the Northern Parishes, and is less than satisfactory within parts of some settlements.
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 and employment across the Borough.</p> <p>Employment / unemployment levels amongst the travelling community vary; many Travellers are self-employed; few are in 'mainstream' employment.</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>One key issue is access to good education facilities. For those in bricks and mortar housing, the issue relates primarily to location and quality of schools in the area. For the travelling community, the issue is more about being able to attend an educational establishment on a consistent basis, and to 'settle' at the same establishment rather than changing school regularly as Travellers are 'moved on'.</p>
Protection of ecology, biodiversity and soils	<p>The Borough comprises predominantly Green Belt land, which is required to be protected by national policy. However, Traveller sites may need to be provided in Green Belt if there are no deliverable sites in non-Green Belt areas.</p> <p>The volume of waste going to landfill needs to be reduced. This may link to Traveller accommodation in that providing a settled base for Travellers may enable collection of waste and lead to less likelihood of fly tipping.</p> <p>West Lancashire has roughly one third of the North West's best and most versatile agricultural land. This should be avoided as far as possible when considering potential site locations.</p> <p>Unused brownfield sites would benefit from being remediated and brought back into use; if appropriate these could be considered as potential Traveller sites.</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. 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. Traveller sites should be located in such a way that they do not affect this resource.</p> <p>There is a need for water and wastewater supply for existing and planned development, including Traveller sites.</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. Much of the Traveller accommodation need is in the Banks area.</p>

## Sustainability Appraisal Framework and Objectives

- 3.9 Task B1: Testing the Core Strategy objectives against the SA Framework, was undertaken in the Local Plan SA Scoping Report. Drawing on the [then] Core Strategy objectives, which became the Local Plan objectives, 18 sustainability objectives were established (Task A4).
- 3.10 These are set out in Table 3.2 below, and cover a full cross section of sustainability issues, including the three tenets of sustainability, namely environmental, social and economic factors. Not all of the 18 Local Plan (or Core Strategy) SA objectives are considered to be relevant to the Traveller Sites DPD.

**Table 3.2 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	✓		

3.10 Each of the 18 Local Plan sustainability objectives was 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 full set of sub-criteria is listed in Appendix 5. Table 3.3 below lists only those Objectives and Sub-Criteria considered to be of relevance to the Traveller Sites DPD. These resulting Sub-Criteria provide the framework within which the Traveller Sites DPD SA is being undertaken<sup>2</sup> (Task A4).

**Table 3.3 Locally distinctive sub-criteria for the 18 Sustainability Objectives**

SA Objective (high level objective)	Locally / Topic-Distinctive Sub Criteria
1: To reduce the disparities in economic performance within the Borough.	<ul style="list-style-type: none"> <li>• Will the plan / policy provide job opportunities in areas with residents most at need?</li> <li>• Will the plan / policy reduce economic disparities within the Borough?</li> <li>• Will the plan / policy improve the quality of employment opportunities within the Borough?</li> </ul>
2: To secure economic inclusion	<ul style="list-style-type: none"> <li>• Will the plan / policy meet the employment needs of all local people?</li> <li>• Will the plan / policy encourage business start-up, especially from under-represented groups?</li> <li>• Will the plan / policy reduce poverty in those areas and communities most affected?</li> </ul>
3: To develop and maintain a healthy labour market	<ul style="list-style-type: none"> <li>• Will the plan / policy increase the levels of participation and attainment in education?</li> <li>• Will the plan / policy provide a broad range of jobs and employment opportunities?</li> </ul>
4: To encourage sustainable economic growth	(No sub-criteria are considered to be of direct relevance to the Traveller Sites DPD. As such, Objective 4 is not considered to be of relevance.)
5: To deliver urban renaissance	<ul style="list-style-type: none"> <li>• Will the plan / policy improve economic, environmental and social conditions in deprived urban areas and for deprived groups?</li> <li>• Will the plan / policy deliver Sustainable Communities?</li> </ul>
6: To deliver rural renaissance	(The sub-criteria are considered to be either of no direct relevance to the Traveller Sites DPD, or else a repeat of sub-criteria elsewhere. As such, Objective 6 is not considered to be necessary as part of the SA framework for the Traveller Sites DPD.)
7: To develop and market the Borough's image	(No sub-criteria are considered to be of direct relevance to the Traveller Sites DPD. As such, Objective 4 is not considered to be of relevance.)
8: To improve access to basic goods and services	<ul style="list-style-type: none"> <li>• Will the plan / policy improve the access to basic goods, promoting the use of those which are locally sourced?</li> </ul>

<sup>2</sup> I.e. the SA Framework used is the same, but its Objectives and Sub-Criteria that are not relevant have been removed.

SA Objective (high level objective)	Locally / Topic-Distinctive Sub Criteria
9: To improve access to good quality, affordable and resource efficient housing	<ul style="list-style-type: none"> <li>• Will the plan / policy provide for an appropriate mix of housing * to meet all needs including affordable?</li> </ul> <p>* <i>“Housing” is taken to mean “accommodation”, which can include Traveller accommodation.</i></p>
10: To reduce crime and disorder and the fear of crime	<ul style="list-style-type: none"> <li>• Will the plan / policy support community development?</li> <li>• Will the plan / policy improve relations between all members of the community?</li> <li>• Will the plan / policy reduce levels of crime?</li> <li>• Will the plan / policy reduce the fear of crime?</li> <li>• Will the plan / policy identify and engage with hard to reach groups?</li> </ul>
11: To reduce the need to travel, improve the choice and use of sustainable transport modes	<ul style="list-style-type: none"> <li>• Will the plan / policy reduce vehicular traffic and congestion?</li> <li>• Will the plan / policy increase access to and opportunities for walking, cycling and use of public transport?</li> </ul>
12: To improve physical and mental health and reduce health inequalities	<ul style="list-style-type: none"> <li>• Will the plan / policy improve physical and mental health?</li> <li>• Will the plan / policy reduce deaths in key vulnerable groups?</li> <li>• Will the plan / policy reduce health inequalities among different groups in the community?</li> <li>• Will the plan / policy reduce isolation for vulnerable groups in the community?</li> <li>• Will the plan / policy promote a better quality of life?</li> </ul>
13: To protect places, landscapes and buildings of historical, cultural and archaeological value	<ul style="list-style-type: none"> <li>• Will the plan / policy protect and enhance the character and appearance of the Borough’s landscape strengthening local distinctiveness and sense of place?</li> </ul>
14: To restore and protect land and soil quality	<ul style="list-style-type: none"> <li>• Will the plan / policy encourage the development of brownfield land in preference to greenfield?</li> <li>• Will the plan / policy reduce the loss of high quality agricultural land to development?</li> <li>• Will the plan / policy achieve the efficient use of land via appropriate density of development?</li> </ul>
15: To protect and enhance biodiversity	<ul style="list-style-type: none"> <li>• Will the plan / policy protect and enhance habitats, species and damaged sites?</li> </ul>
16: To protect and improve the quality of inland and coastal waters and protect against flood risk	<ul style="list-style-type: none"> <li>• Will the plan / policy reduce or manage flood risk?</li> </ul>
17: To protect and improve air, light and noise quality	<ul style="list-style-type: none"> <li>• Will the plan / policy maintain or, where possible, improve local air quality?</li> <li>• Will the plan / policy reduce noise and light pollution?</li> </ul>

SA Objective (high level objective)	Locally / Topic-Distinctive Sub Criteria
18: To ensure the prudent use of natural resources, including the use of renewable energies and the sustainable management of existing resources	<ul style="list-style-type: none"> <li>• Will the plan / policy reduce the amount of waste generated by development?</li> <li>• Will the plan / policy minimise the use of fossil fuels?</li> </ul>

## **4. The Provision for Travellers Sites DPD**

### **The need for a DPD**

- 4.1 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 Traveller accommodation. This policy, Policy RS4, was a criteria-based policy whose purpose was to direct Traveller development to the most appropriate places in the Borough, and to provide a means by which planning applications or enforcement cases relating to Traveller development could be judged.
- 4.2 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 DPD to allocate sufficient deliverable sites to meet Traveller accommodation needs over the Local Plan period.
- 4.3 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, and the anticipated timescales for the preparation of this DPD.

### **Purpose and Content of the Traveller Sites DPD**

- 4.4 The objective of the Traveller Sites 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, for example free from unacceptable risks to health.
- 4.5 The Traveller Sites DPD comprises the following elements:
1. A statement of objectively assessed accommodation needs for 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.
- 4.6 In terms of the three primary elements of the DPD:
1. West Lancashire Borough Council (WLBC) participated in the Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment (August 2014), which concluded that the need for Traveller accommodation in West Lancashire, additional to that which already has permission, is as follows:



- 14 pitches<sup>3</sup> 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 now-cancelled “Designing Gypsy and Traveller Sites: Good Practice Guide” (‘the Good Practice Guide’) was also used to an extent 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 (Options and Preferred Options) set out the difficulties that have been encountered in searching for deliverable or developable sites. (‘Deliverable’ is defined in PPTS as available now, in a suitable location, and achievable with a realistic prospect that the site can be developed within five years; ‘developable’ is 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 draft DPD was not able to propose for allocation sufficient sites to meet the identified Traveller accommodation needs, and instead proposed the allocation of a smaller number of sites.
- 4.7 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**



<sup>3</sup> 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.

### **Preparation of the Traveller Sites DPD**

- 4.8 Work on the Traveller Sites DPD commenced in 2013, following the West Lancashire Local Plan examination. Much of the initial work focused on identifying a range of potential sites to meet Traveller accommodation needs. In addition, a site selection policy and a set of criteria against which to assess sites were drafted. During 2013-14, the Council participated in the preparation of the Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment ('GTAA'), to ascertain Traveller accommodation needs.
- 4.9 An initial version of the options and preferred options for the Traveller Sites DPD was considered by WLBC 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).
- 4.10 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.
- 4.11 Following the Cabinet meeting, Council officers considered this alternative option of a single site on the M58 corridor, but concluded that, for a variety of reasons (availability, suitability, achievability), this option should not be pursued. From March 2014 to autumn 2015, work continued on identifying potential sites to accommodate Travellers. More details of the site identification and site selection process is contained in Chapter 5 below.

### **Consultation on the draft Traveller Sites DPD**

- 4.12 The Options and Preferred Options Traveller Sites DPD was subject to public and stakeholder consultation from 3 December 2015 – 29 January 2016. The Council invited 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 were set out in the draft DPD itself. Consultation was also undertaken on the Interim SA.
- 4.13 A total of 21 representations were received on the draft DPD from a variety of respondents: local residents, Travellers / their agents, and statutory consultees. The comments received included opposition or support for two of the proposed site allocations, and some views on the proposed site selection criteria and policy.
- 4.14 The most significant change in circumstances between preparation of the Options and Preferred Options Traveller Sites DPD and the writing of this SA report is that, following amendments made to the Environment Agency Flood Maps late in 2015, the preferred option site at Sugar Stubbs Lane, Banks now lies in Flood Zone

3, where national planning policy does not allow for permanent Traveller sites to be allocated.

- 4.15 All representations made on the DPD have been considered, and a number of changes are proposed to the document in the light of the representations made, evidence and the findings of the SA. The resulting document is the 'Publication' version of the DPD.
- 4.16 This SA report is essentially an updated version of the Interim SA Report. The appraisal has been updated to reflect minor changes to the proposed policies and sites, and added details to the alternatives (i.e. specific combinations of site options). The findings of this report have fed into the 'Publication version of the Traveller Sites DPD'.
- 4.17 The Publication Traveller Sites DPD will be subject to public consultation (along with this SA report) over summer 2016 before being submitted to the Secretary of State for examination. It is intended that submission to central government will take place during autumn 2016, and it is anticipated that the examination will take place over winter 2016 and spring 2017. If the DPD is found sound at examination, it will be submitted to West Lancashire Borough Council for adoption, the anticipated date being summer 2017.

## 5. Policy Development, Site Search and Site Selection

### Policy GT1

- 5.1 Draft policy GT1 was prepared having regard to national policy as set out in PPTS, local circumstances, the Good Practice Guide and findings of the Interim SA Reports. The version of the policy set out in the Options and Preferred Options Traveller Sites DPD was as follows:

#### **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.

5.2 The full justification to policy GT1, including the reason for the choice of each criterion, is contained in the Options and Preferred Options Traveller Sites DPD (pages 24-26), available on the Council's website:

[www.westlancs.gov.uk/Travellers](http://www.westlancs.gov.uk/Travellers)

5.3 During the consultation on the Options and Preferred Options Traveller Sites DPD, a small number of comments were made on the criteria in policy GT1. However, having considered the representations made, it is expected that the criteria will remain essentially the same (albeit with a number of clarifications made in the justification to the policy) as the document moves to Publication stage. As such, it is policy GT1, as set out in the Options and Preferred Options DPD, that is being (re)assessed in this SA, along with reasonable alternatives (Chapter 6). The assessment is essentially an update of that which was presented in the interim SA Report; updated where necessary to reflect understanding of the evidence base and in response to an independent review by AECOM.

#### **The Search for Sites**

5.4 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 (via letter) 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 the March 2014 Cabinet recommendation), 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.

5.5 Considering the potential sources of candidate sites in the same order as listed 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 Traveller-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.

- 5.6 The site assembly process yielded 20 distinct sites, as listed in Table 5.1 below. 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.
- 5.7 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 actually decreased over the 30 month site search period, resulting in just seven sites being considered available at the time of writing the Options and Preferred Options Traveller Sites DPD (November 2015). The seven sites are shaded grey in the table below.
- 5.8 In May 2016, the site at Sugar Stubbs Lane (site 3) is now recorded on updated Environment Agency flood maps as being in Flood Zone 3, and thus is also subject to a 'show-stopping' constraint.

**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. *Update – now in Flood Zone 3.
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.
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.

Site	Source / Current Status
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 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.

5.9 To assist the decision makers with the selection of preferred sites, an assessment of the 7 sites shaded above 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 6 to this report. A full assessment of all 20 sites is available in the Council's Site Assembly and Site Assessment Report (June 2015). Maps showing the locations of the sites are provided in Appendix 5.



## Choosing 'Preferred Options' for Site Allocation

- 5.10 The section below sets out how sites were 'shortlisted' in the Options and Preferred Options Traveller Sites DPD. The main consideration in choosing sites in the DPD is whether the sites are considered 'deliverable', in line with national policy.
- 5.11 It is important to state that the DPD assesses the **deliverability** of individual sites against a set of criteria, whereas the SA assesses the **sustainability** of individual sites against another 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 the same, and may lead to different conclusions. As explained earlier in this document, the results of SA feed into the DPD; this is an iterative rather than a one-off process.
- 5.12 A set of criteria similar to those used in policy GT1 has been drawn up in the DPD 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.
- 5.13 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.
- 5.14 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?
- 5.15 The reasons for the choice of these criteria (similar, but not exactly the same, as the reasons for the choice of the criteria in policy GT1) are set out in the Options and Preferred Options Traveller Sites DPD, available on the Council's website: [www.westlancs.gov.uk/Travellers](http://www.westlancs.gov.uk/Travellers).

5.16 For the seven ‘available’ sites, shaded in Table 8.1 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 Options and Preferred Options DPD)

5.17 Table 5.2 below, taken from the Options and Preferred Options Traveller Sites DPD (with one update to Site 3), 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 / Justification for selection
3	Land at Sugar Stubbs Lane, Banks	<ul style="list-style-type: none"> <li>• Site is in the hands of Travellers, and is already in use as a Traveller site;</li> <li>• Site has a long-established permission for one residential caravan;</li> <li>• According to the latest Environment Agency flood maps, the site lies within Flood Zone 3;</li> <li>• 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;</li> <li>• Site is sufficiently separated from environmental constraints so as to have a limited impact on (or not to be impacted by) the local environment;</li> <li>• 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 effect than sites 16,17,18 because of the reduced visual impact.</li> </ul>
6	Land west of The Quays, Burscough	<ul style="list-style-type: none"> <li>• Site has permission as a Travelling Showpeople site, and its use for Travelling Showpeople accommodation is long-established;</li> <li>• 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.</li> </ul>
8	Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick	<ul style="list-style-type: none"> <li>• Site is in the hands of Travellers, and has been in use as a Traveller site for over 20 years;</li> <li>• As such, the occupants of the site have long-established ties to the area;</li> <li>• 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;</li> <li>• Site is sufficiently separated from environmental constraints so as to have a limited impact on (or not to be impacted by) the local environment;</li> <li>• Whilst in the Green Belt, the site is well screened by established hedging, lessening its visual impact;</li> <li>• 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. Network Rail have indicated that they do not object to the site’s being made permanent, providing there is no increase in usage or the type and volume of usage at the site.</li> </ul>

Site	Name	Comments on Deliverability / Justification for selection
14	White Moss Road South (B), Skelmersdale	<ul style="list-style-type: none"> <li>• Submitted by its owners as a potential Traveller site;</li> <li>• 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 themselves;</li> <li>• Site lies within the Green Belt;</li> <li>• Site sandwiched between Whitemoss hazardous waste landfill site and M58 motorway, thus considered to have potential for a transit site only;</li> <li>• 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.</li> </ul>
16	Blackacre Lane, Ormskirk	<ul style="list-style-type: none"> <li>• Site owned by Travellers; used for grazing horses, rather than for accommodation;</li> <li>• 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;</li> <li>• Use of this site as a Traveller site would be likely to have a negative effect on the nearby settled community (200-300m away);</li> <li>• Poor road access;</li> <li>• Site is not in an area of Traveller accommodation need;</li> <li>• Site is reasonably sustainable in terms of access to facilities.</li> </ul>
17	Butcher’s Lane, Aughton	<ul style="list-style-type: none"> <li>• Owner has expressed willingness for the land to be used for Travellers but is not actively promoting the site as such;</li> <li>• Site lies partly in Flood Zone 3, partly in Flood Zone 2;</li> <li>• Green Belt site with little screening vegetation to Butcher’s Lane and to adjacent properties;</li> <li>• 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;</li> <li>• Not in an area of identified Traveller accommodation need;</li> <li>• Unsustainable location in the sense that it is remote from services and public transport.</li> </ul>
18	Land east of Brookfield Lane, Aughton	<ul style="list-style-type: none"> <li>• Owner has expressed willingness for the land to be used for Travellers but is not actively promoting the site as such;</li> <li>• 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;</li> <li>• Large site with some road frontage, mostly set back from the road; highly visible from the Ormskirk – Liverpool railway;</li> <li>• Brookfield Lane is a minor, rural road;</li> <li>• Site comprises a significant area of Grade 1 agricultural land;</li> <li>• Public footpath runs through site;</li> <li>• Not in an area of identified Traveller accommodation need;</li> <li>• Unsustainable location, remote from services and public transport.</li> </ul>

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

- 5.18 Sites 14, 16, 17, and 18 above may be considered as ‘reasonable alternatives’ to the three “Preferred Options” chosen (as all other sites were unavailable and / or in Flood Zone 3). As set out above, sites 14, 16, 17 and 18 are not considered deliverable.
- 5.19 The Options and Preferred Options 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.

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.

- 5.20 As such, the Traveller Sites DPD does not actually meet identified needs, owing to a lack of deliverable candidate sites. The situation has been exacerbated with the reclassification of Site 3 within Flood Zone 3.

## 6. Reasonable Alternatives and Significant Effects

### Development of Reasonable Alternatives

- 6.1 The formulation and testing of 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.
- 6.2 In line with the requirements of national and European SEA guidance, this chapter looks at reasonable alternatives for proposed policy GT1 and for the proposed Traveller site allocations. The proposed policy, proposed sites and the alternative policies and sites have been assessed against the relevant sustainability objectives in Chapters 7 and 8 below. This identified the effects of the different reasonable alternatives, and aided the decision-making process about the preferred approaches.

### Policy GT1

- 6.3 Two alternative policies to policy GT1, which are considered reasonable, are as follows:
- (i) 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 impacts 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. In addition, one of the representations on the Options and Preferred Options DPD expressed the opinion that locational criteria (in terms of distance to public transport facilities) should be relaxed for Traveller sites, and that landscape impact can be mitigated over time by planting; this alternative takes up those recommendations by relaxing the policy with regard to those two matters;
  - (ii) 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. Essentially, this is the ‘projected baseline position’ (i.e. what would happen anyway in the absence of the DPD).
- 6.4 Policy GT1(a) is set out overleaf, 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.

## Alternative Site Allocations

- 6.5 In addition to the allocation of preferred sites, Chapter 6 of the Options and Preferred Options Traveller Sites DPD set out five broader alternatives for Traveller site provision, 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).
- 6.6 The Interim SA (October 2015), rather than assessing the preferred sites against five different alternative approaches, chose three alternatives: a merger of Alternatives 1 and 2 (allocating a greater number of sites), a merger of Alternatives 3 and 4 (allocating a smaller number of sites), Alternative 5, and the preferred sites. Thus four scenarios were tested: more sites, fewer sites, the proposed sites, different sites.
- 6.7 This SA is taking a similar approach to the above, but is looking at specific, rather than general, distributions of sites. Given there are five 'available' sites free of show-stopping constraints (Table 5.2 above), of which two are proposed for allocation<sup>4</sup>, it makes sense to consider the three other 'available' sites as forming the reasonable alternatives.
- 6.8 As such, the alternative distributions of sites to be appraised in this SA are as follows:
- (i) The proposed sites for allocation (Sites 6 and 8)
  - (ii) The proposed sites, plus any combination of sites 16, 17 and 18, the other 'available' sites. Given the size sites 16 and 18, these could make a significant contribution towards meeting the Traveller accommodation needs, although this would most likely involve having different families / groups of Travellers sharing sites<sup>5</sup>, as well as part of one site being a transit site.

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<sup>4</sup> As explained in Chapter 5, Site 3, initially proposed as a preferred option for allocation in the Options and Preferred Options DPD, has had to be made 'non-preferred' on account of it being reclassified as being within Flood Zone 3.

<sup>5</sup> The Traveller accommodation need in West Lancashire comprises four distinct groups of Gypsies, two groups of Travelling Showpeople, in addition to the need for a transit site.



- (iii) Sites 16, 17 and 18, or a combination of these sites, instead of the proposed sites. Once again, given the size of these three sites, this alternative could possibly accommodate all needs, but would require sites to be shared between different groups and / or types of Travellers, and would require transit provision on part of a site.
  - (iv) Allocate no sites, but instead rely on 'windfall' planning applications, assessed against relevant policy. (No reliance can be placed on neighbouring authorities meeting needs, given all authorities neighbouring West Lancashire have indicated they have no capacity, sites and / or willingness to contribute towards meeting this Borough's needs.)
- 6.9 Thus the four alternative approaches being assessed in this SA may be summarised as the proposed sites, more sites, different sites and fewer (i.e. no) sites.
- 6.10 Given it has not been possible to find a potential deliverable transit site, there are no reasonable alternatives for provision of a transit site. Similarly, given it has not been possible to find a second potential Travelling Showpeople site to meet the existing needs, there are no reasonable alternatives for provision of a Travelling Showpeople site.

### **Significance of Effects**

- 6.11 The SA 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.
- 6.12 For the Traveller Sites DPD, the effects of the proposed policy and / or the proposed site allocations have the potential to be very significant insofar as they concern the travelling community in West Lancashire, in particular whichever family or group may end up on an allocated site (or otherwise). The effects of the location of sites (or unauthorised encampments, if insufficient sites are allocated) may be very significant for those living nearby. However, Travellers make up a very small percentage of the overall population of the Borough, and thus the effects mentioned above are not likely to be significant when considered in the context of the population as a whole. The assessment carried out in chapters 7 and 8 has attempted to reflect this "twofold approach", but in most cases has considered the effect on the Borough / population as a whole.

### **Mitigation and enhancement**

- 6.13 When considering the possible effects of a policy, or of a particular distribution of sites, it is also necessary to bear in mind the possibility of mitigation. For example, a new Traveller site may have a certain visual impact, but over time, with appropriate screening landscaping, the impact can be lessened significantly. In some cases, enhancements could be made, resulting in overall improvements.
- 6.14 The assessment in chapters 7 and 8 bears in mind the possibility and likely effects of mitigation where relevant; this is reflected in the comments in tables 7.1 and 8.1.

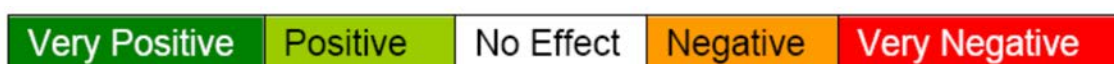
## C. Appraisal

C.1 As highlighted in Chapter 6, there are two sets of 'alternatives' in this SA of the emerging Traveller Sites DPD:

- Firstly, there are three alternative approaches towards a policy against which proposals for Traveller accommodation can be assessed:
  - Policy GT1
  - Policy GT1a
  - No policy (reliance instead on national or applicable Local Plan policies)
- Secondly, there are four alternative approaches towards selecting and allocating specific sites for Traveller accommodation:
  - Sites 6 and 8
  - Sites 6 and 8, and a combination of sites 16, 17, 18
  - A combination of sites 16, 17, 18
  - No sites

C.2 This SA report seeks to assess the effects that each alternative policy and distribution of sites would be likely to have, compared with the baseline position, against the social, economic and environmental objectives (and their sub-criteria) of the SA Framework that are considered to be of relevance to Travellers (as set out in Chapter 2). It does not draw any specific conclusions as to which approach should be followed, but it has helped inform the choice of policy and proposed sites set out in the emerging Traveller Sites DPD (i.e. the SA has been taken into account in preparing the DPD) by identifying the effects of different options and alternatives.

C.3 The Appraisal has sought to highlight the positive and negative effects of each scenario (also taking into account the possibility of mitigation) by assigning a 'score'. Scores have been recorded using the following colours:



C.4 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”.

C.4 The SA framework tests the economic, environmental and social 'performance' of each option and the significance of the effects.

C.5 It is important to note that the scores given to each option do not necessarily represent significant effects. Rather, they have been used to allow a degree of comparison between the different options (none of which may have significant

effects overall given the focused nature of the DPD). Where significant effects are predicted, these are **highlighted in bold and underlined** in the text.

- C.5 At this 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 assumed that sites will typically be 'permanent' (i.e. non-transit) Traveller sites owned by their occupants, unless transit sites or roadside encampments are explicitly referred to. The assessment of the preferred options and alternatives is displayed in Tables 7.1 and 8.1 respectively.

## **7. Appraisal of Policy GT1 of the Emerging Traveller Sites DPD and Alternative Policies**

- 7.1 Table 7.1, 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 Local Plan Sustainability Objectives.
- 7.2 As stated in Chapter 3 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 (see Table 3.3 for the list of the specific Objectives).
- 7.3 Table 7.2 compares the likely effects of the proposed locations for Traveller sites with the three alternatives, as set out in chapter 6 of the draft Traveller Sites DPD: more sites, different sites, and no sites.

**Table 7.1 Assessment of the likely effects of Policies GT1 and GT1(a), and no policy**

Objective	Policy GT1	Alternative Policy GT1a	No policy
1. To reduce the disparities in economic performance within the Borough	No effect on the baseline position. Provision of Traveller sites is not likely to lead to the creation of job opportunities or economic growth.	No effect on the baseline position. Provision of Traveller sites is not likely to lead to the creation of job opportunities or economic growth.	No effect on the baseline position.
2. To secure economic inclusion	This policy may help to reduce economic exclusion for a minority group.	This policy may help to reduce economic exclusion for a minority group.	No effect on the baseline position
3. To develop and maintain a healthy labour market	<b>(P)</b> 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 should have a positive effect compared to the baseline position with residents living / working / educated in the Borough. Given the numbers of Travellers involved, and the fact they could be driven to school if further from facilities, the effect is unlikely to be significant overall, including on Travellers themselves.	<b>(N)</b> Sites can be located 3 km 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 compared to the baseline by affecting the population educated to GCSE standard and the distance required to travel to education. However, children could be driven to school, so not a significant effect.	<b>(N)</b> If sites are not assessed against the distance from educational facilities there will be fewer measures in place to increase levels of education attainment. This could have a negative effect compared to the baseline by potentially affecting the population educated to GCSE standard and the distance required to travel to access education. However, as for GT1(a), the effect should not be significant overall.
5. To deliver urban renaissance	<b>(P)</b> The policy seeks to address the accommodation needs of the Gypsy & Traveller and Travelling Showpeople community, improving economic, environmental and / or social conditions for a potentially deprived group. <b>Effect likely to be significant for Travellers</b> but not for the wider community.	<b>(P)</b> The policy seeks to address the accommodation needs of the Gypsy & Traveller and Travelling Showpeople community, improving economic, environmental and / or social conditions for a potentially deprived group. <b>Effect likely to be significant for Travellers</b> but not for the wider community.	Without a local criteria-based policy it may be more difficult to address the needs of the travelling community, potentially a deprived group. However, assessment of applications would defer to PPTS, which is seeks to benefit Travellers in this respect. Neutral effects predicted.
9. To improve access to good quality, affordable and resource efficient housing	<b>(P)</b> 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. Effects will be significant for Travellers, but in terms of the population as a whole, unlikely to be significant.	<b>(P)</b> The policy criteria allow for sites to be allocated for Traveller accommodation, therefore helping to meet a specific local need. The criteria are less stringent than GT1 and thus the potential to secure sites may be increased compared to GT1. <b>Significant positive effect for Travellers</b> but not for overall population.	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	The criteria for assessing sites seek to promote peaceful co-existence and integration between the site and the local settled community. The baseline	Same likely effects as for Policy GT1.	Without a criteria-based policy, PPTS would apply. Paragraph25 refers to ‘not dominating’ the nearest settled community, although it

Objective	Policy GT1	Alternative Policy GT1a	No policy
	<p>position involves there being a number of unauthorised sites, although there is no police evidence of crime associated with these sites. It is hard to measure fear of crime - unfortunately, many residents associate Travellers with crime and this perception is hard to address.</p> <p>Policy GT1 should result in minimal (positive) effects compared with the baseline position.</p>		<p>provides less strong protection than policy GT1 or GT1(a).</p> <p>The effect compared with the baseline position should not be significant; it would be expected to be neutral at best.</p>
<p>11. To reduce the need to travel, improve the choice and use of sustainable transport modes</p>	<p><b>(P)</b> The sub-criteria for this Objective relate to reducing traffic and congestion, and access to public transport and cycling.</p> <p>Given site location criteria (proximity to public transport, adequate highways and access), Policy GT1 should have a positive effect in this respect compared with the baseline.</p> <p>Effects are not likely to be significant, either on Travellers or the wider population.</p>	<p>Policy GT1a criteria are less stringent than for GT1. Sites only need to be located within 3 km of a bus route or other transport facility, which could result in greater private vehicle use. Conversely, 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. Compared with the baseline, the overall effects are likely to be negative or possibly neutral; not significant.</p>	<p>Having no local policy would mean PPTS is relied upon. Paragraph 25 very strictly limits new Traveller site development in open countryside away from existing settlements, although does not set a distance. Effect on the baseline position is likely to be similar to the effect of Policy GT1(a).</p>
<p>12. To improve physical and mental health and reduce inequalities</p>	<p><b>(P)</b> Sites are to be located with easy access to an appropriate health facility. Providing a permanent base for Travellers should have a significant positive effect on their health and well-being. Given the low proportion of Travellers in the population as a whole, the effects are not likely to be significant overall.</p>	<p><b>(P)</b> Whilst sites only need to be located within 3 km of a health facility, Travellers have access to private motorised transport. Providing a permanent base for Travellers should have a significant positive effect on their health and well-being. Given the low proportion of Travellers in the population as a whole, the effects are not likely to be significant overall.</p>	<p>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.</p>
<p>13. To protect places, landscapes and buildings of historical, cultural and archaeological value</p>	<p><b>(P)</b> 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 modest improvement relative to the baseline position, but not a significant effect.</p>	<p>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 minimal effect on the baseline.</p>	<p>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.</p>

Objective	Policy GT1	Alternative Policy GT1a	No policy
14. To restore and protect land and soil quality	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	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 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 baseline position.	<b>(N)</b> 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. Unauthorised sites may adversely affect biodiversity more than planned sites. Possible negative effect on the baseline position, but unlikely to be significant.
16. To protect and improve the quality of both inland coastal waters and protect against flood risk	Policy GT1 specifically requires that the allocated sites are not located within an area at risk of flooding and that satisfactory drainage be achievable. No net effect.	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. No net effect.	Without a criteria based policy, reliance would be had on PPTs and the NPPF, which would offer protection against flood risk. No net effect.
17. To protect and improve air, light and noise quality	Policy GT1 sets criteria stating that 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 visual and acoustic privacy and minimisation of visual impact. This could facilitate acoustic privacy (as there would be less control over the style, etc, of fencing) but at the expense of visual amenity. Local Plan policy (GN3) would offer some protection. Therefore, overall effect is likely to be neutral compared with the baseline.	Having no policy could potentially cause harm through an increase in light and noise pollution, although Local Plan policy and PPTS 26(d) would offer some protection. Overall, no significant effect likely.
18. To ensure the prudent use of natural resources, including the use of renewable energies and the sustainable management of existing resources	No net effect on the baseline position.	No net effect on the baseline position.	No net effect on the baseline position.

## **8. Appraisal of Proposed and Alternative Traveller Sites**

- 8.1 Table 8.1 compares the likely effects of the proposed locations for Traveller sites with the three alternatives, as set out in chapter 6 above:
- (i) The proposed sites for allocation (Sites 6 and 8);
  - (ii) The proposed sites, plus sites 16, 17 and 18, the other 'available' sites;
  - (iii) Sites 16, 17 and 18 instead of the proposed sites;
  - (iv) Allocate no sites, but instead rely on 'windfall' planning applications, assessed against relevant policy.
- 8.2 As stated in Chapter 3 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 (see Table 3.3 for the list of the specific Objectives).



**Table 8.1 Appraisal of the Effects of Preferred and Alternative Options on the 18 Sustainability Objectives**

Objective	(i) Provision of sites 6 and 8	(ii) Provision of a combination of sites 16-18 in addition to sites 6 & 8	(iii) Provision of a combination of sites 16-18 instead of sites 6 & 8	(iv) Provision of no sites – reliance on ‘windfall’ applications
1. To reduce the disparities in economic performance within the Borough	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 additional sites (combination of sites 16-18) 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.	The allocation of a combination of sites 16-18 instead of 6 and 8 should have a minimal / neutral effect on meeting the employment needs of the Borough compared with the baseline position.	Allocation of no sites should not result in there being any significant effects in terms of this Objective, compared with the baseline position
2. To secure economic inclusion	The preferred sites have been selected with the intention of providing accommodation within easy reach of employment. 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 the additional sites should not have any effect on meeting the employment needs of the settled community. Two of the additional sites are remote from employment, so their allocation will have no significant positive effect compared with the baseline in terms of meeting the employment needs of their eventual residents. Many Travellers are self-employed.	The allocation of the alternative sites should not have any effect on meeting the employment needs of the local community compared with the baseline for similar reasons to (ii).	Allocation of no sites will, obviously, do nothing to achieve this Objective. However, compared to the baseline, there should be no significant effect.
3. To develop and maintain a healthy labour market	The most relevant sub-criterion of this Objective relates to levels of participation in education. The proposed site 8 has good access to education; site 6 is less good, but has been in place for over 20 years. Overall, the effect is judged to be positive, but not significant, compared to the baseline.	(P) Allocating site 16 should help increase levels of participation in education. Sites 17 and 18 are more remote. Overall, the effect on the baseline will be more positive than that of (i), but given the low numbers of children involved, it is not likely to be significant overall (although <b>significant for the Travellers in question</b> ).	Allocating site 16 should help increase levels of participation in education. Sites 17 and 18 are more remote. Overall, the effect on the baseline will be more positive than that of (i), but less than that of (ii), given the “loss” of sites 6 and 8. Given the low numbers of children involved, unlikely to be significant for Travellers / the Borough.	Allocating no sites will be likely to have a negative effect compared with the baseline, but this should not be significant (assuming the current unauthorised sites remain in situ).

Objective	(i) Provision of sites 6 and 8	(ii) Provision of a combination of sites 16-18 in addition to sites 6 & 8	(iii) Provision of a combination of sites 16-18 instead of sites 6 & 8	(iv) Provision of no sites – reliance on ‘windfall’ applications
5. To deliver urban renaissance	The most relevant sub-criterion for this Objective relates to conditions for deprived groups (which can include Travellers). Allocation of sites 6 and 8 should have a positive, albeit not overall significant (given it is not ‘urban’), effect compared to the baseline.	The effect of adding sites 16-18 will be positive compared to the baseline, but not materially better than the effect of (i) on urban renaissance, and thus not significant.	The effect of substituting sites 16-18 should be positive compared to the baseline, but not so positive as the effects of (i) and (ii), as [urban] Site 8 is not included in this alternative. Overall effect not significant.	Allocation of no sites is likely to have a negative effect on deprived groups although this will be small and not significant given the small numbers involved and their more likely rural distribution.
9. To improve access to good quality, affordable and resource efficient housing	<b>(P)</b> The most pertinent sub-criterion for this Objective refers to an appropriate mix of housing to meet all needs, including those of Travellers. The provision of suitable accommodation to meet Traveller needs will have a <b><u>significant positive effect on this group of people</u></b> compared to the baseline position.	<b>(VP)</b> The allocation of a greater number of Traveller sites will further assist in meeting the accommodation needs of this group of people. <b><u>Significant positive effect</u></b> for a greater number of people, although small for the overall population.	<b>(P)</b> Providing the same amount of accommodation, albeit in different locations, should have a similar <b><u>significant positive effect</u></b> to (i).	The allocation of no sites will have no effect compared with the baseline position in terms of providing accommodation for this group of people.
10. To reduce crime and disorder and the fear of crime	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, even though the local evidence base does not link crime with current Travellers in the Borough. However, the allocation of appropriate good quality sites should help facilitate 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.	The same reasoning as for (i) applies, even with a combination of the extra three sites.	The same reasoning as for (i) applies. It can sometimes be the case that different groups of Travellers do not enjoy living together ‘cheek by jowl’, and this may have the potential to lead to disorder or increased fear of crime amongst the occupants of shared sites. This is potentially a negative impact associated with this alternative distribution of sites. However, this is not proven, so this cell is marked as ‘no effect’ rather than ‘negative effect’.	<b>(N)</b> Having no 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, <b><u>significant at a local level</u></b> , but unlikely to be significant overall.

Objective	(i) Provision of sites 6 and 8	(ii) Provision of a combination of sites 16-18 in addition to sites 6 & 8	(iii) Provision of a combination of sites 16-18 instead of sites 6 & 8	(iv) Provision of no sites – reliance on ‘windfall’ applications
11. To reduce the need to travel, improve the choice and use of sustainable transport modes	<p>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.</p> <p>The overall effect, therefore, is likely to be positive but not significant compared with the baseline position.</p>	<p>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.</p> <p>Overall, given one site is sustainable, and two are more remote, the effect on the baseline position will be similar to that of (i).</p>	<p>As for (ii), site 16 is more sustainable, but sites 17 and 18 are more remote. Effect of this alternative on the baseline likely to be similar to that of (i) and (ii).</p>	<p>If no sites were allocated, there would likely be more unauthorised encampments, and these could be in less sustainable locations (although they may not be). Uncertain effect on baseline position assumed because of uncertainty over locations.</p>
12. To improve physical and mental health and reduce inequalities	<p><b>(P)</b> Sub-criteria refer to improving physical and mental health, vulnerable groups, health inequalities and isolation. By providing suitable sites for Traveller accommodation, the preferred options can contribute towards a significant positive effect on these issues for Travellers.</p> <p>Ease of access to health facilities is one of the criteria used in site assessment. Site 6 has very good access; site 8 less good, although reasonable.</p> <p>Overall, it is anticipated there would be a positive effect compared with the baseline position, <b>significant for the Travellers in question</b>, but not significant for the overall population.</p>	<p><b>(P)</b> Additional site allocations should result in a similar, or greater positive effect on the baseline compared with the preferred options for sites. However, positive impacts may be lessened if the remote sites are chosen (sites 17 / 18).</p>	<p><b>(P)</b> Providing enough sites to meet Traveller accommodation needs should help address this Objective. However, sites 17 and 18 are more remote from health facilities, whilst site 16 is better than site 8. Effect of (iii) compared with the baseline likely to be similar to that of (i) and (ii) and not significant.</p>	<p><b>(N)</b> Having no site allocations is likely to result in the accommodation needs of some Travellers not being met, which could lead to unauthorised encampments and / or constant “moving on”, allowing less access to health facilities and a lower quality of life for some.</p> <p>(Moving on refers to unauthorised transit sites, that are closed down through enforcement action)</p> <p>Given numbers, effects not likely to be significant at Borough level; but could have a <b>significant negative effect on those groups affected</b>.</p>

Objective	(i) Provision of sites 6 and 8	(ii) Provision of a combination of sites 16-18 in addition to sites 6 & 8	(iii) Provision of a combination of sites 16-18 instead of sites 6 & 8	(iv) Provision of no sites – reliance on ‘windfall’ applications
13. To protect places, landscapes and buildings of historical, cultural and archaeological value	<b>(N)</b> One preferred Traveller site is in a rural location; one is urban. The rural site has well established screening to mitigate its visual impact on the landscape; its allocation should not result in any net effect compared to the baseline position. The urban site is not next to any buildings of historical value, although is adjacent to the Leeds Liverpool Canal. Its appearance has a negative impact on a small stretch of canal, but as the site is already in existence, there is no net negative effect compared to the baseline.	<b>(N)</b> Allocating sites 16-18 would lead to greater effect on landscapes and / or countryside, especially in the case of site 18. However it may be possible to mitigate the effects for some sites via screening planting. Effect could be judged to be “negative” or “very negative” compared with the baseline, depending on extent of the site used, and mitigation.	<b>(N)</b> Given the size and location of sites 16-18, these are likely to have a slightly more negative effect on the landscape , especially in the case of Site 18, although once again, these sites can be appropriately screened to mitigate their effect. Unlikely to be significant effect.	<b>(N)</b> Whilst allocation of no sites will lead to less cumulative effect on the landscape, this will 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”. <b>Significant negative effects predicted locally</b> although the precise nature / extent / location is uncertain.
14. To restore and protect land and soil quality	The relevant sub-criteria refer to brownfield land, agricultural land, and density. The preferred sites which are already in use, so no effect compared with the baseline position.	<b>(N)</b> Use of sites 16-18 will result in a greater loss of greenfield land, and could potentially lead to loss of more significant amounts of agricultural land. Depending on the extent of development on these sites, effects could be significant, but reduced to being non-significant with appropriate mitigation (landscaping to screen the sites).	<b>(N)</b> Use of sites 16-18 will result in a greater loss of greenfield land, and could potentially lead to loss of more significant amounts of agricultural land. Depending on the extent of development on these sites, effects could be significant, but reduced to being non-significant with appropriate mitigation (landscaping to screen the sites).	<b>(N)</b> Whilst allocation of no sites will lead to less effect, it could also result in more unauthorised encampments in more “harmful” locations, with a greater overall “net” negative effect than for the preferred option depending upon their location. Whether this is “negative” or “very negative” (and significant) depends on the locations of any unauthorised encampments.; thus uncertain effects.
15. To protect and enhance biodiversity	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	<b>(N)</b> Addition of a combination of sites 16-18 would potentially increase the likelihood of some effect upon habitats and species, depending on the site(s) used and their biodiversity. Mitigation measures such as buffer zones or	<b>(N)</b> Substitution of sites 16-18 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	<b>(N)</b> Having no allocated sites would reduce the effect upon habitat and species within the borough, but would most likely result in a greater number of unauthorised developments, potentially in locations affecting nature conservation sites.

Objective	(i) Provision of sites 6 and 8	(ii) Provision of a combination of sites 16-18 in addition to sites 6 & 8	(iii) Provision of a combination of sites 16-18 instead of sites 6 & 8	(iv) Provision of no sites – reliance on ‘windfall’ applications
	<p>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>compensatory planting / habitats 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. Not significant as sites 16-18 are not designated nature sites nor show obvious special biodiversity value.</p>	<p>be a minor (not significant) negative effect compared with the baseline position.</p>	
<p>16. To protect and improve the quality of both inland coastal waters and protect against flood risk</p>	<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>Sites 16-18 are not in areas of flood risk (apart from part of site 18, which could be avoided).</p>	<p>Sites 16-18 are not in areas of flood risk (apart from part of site 18, which could be avoided).</p>	<p><b>(N)</b> Allocating no sites could result in unauthorised encampments, which may be in flood risk areas. Two current unauthorised sites are in Flood Zone 3. The extent and significance of negative effects depends on the occurrence and location of any unauthorised encampments.</p>
<p>17. To protect and improve air, light and noise quality.</p>	<p>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.</p>	<p>Sites 16-18 could have more effect in terms of light pollution given their open rural locations, although this could be mitigated. There should be no material effect on air quality compared to the baseline.</p>	<p>Sites 16-18 could have more effect in terms of light pollution given their open rural locations, although this could be mitigated. There should be no material effect on air quality compared to the baseline.</p>	<p>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 compared with the baseline position.</p>

<b>Objective</b>	<b>(i) Provision of sites 6 and 8</b>	<b>(ii) Provision of a combination of sites 16-18 in addition to sites 6 &amp; 8</b>	<b>(iii) Provision of a combination of sites 16-18 instead of sites 6 &amp; 8</b>	<b>(iv) Provision of no sites – reliance on ‘windfall’ applications</b>
<p>18. To ensure the prudent use of natural resources, including the use of renewable energies and the sustainable management of existing resources</p>	<p>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.</p>	<p>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. These sites would accommodate a need that also is required to be met under (i). There is no evidence of a likely material effect compared with the baseline position.</p>	<p>Use of undeveloped sites 16-18 may 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. These sites would accommodate a need that also is required to be met under (i). There is no evidence of a likely material effect compared with the baseline position.</p>	<p>Allocating no sites will in theory produce a lower demand on the use of resources, but the probable associated unauthorised encampments that would result would also have implications in terms of resources, and waste.</p> <p>Possible negative effect compared to the baseline position, but not significant.</p>

## **D. Application**

- D.1 This section draws conclusions from the appraisal of the proposed Traveller sites policy (GT1) against alternative policies, and of the proposed Traveller site allocations against alternative sites / distributions of sites.
- D.2 The final chapter of the SA considers monitoring and how the effects of the Traveller sites policy and Traveller site allocations may be measured in the future.

## **9. Conclusions**

- 9.1 This Sustainability Appraisal report represents a fulfilment of the Stages A – C of the Sustainability Appraisal process for the Traveller Sites.
- 9.2 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 most relevant Sustainability Objectives of the West Lancashire Local Plan. For comparison purposes, two reasonable alternatives to policy GT1 were assessed: an alternative, less stringent policy (in terms of Green Belt, impact on landscape, and proximity of sites to public transport facilities), and a scenario where there would be no policy in place, with reliance placed on national and Local Plan policies.
- 9.3 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. The alternative, less stringent, policy, and the scenario where there is no specific local policy, could have a slightly more negative effect overall in terms of sustainability. On balance, across the range of sustainability factors, Policy GT1 is more beneficial.
- 9.4 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.
- 9.5 In the light of an assessment of the deliverability (availability, suitability and achievability) of potential candidate sites, the proposed Traveller sites for allocation are:
- 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.

- 9.6 Table 8.1 indicates that the effects of allocating the proposed sites, in terms of sustainability (environmental, social, and economic), are similar to the effects associated with allocating more sites (i.e. adding the three 'available but not suitable' sites - sites 16-18: Blackacre Lane, Ormskirk; Brookfield Lane, Aughton; and Butchers Lane, Aughton), or different sites (sites 16-18 instead of the proposed sites).
- 9.7 However, given the many possible scenarios associated with these alternatives, as well as the fact that there are, or may be, unauthorised sites (either as part of the baseline situation, or as a consequence of insufficient sites being allocated to meet needs), it is very difficult to come to a robust conclusion regarding the relative sustainability of the alternative options.
- 9.8 The provision of additional sites (alternative (ii)) is preferable in terms of social sustainability because providing more sites would better meet accommodation needs. However, it is likely to lead to greater negative effects in terms of environmental sustainability, such as loss of land. Alternative (iii) has similar positive effects to alternative (i), but there a greater likelihood of negative effects as a result of two of the sites being in more remote locations, away from services and public transport facilities.
- 9.9 All four scenarios include elements of negative effects; this is because the allocation of sites for Travellers will result in consequences such as the loss of agricultural or horticultural land, and the use of private motorised transport.
- 9.10 As explained earlier in the report, it is important to note that the emerging DPD takes into account the sustainability of sites (and will take into account this SA), but the national planning policy requirement is that allocated sites be deliverable – not just suitable (sustainably located), but available and achievable, so alongside sustainability, availability and achievability also influence the final choice of sites.
- 9.11 The results of this Sustainability Appraisal have fed into the Traveller Sites DPD: Publication document. This report will be consulted upon, alongside the Publication DPD. Comments received through the consultation process will be taken into account when preparing the final (Submission) DPD.



## **10. Monitoring**

- 10.1 It is necessary to monitor the effects on sustainability of the proposed Traveller sites policy and allocations, in particular any scenarios where significant effects have been identified as being likely. By monitoring specific indicators, it is possible to evaluate how well the policy is performing, and / or the impact of the DPD in question on different sustainability matters, although it is recognised that there may be a range of factors, several not related to Travellers, that can influence different indicators being monitored.
- 10.2 Where possible, monitoring measures should draw on existing monitoring, in order to avoid duplication and unnecessary effort.
- 10.3 With regard to the Traveller Sites DPD, the following monitoring measures are proposed:
- Need for Traveller accommodation provision (to be measured through GTAA / housing needs updates; these are likely to be less than annually);
  - No. Traveller pitches (authorised and unauthorised) (annual);
  - No. roadside Traveller encampments per annum (if possible, distinction should be made between the same group moving around, and different groups);
  - Planning permissions for Traveller pitches / yards – including refusals of permission and appeals (annual);
  - Amount of agricultural land lost to development (in particular Traveller-related development) (annual).

## 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
<b>INTERNATIONAL</b>				
Johannesburg Declaration on Sustainable Development	<ul style="list-style-type: none"> <li>• Commitment to building a humane equitable global community for all.</li> <li>• Renewable energy and efficiency</li> <li>• Sustainable construction.</li> <li>• Reducing impacts on biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>• Greater resource energy efficiency.</li> <li>• Renewable energy.</li> <li>• Increase energy efficiency.</li> </ul>	<ul style="list-style-type: none"> <li>• The Travellers policy /sites should seek to encourage energy efficiency and renewables.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should provide objectives relating to the environment, natural resources and renewable energy.</li> </ul>
Kyoto Protocol (1997)	<ul style="list-style-type: none"> <li>• To prevent greenhouses gases and climate change.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce emission levels</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage renewable energy</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should provide objectives relating to the environment and use of natural resources and renewable energy.</li> </ul>
Paris Climate Change Agreement (COP21)	<ul style="list-style-type: none"> <li>• To limit global warming to well below 2°C.</li> <li>• The agreement is due to enter into force in 2020.</li> </ul>	<ul style="list-style-type: none"> <li>• Emissions to peak soon and reduce rapidly thereafter</li> </ul>	<ul style="list-style-type: none"> <li>• Seek to deal with the impacts of climate change</li> </ul>	<ul style="list-style-type: none"> <li>• Consider mitigation / dealing with climate change impacts e.g. flooding</li> </ul>
European Spatial Development Perspective	<ul style="list-style-type: none"> <li>• Economic/Social cohesion.</li> <li>• Conservation of natural and cultural heritage.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Consider the Directive within the SA.</li> </ul>
Directive 2001/42/EC on the assessment of the effects of certain plans on the environment	<ul style="list-style-type: none"> <li>• Protection of the environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Must apply to plans after 21/07/2006.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a Policy and ensure allocated sites take account of Directives requirements</li> </ul>	<ul style="list-style-type: none"> <li>• Requirements of the Directive must be met within the SA.</li> </ul>
EU Air Quality Framework Directive 1996/62/EC and 1999/30/EC, 2000/3/EC	<ul style="list-style-type: none"> <li>• Maintain good air quality and improve where possible.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a Policy and ensure allocated sites take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should include objectives to consider air quality.</li> </ul>
EU Water Framework Directive 2000/60/EC	<ul style="list-style-type: none"> <li>• Prevent deterioration of aquatic water systems.</li> <li>• Promote sustainable water use.</li> <li>• Reduce underground pollution</li> <li>• Mitigate effects of flooding and droughts.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a Policy and ensure allocated sites take account of the Directive's requirements.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should include objectives to consider water quality.</li> </ul>

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

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"> <li>Seeks to prevent and reduce the production of waste and its impacts;</li> <li>Where necessary waste should be disposed of with creating environmental problems.</li> </ul>	<ul style="list-style-type: none"> <li>Promoting of the development of clean technologies to process waste;</li> <li>Promote re-cycling and re-use</li> </ul>	<ul style="list-style-type: none"> <li>Develop policies which take account of Directive's requirements and consider recycling and treatment of waste</li> </ul>	<ul style="list-style-type: none"> <li>The SA should include the minimisation of waste as an objective.</li> </ul>
Aarhus Convention (1998)	<ul style="list-style-type: none"> <li>Contribute to the protection of the right of every person and future generations to live in an environment adequate to his / her health and well-being by:               <ol style="list-style-type: none"> <li>Access to Information;</li> <li>Public Participation in Decision Making;</li> <li>Access to Justice.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Ensure public are consulted at relevant stages.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure the public are consulted at the relevant stages.</li> </ul>
<b>NATIONAL</b>				
NPPF	<ul style="list-style-type: none"> <li>An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land is available to support growth and innovation; and by identifying /coordinating development requirements, including infrastructure;</li> <li>A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet needs; 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</li> <li>An environmental role – contributing to protecting and enhancing our natural / built / historic environment; and helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.</li> </ul>	<ul style="list-style-type: none"> <li>Making it easier for jobs to be created in cities, towns and villages;</li> <li>Moving from a net loss of biodiversity to achieving net gains for nature;6</li> <li>Replacing poor design with better design;</li> <li>Improving the conditions in which people live, work, travel and take leisure; and</li> <li>Widening the choice of high quality homes.</li> </ul>	<ul style="list-style-type: none"> <li>To develop the Policy ensuring that allocates sites take account of the NPPF.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that the Policy and site allocations are economically, socially and environmentally sustainable.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
NPPF – Planning policy for Traveller Sites August 2015	<ul style="list-style-type: none"> <li>• Fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.</li> </ul>	<ul style="list-style-type: none"> <li>• LPAs assess need for the purpose of planning</li> <li>• LPAs work collaboratively, develop strategies to meet need via identification of land for sites</li> <li>• Protect Green Belt land from inappropriate development</li> <li>• Reduce no. of unauthorised developments/ encampments</li> </ul>	<ul style="list-style-type: none"> <li>• The Policy and site allocations should take into account the key objectives of the Planning Policy for Traveller Site document.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider, where appropriate, the need for objectives relating to social cohesion.</li> </ul>
NPPG - Ensuring effective enforcement	<ul style="list-style-type: none"> <li>• Enforcement of unauthorised camps</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• The Policy and site allocations should take into account the key objectives of PPTS.</li> </ul>	
<b>SUB REGIONAL</b>				
Lancashire Minerals and Waste Local Plan	<ul style="list-style-type: none"> <li>• To resist minerals or waste developments where they could cause unacceptable impact on people and the environment;</li> <li>• To minimise the adverse impact of minerals or waste developments and seek where appropriate environmental and social benefits;</li> <li>• To safeguard minerals resources for the future;</li> <li>• Increased emphasis on waste minimisation, re-use and recycling whilst ensuring that adequate provision is made for waste treatment / disposal;</li> <li>• To encourage the use of secondary materials;</li> <li>• To minimise the adverse impacts from the transport of minerals and waste; and</li> <li>• Facilitate installations needed to minimise waste disposal.</li> </ul>	<ul style="list-style-type: none"> <li>• A variety of targets and indicators are referred to relating to a minerals production, waste minimisation and recycling relates.</li> </ul>	<ul style="list-style-type: none"> <li>• The Policy and site allocations should take into account the key objectives of the Minerals and Waste Local Plan where relevant.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider, where appropriate, the need for objectives relating to minerals and waste.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
A landscape strategy for Lancashire – Landscape Character Assessment (2000)	<ul style="list-style-type: none"> <li>• To outline how the landscape of Lancashire has evolved in terms of physical forces and human influences;</li> <li>• To classify the landscapes in district landscape types identifying key characteristics and sensitivities and providing principles to guide landscape change;</li> <li>• To describe the current appearance of the landscape, classifying it into district zones of homogenous character, summarising the key features of each landscape character area;</li> <li>• To describe the principal urban landscape types across the County, highlighting their historical development.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• To incorporate landscape protection into the Policy and site allocations.</li> </ul>	<ul style="list-style-type: none"> <li>• To include protection of landscapes in the Policy and site allocations.</li> </ul>
West Lancashire Transport Masterplan	<ul style="list-style-type: none"> <li>• Reduce road casualties;</li> <li>• Improve access to jobs and services;</li> <li>• Improve air quality;</li> <li>• Improve the condition of transport infrastructure;</li> <li>• Reduce delays on journeys;</li> <li>• Increase journeys by bus and rail; and</li> <li>• Increase active travel.</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan includes a wide range of targets and indicators relating to areas such as traffic growth, air quality and public transport use, cycling and walking rates, congestion and accessibility.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop the Policy and site allocations in relation to improving the accessibility to services, encouraging the provision and use of public transport and cycling and walking.</li> </ul>	<ul style="list-style-type: none"> <li>• Include sustainability objectives in relation to improving traffic issues.</li> </ul>
<b>LOCAL</b>				
West Lancs Local Plan 2012-2027	<ul style="list-style-type: none"> <li>• Stronger and safer communities</li> <li>• Education, training and the economy</li> <li>• Health</li> <li>• Natural Environment</li> <li>• Housing</li> <li>• Services and Accessibility</li> <li>• Location of development and built environment</li> <li>• Climate Change</li> <li>• Provision of Gypsy and Traveller sites (Policy RS4)</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan includes a wide range of targets and indicators.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop the Policy and identification of the site allocations to address the relevant objectives of the Local Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• To include objectives in the Policy and site allocations.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Provision for Traveller Sites DPD	Key targets and indicators relevant to Traveller Sites DPD	Implications for Provision for Traveller Sites DPD	Implications for Sustainability Appraisal
West Lancashire District Council Statement of Community Involvement <i>(Note – this is being replaced by a new SCI in June 2016)</i>	<ul style="list-style-type: none"> <li>• Describes the various stages in document preparation when the Council will involve the community, the different groups to be contacted at each stage and for each type of document, and the different ways in which groups will be involved at each stage.</li> <li>• Explains how the Council will provide feedback on any comments received.</li> <li>• Provides a list of organisations and community groups that the Council will consult, both formally and informally.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• The consultation must comply with the SCI.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure the consultation on the SA in undertaken in accordance with the SCI.</li> </ul>
Housing Needs and Demand Survey (Nov 2010)	<ul style="list-style-type: none"> <li>• Provide accurate and robust information about the housing need requirements</li> <li>• Help support the Council's strategic housing role;</li> <li>• Identify key priorities to creating a balanced housing market in the District, particularly addressing issues of affordability;</li> <li>• Provide an assessment of housing markets in the District;</li> <li>• Assess the specific housing needs of ethnic minorities, older people and key workers in the District;</li> <li>• Provide projections on future housing need.</li> </ul>	<ul style="list-style-type: none"> <li>• 20% elderly provision and 35% affordable housing provision.</li> </ul>	<ul style="list-style-type: none"> <li>• The DPD must address the issues of the Housing Needs Survey.</li> </ul>	<ul style="list-style-type: none"> <li>• SA Framework should include for the development of affordable and elderly housing.</li> </ul>
West Lancashire Open Space Strategy	<ul style="list-style-type: none"> <li>• To prioritise strategic sites for enhancement; development of open space and non-sports pitch facilities.</li> <li>• Provide quality targets and management targets for general open space and individual typologies.</li> <li>• Provide information that can be used within the LDF process and supplementary planning documents.</li> <li>• Protect sites, which increase nature conservation and biodiversity, from over use.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• The DPD must consider open space.</li> </ul>	<ul style="list-style-type: none"> <li>• SA should take account of open space in the DPD.</li> </ul>

## 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. *(SEA topics: Population, material assets)*

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%		Unknown. Employment trends are difficult to predict.
% claiming JSA	NOMIS	August 2015	1.0%	1.5%	1.7%		Unknown.

Indicator – 2. Secure Economic Inclusion *(SEA topics: Population, human health)*

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 *(SEA topics: Material assets, human health, landscape)*

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		Increase in dwellings to meet housing targets in the Local Plan.
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	New development is likely to contribute to new open space.

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



Indicator – 4. To deliver Rural Renaissance (*SEA topics: Human health, Material Assets*)

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 (*SEA Topics: Water*)

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 change anticipated

Indicator – 6. To reduce the need to travel and improve the choice and use of sustainable transport modes. (*SEA Topics: Climatic factors, Air*)

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

Indicator	Data Source	Data recent	West Lancs	North West	England	Comment	Expected baseline without the plan
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 expected
Length of cycle ways within the District	LCC GIS	2015	190km				No change expected
Number of people travelling to work within the borough	<a href="#">ONS Neighbourhood Statistics (2011 Census)</a>	2011	40%			40% of Boroughs workplace population commutes IN to the Borough	This figure would possibly 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  
(SEA Topics: Climatic Factors)

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.	Usage could decrease in line with improvements to water efficiency as the building regulations are strengthened. It is unclear whether other factors would affect usage though.
Average annual consumption of gas in Kwh.	Audit commission	2004	22971	20828	20496 (GB)	No data	Usage could decrease in line with improvements to energy efficiency as the building regulations are strengthened. It is unclear whether other factors would affect usage though.
Average Annual Consumption of electricity in Kwh.	Audit commission	2004	4919	4393	4628 (GB)	No data	Usage could decrease in line with improvements to energy efficiency as the building regulations are strengthened It is unclear whether other factors would affect usage though.

Indicator – 8. To protect, enhance and manage West Lancashire’s rich and diverse culture and built environment and archaeological assets. *(SEA Topics: Cultural heritage)*

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 change anticipated
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 *(SEA Topics: Soil, cultural heritage)*

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

Indicator – 10. To protect and enhance biodiversity and sites of geological importance *(SEA Topics: Biodiversity, Fauna, Flora, Landscape)*

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	2015	2			No change	No change anticipated.
Number of SSSIs within the District.	West Lancs AMR	2015	6			No change	No change anticipated.
Number of TPOs	West Lancs AMR	2015	575				No change to net amount of TPOs expected.
Green Flag Awards	West Lancs AMR	2015	2				No change anticipated.
Biological Heritage sites			5,111			Unknown. Assume no change.	No change anticipated.

Indicator – 11. To improve health and well-being and reduce health inequalities. (SEA Topics: Human Health)

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.
Life expectancy Female	ONS	2011-2013	82.5		83.1		This would remain unchanged for the overall population.

Indicator – 12. To protect and improve air, light and noise quality (SEA Topics: Air, Human Health)

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 anticipated.
% of moderate / higher pollutant days	West Lancs					Not recorded by WLBC	No effect anticipated.

Indicator – 13. To improve access to and the provision of basic goods, services and amenities. (SEA Topics, Material Assets)

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. *(SEA Topics, Population, Human Health)*

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 acquisitive 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. *(SEA Topics: Material assets, population)*

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%				Proportion of dwellings on brownfield land likely to decrease as major greenfield sites are developed.
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

Topic area	Description of the Issue	Relationship with other issues / plans; other relevant bodies	How can the issue be addressed?
Access, Highways & Public Transport	<p>One of the main issues facing the Borough is improving access to sustainable methods of transport including bus, rail links and cycle &amp; footpaths. This also extends to improving the availability and frequency of bus and rail services. Although sites are assessed against this criteria it is important in any case 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 Lancashire, thereby reducing the necessity to commute elsewhere.</p>	<p>The Borough Council and Lancashire County Council and other key transport providers must work in partnership, ensuring a sustainable public transport network functions to its full potential, as well as looking at the issue of congestion where it arises.</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. In addition there is a need to provide (or ensure the continuation of) services, employment opportunities, as well as access to health related facilities.</p> <p>Social exclusion occurs from unemployment, low income, high crime rate, poor housing and poor health.</p>	<p>Engagement with health providers and providers of other key services to establish what requirements are needed.</p>	<p>Liaise with health and service providers to establish the required need and either provide facilities onsite or within town centres and other accessible locations.</p>
Access to services and amenities	<p>Access to services and amenities needs to be improved in-between settlements, and in rural and more remote areas.</p> <p>There are various deficiencies in open space throughout the Borough.</p>	<p>Links to public transport issues (above). Liaison with service providers, and with Leisure / providers of Green Infrastructure to establish what provision, if any is required.</p>	<p>Work with public transport and other transport providers. Provide appropriate green infrastructure through planning obligations.</p>
Employment	<p>There are different levels of disparities and inequalities between skills, education, health &amp; employment across the Borough that need to be reduced, in particular in Skelmersdale.</p> <p>Unemployment levels and the number of benefit claimants need to be reduced, although there are already lower than the regional and national average.</p> <p>Reducing commuting out of the Borough, and increasing the number of those commuting inwards for work will benefit West Lancashire's economy.</p>	<p>Links with business representative (Chamber of Commerce, etc.) and major employers, also providers of education (including higher / further education).</p>	<p>Look at improving skills /opportunities for work e.g. via placements. Tackle barriers to work e.g. by linking workless people to vacancies. Seek to attract new business to the area; retain / enhance existing businesses.</p>

Topic area	Description of the Issue	Relationship with other issues / plans; other relevant bodies	How can the issue be addressed?
Education	<p>There are different levels of educational attainment across the Borough, often linked to deprivation.</p> <p>There is a need to improve the lack of basic skills and barriers to work.</p> <p>Education provision may need to be subsidised if additional recourses are required dependent upon the location of the site allocations.</p>	<p>Liaison with Lancashire County Council to establish the need for additional primary /secondary school places. Liaison with providers of higher / further education.</p>	<p>Liaise with providers to establish the required need and provide a facility within the town centre, through a planning obligation.</p>
Ecology, biodiversity and soils	<p>There is a need to:</p> <ul style="list-style-type: none"> <li>- Protect best and most versatile agricultural &amp; horticultural land for food production and to promote agricultural / horticultural businesses within the Borough.</li> <li>- Reduce the amount of vacant land and unused brownfield sites by promoting their regeneration.</li> <li>- Simultaneously review and protect Green Belt land.</li> <li>- Reduce the volume of waste going to landfill.</li> <li>- “Future proof” the Borough against climate change.</li> </ul>	<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. Habitat Regulations Assessment (HRA) to identify species on the site and any mitigation/provision for ecology on the site.</p>	<p>Avoid prime agricultural land when considering locations for future development; Promote development of brownfield land using any incentives available.</p>
Water	<p>There is a need to 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 &amp; surface water sources as possible whilst maintaining financial viability.</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>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>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. United Utilities are a key partner; liaison necessary to establish what additional infrastructure will be required.</p>	<p>Ensure more water efficient designs are incorporated into developments and new buildings.</p> <p>Promote the use of Sustainable Drainage Systems.</p> <p>Reduce flood risk through location management of development into areas of the lowest risk and supporting flood defences</p>

## APPENDIX 4

### Locally Distinctive Sub-Criteria for the Local Plan Sustainability Objectives

SA Objective (high level objective)	Locally Distinctive Sub Criteria
Objective 1: To reduce the disparities in economic performance within the Borough.	<ul style="list-style-type: none"> <li>• Will the plan / policy provide job opportunities in areas with residents most at need?</li> <li>• Will the plan / policy reduce economic disparities within the Borough?</li> <li>• Will the plan / policy maximise local benefit from investment?</li> <li>• Will the plan / policy meet local needs for employment?</li> <li>• Will the plan / policy improve the quality of employment opportunities within the Borough?</li> </ul>
Objective 2: To secure economic inclusion	<ul style="list-style-type: none"> <li>• Will the plan / policy meet the employment needs of all local people?</li> <li>• Will the plan / policy encourage business start-up, especially from under-represented groups?</li> <li>• Will the plan / policy improve physical accessibility to jobs through the location of employment sites and / or public transport links being close to areas of high unemployment?</li> <li>• Will the plan / policy reduce poverty in those areas and communities most affected?</li> </ul>
Objective 3: To develop and maintain a healthy labour market	<ul style="list-style-type: none"> <li>• Will the plan / policy address the skills gap and enable skills progression?</li> <li>• Will the plan / policy provide higher skilled jobs?</li> <li>• Will the plan / policy increase the levels of participation and attainment in education?</li> <li>• Will the plan / policy provide a broad range of jobs and employment opportunities?</li> </ul>
Objective 4: To encourage sustainable economic growth	<ul style="list-style-type: none"> <li>• Will the plan / policy help to diversify the Borough's economy?</li> <li>• Will the plan / policy promote growth in the key sectors of the Borough's economy?</li> <li>• Will the plan / policy attract new businesses to the Borough?</li> <li>• Will the plan / policy help develop the Borough's knowledge base?</li> <li>• Will the plan / policy improve the range of sustainable employment sites?</li> </ul>
Objective 5: To deliver urban renaissance	<ul style="list-style-type: none"> <li>• Will the plan / policy improve economic, environmental and social conditions in deprived urban areas and for deprived groups?</li> <li>• Will the plan / policy improve the quality of the built and historic environment?</li> <li>• Will the plan / policy improve the quantity and quality of open space?</li> <li>• Will the plan / policy improve the vitality and viability of Town Centres?</li> <li>• Will the plan / policy deliver Sustainable Communities?</li> <li>• Will the plan / policy deliver regeneration to urban areas and Market Towns</li> </ul>
Objective 6: To deliver rural renaissance	<ul style="list-style-type: none"> <li>• Will the plan / policy support sustainable rural diversification?</li> <li>• Will the plan / policy to encourage and support the growth of sustainable rural businesses?</li> <li>• Will the plan / policy promote the economic growth of market towns?</li> <li>• Will the plan / policy retain or promote access to and provision of services?</li> </ul>

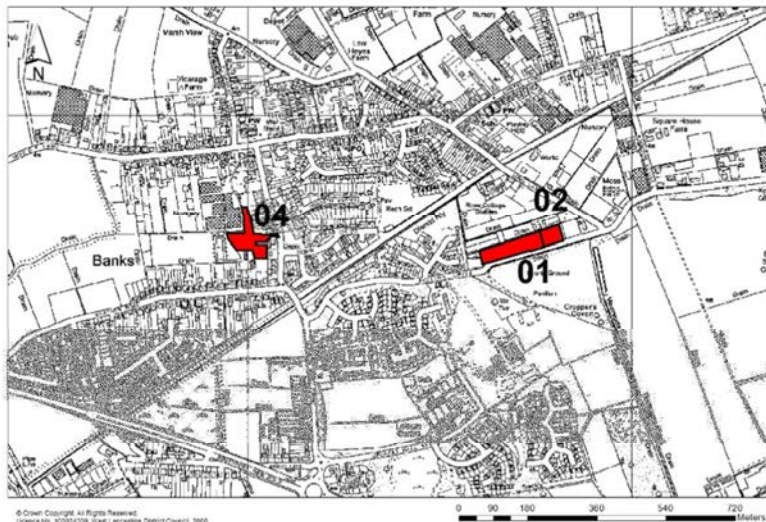


SA Objective (high level objective)	Locally Distinctive Sub Criteria
Objective 7: To develop and market the Borough's image	<ul style="list-style-type: none"> <li>• Will the plan / policy support the preservation and/or enhancement of high quality built, natural and historic environments within the Borough?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

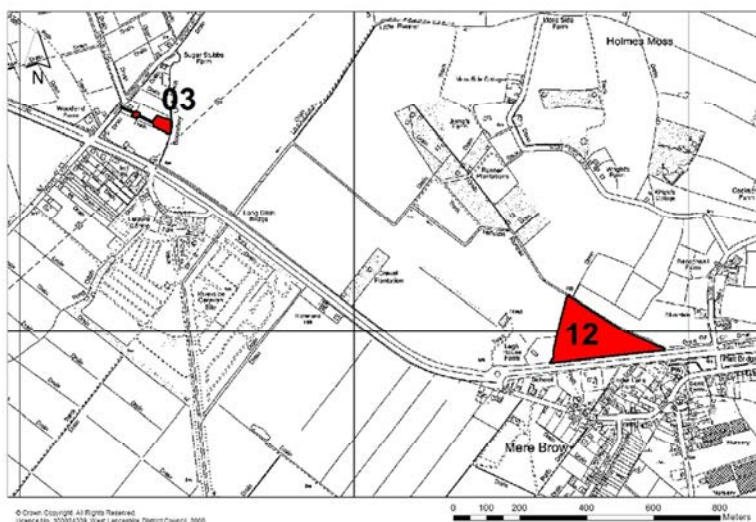
SA Objective (high level objective)	Locally Distinctive Sub Criteria
<p>Objective 13: To protect places, landscapes and buildings of historical, cultural and archaeological value</p>	<ul style="list-style-type: none"> <li>• Will the plan / policy protect and enhance the character and appearance of the Borough's landscape strengthening local distinctiveness and sense of place?</li> <li>• Will the plan / policy improve access to buildings of historic and cultural value?</li> <li>• Will the plan / policy protect and enhance the accessibility of the landscape across the Borough?</li> <li>• Will the plan / policy protect Scheduled Ancient Monuments?</li> </ul>
<p>Objective 14: To restore and protect land and soil quality</p>	<ul style="list-style-type: none"> <li>• Will the plan / policy reduce the amount of derelict, contaminated, degraded and vacant / underused land?</li> <li>• Will the plan / policy encourage the development of brownfield land in preference to Greenfield?</li> <li>• Will the plan / policy reduce the loss of high quality Agricultural land to development?</li> <li>• Will the plan / policy maintain and enhance soil quality?</li> <li>• Will the plan / policy achieve the efficient use of land via appropriate density of development?</li> </ul>
<p>Objective 15: To protect and enhance biodiversity</p>	<ul style="list-style-type: none"> <li>• Will the plan / policy protect and enhance the biodiversity of the Borough?</li> <li>• Will the plan / policy protect and enhance habitats, species and damaged sites?</li> <li>• Will the plan / policy provide opportunities for new habitat creation?</li> <li>• Will the plan / policy protect and extend habitat connectivity and landscape permeability, suitable for species migration?</li> </ul>
<p>Objective 16: To protect and improve the quality of both inland and coastal waters and protect against flood risk</p>	<ul style="list-style-type: none"> <li>• Will the plan / policy reduce or manage flood risk?</li> <li>• Will the plan / policy maintain and enhance ground water quality?</li> <li>• Will the plan / policy improve the quality of coastal waters?</li> <li>• Will the plan / policy improve the quality of rivers and inland waters?</li> </ul>
<p>Objective 17: To protect and improve air, light and noise quality</p>	<ul style="list-style-type: none"> <li>• Will the plan / policy maintain or, where possible, improve local air quality?</li> <li>• Will the plan / policy reduce noise and light pollution?</li> </ul>
<p>Objective 18: To ensure the prudent use of natural resources, including the use of renewable energies and the sustainable management of existing resources</p>	<ul style="list-style-type: none"> <li>• Will the plan / policy minimise demand for raw materials?</li> <li>• Will the plan / policy support the repair and re-use of existing buildings?</li> <li>• Will the plan / policy reduce the amount of waste generated by development?</li> <li>• Will the plan / policy promote the use of recycled, reclaimed and secondary materials?</li> <li>• Will the plan / policy promote the use of locally sourced materials?</li> <li>• Will the plan / policy minimise the need for energy?</li> <li>• Will the plan / policy maximise the production / proportion of renewable energy?</li> <li>• Will the plan / policy increase energy efficiency (e.g. energy efficiency in buildings, transport modes, etc.)</li> <li>• Will the plan / policy minimise the use of fossil fuels?</li> </ul>

## APPENDIX 5 Locations of Potential Candidate Traveller Sites

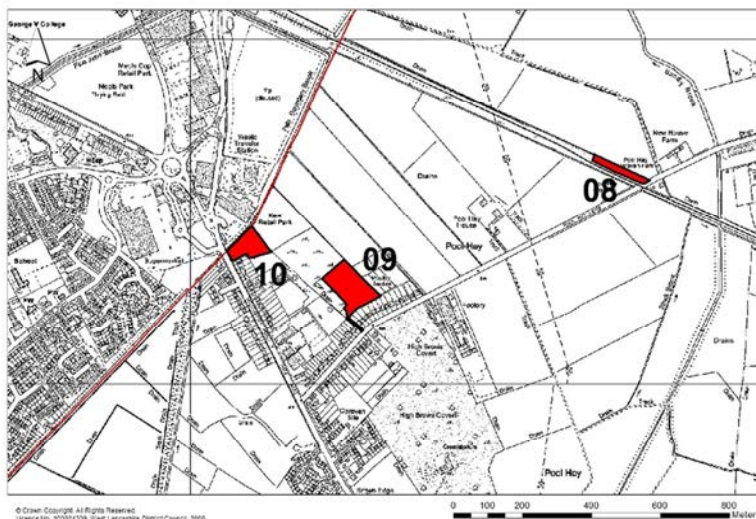
**Note:** The Key to the sites (site name / number) is provided at the end of this Appendix  
**Sites in Banks village**



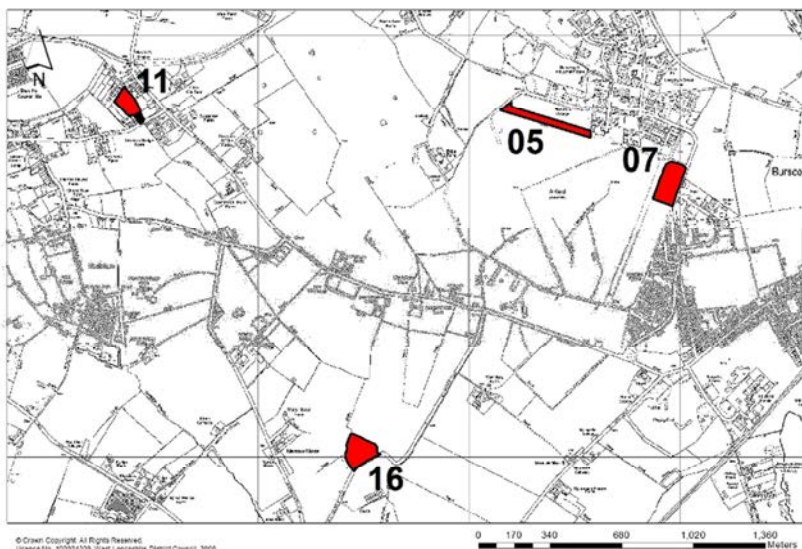
### Sites East of Banks Village



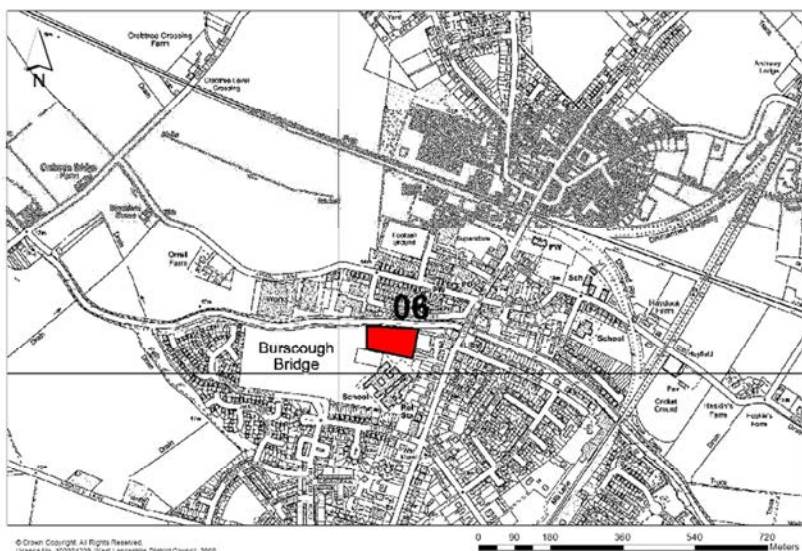
### Figure 5.5 Sites in Kew / West Scarisbrick



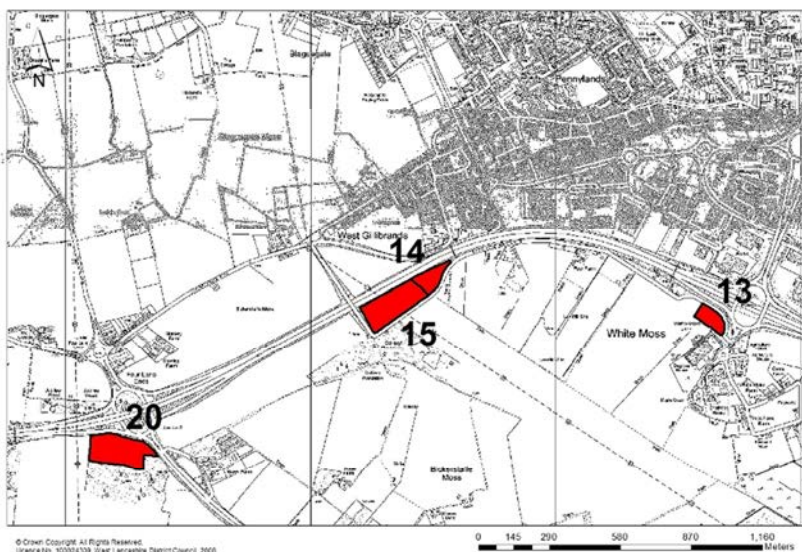
### Sites in East Scarisbrick / West Burscough



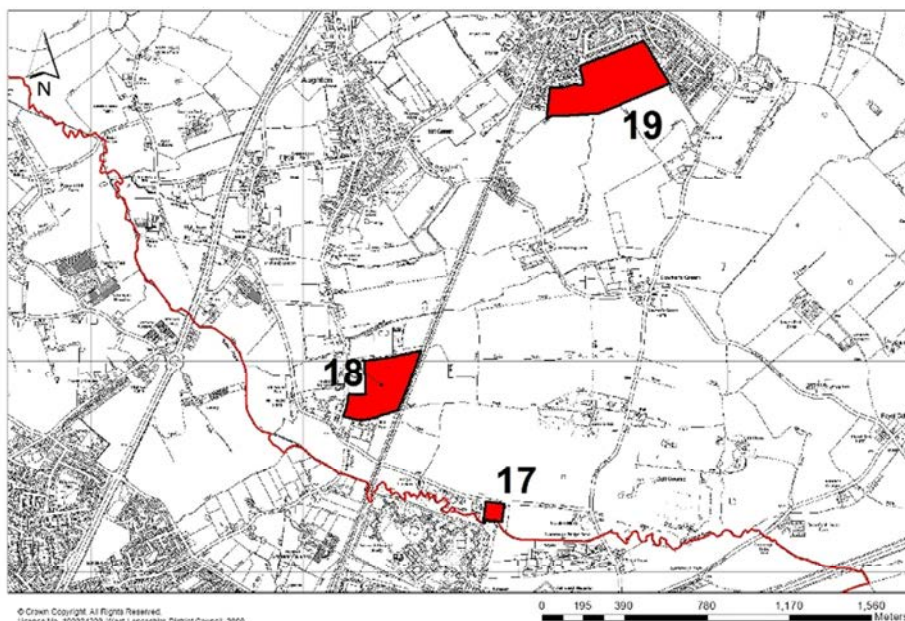
### Site in Burscough



### Sites in Skelmersdale / Bickerstaffe



**Figure 5.9 Sites in Aughton**



### Key to Sites

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
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.

**APPENDIX 6: 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	3. Sugar Stubbs Lane, Banks	6. Land west of the Quays, Burscough	8. Pool Hey Caravan Park, Scarisbrick	14. White Moss Road South (B), Skelmersdale
1	Other site references / SHLAA site reference?	No	SHLAA BU.19	No	No
2	Site Address	Land at Sugar Stubbs Stables, Sugar Stubbs Lane, Banks	Land west of the Quays, Burscough	Pool Hey Caravan Park, Pool Hey Lane, Scarisbrick	White Moss Road South (B), Skelmersdale
3	Post Code	PR9	L40	L40	WN8
4	OS Grid Ref - E	340405	344132	337243	346489
5	OS Grid Ref - North	419629	412084	415623	405299
6	Site Area (ha)	0.27	0.83	0.33	0.92
7	Description of Site	Site is currently occupied by hardstanding, a few caravans, and storage of vehicles.	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 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 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.
8	Description of Surrounding Area	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.	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 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 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.
9	Brief Site History	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.	Current, authorised use as Travelling Showpeople site.	Site has in use as a Traveller site for almost 20 years. Permission for one 'park home' tied to an individual; this permission has now expired. Current use unauthorised but long-established.	Site owned by Travellers 2013, but has since changed. Submitted as a potential Traveller site in 2015 Call for Sites.
10	Relevant planning history	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.	1997/0536 - erection of Dutch barn for storage of fairground vans /equipment and layout of hardstanding.	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)	Application 2013/1040 for use of site for keeping horses granted December 2013 but not implemented.
11	Land Ownership Details	Owned by Travellers	Owned by Travelling Showpeople	Owned by Travellers	Private
12	Source of Site Suggestion	Existing site - part consented (one pitch)	Authorised site, owned by Travelling Showpeople	Call for Sites; existing site	Planning application for Traveller-related development.
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)
<b>Deliverability Issues</b>					
14	Are there any issues of land ownership that could prevent development on the site being delivered?	In the hands of Travellers.	No. Site owned by Travelling Showpeople and in authorised use.	No.	Site in the hands of Travellers.
15	Is the site potentially available for development?	Yes. Land currently in hands of Travellers, and in use as Traveller site	Yes. Although availability limited to a particular group or family.	Yes.	Yes
16	Does the planning history of the site caution against its allocation?	No - site already has permission for one caravan.	Land has planning permission.	Site is within the Green Belt. Previous applications for siting of multiple Gypsy caravans have been refused.	Recent application for stables approved Dec 2013.
17	Potential land use conflicts with nearby sites that could prevent development?	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 involves storage and manoeuvring of large vehicles, although it has operated adjacent to flattened development for a number of years. Site is subject to an open space designation and is adjacent to the Leeds Liverpool Canal (wildlife corridor designation), but site is already authorised as a Travelling Showpeople site.	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.	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.

Q	Site Name	3. Sugar Stubbs Lane, Banks	6. Land west of the Quays, Burscough	8. Pool Hey Caravan Park, Scarisbrick	14. White Moss Road South (B), Skelmersdale
18	Is the site directly accessible from the highway network or could it reasonably become so?	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 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.	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.	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	None known	None known.
20	Any known ground instability?	None known	None known	None known	None known.
21	Can adequate provision be made to supply all major utilities?	Given the proximity of other houses, it is expected that these services are available or could readily be made available.	Yes. Site currently in use.	Yes. Site in use already.	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)?	Site is within Flood Zone 3.	No	No.	No.
23	Is the site within the Green Belt?	Yes. Green Belt site, approximately 600m from Banks settlement boundary.	No	Yes.	Yes
24	Would development of the site affect any flight paths?	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site
25	Is there interest in site for development?	Site is in hands of Travellers and in use as a Traveller site.	Yes. Site currently in authorised use.	Site is in hands of Travellers and in use as a Traveller site.	Site submitted by owners in Call for Sites, but no evidence of it being marketed / sold for Traveller development.
<b>Biodiversity</b>					
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.	Yes, however is unlikely to impact on biodiversity sites.	No	No
27	Within 1km of and / or likely to impact on a SSSI?	No.	No	No	No
28	Within 100m of designated local nature conservation sites?	No.	Site is adjacent to the wildlife corridor (canal), but is an already authorised site.	Yes, but the use of this site as a Traveller site should not have any detrimental impact.	No
29	Protected species and / or habitats?	None known.	No	No	No
30	Within 100m of woodlands, or trees with Tree Preservation Orders?	No	Yes	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 an 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.
<b>Water and Land Resources</b>					
32	Is the site subject to any known stability issues?	No	None known	None known	None known, although land may be undermined.
33	Geological or geomorphological importance?	No	No	No	No
34	Does the site have any adverse gradients on it?	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.	No, urban land.	Site falls within Grade 1 designation, although site is not used for farming.	Yes. Grade 1, although not farmed
36	Active mineral working site?	No	No	No	No
37	Contaminated or derelict land?	No contaminated land known. Site currently in use, so not classed as derelict land.	No	No	No.
38	Previously developed land (brownfield)?	Some buildings and hardstanding exist on the site but it is likely they are classed as non brownfield.	Site is developed and in use.	Part; site in use as an (unauthorised) caravan park	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 be unlikely to have a detrimental effect on land resources.	Allocation of site would not create any detrimental effects on land resources.	Allocation of site would not create any detrimental effects on land resources.	Loss of Grade 1 agricultural land and potential harm to the wildlife corridor.



Q	Site Name	3. Sugar Stubbs Lane, Banks	6. Land west of the Quays, Burscough	8. Pool Hey Caravan Park, Scarisbrick	14. White Moss Road South (B), Skelmersdale
40	Within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Secondary B	Principal	Secondary B	Secondary A
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.	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.
<b>Climatic factors and flooding</b>					
42	Is the site within Zones 2 or 3 of the floodplain?	Yes. Site is within Flood Zone 3.	No	No	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 and would need to meet Exceptions Test.	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.	Site would be unlikely to have detrimental impacts on climate and flooding.
<b>Heritage and Landscape</b>					
44	Within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	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 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.	Site lies within an Area of Landscape History of County Importance, and is directly adjacent to the Martin Mere Mosslands Biological Heritage Site.	No - No historic environment, landscape or nature conservation designation in vicinity of site, apart from M58 'wildlife corridor'.
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 use would fall outside the objectives of Green Belt designation.	No	Yes	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?	No	Yes	No	No
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 but will impact on the openness of the Green Belt. Site can be seen from surrounding area.	Site is already authorised and so would be unlikely to have impacts on heritage and landscape. Any issues could be mitigated through screening.	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.	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.
<b>Social equality and community services</b>					
49	Will development of the site harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses)?	Development of site for Traveller accommodation would likely be small scale and could be supported by community facilities. If the site is kept small, it should not dominate the settled community.	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 Council is unaware of this site's occupation over recent years harming any nearby sensitive community receptors.	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.)	500m / 700m (6 minutes / 8 minutes walk) from bus stops on A565 (depending on direction of travel)	230m (3 minutes walk) from bus stops; 500m (6 minutes walk from Burscough Bridge Station).	Site is 1.2km (15 minutes walk) from bus stops on A570.	650m / 750m (8 / 9 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 - at Banks	Yes	Yes (Kew)	Yes
52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes - at Southport / Tarleton	Yes	Yes (Kew)	Yes

Q	Site Name	3. Sugar Stubbs Lane, Banks	6. Land west of the Quays, Burscough	8. Pool Hey Caravan Park, Scarisbrick	14. White Moss Road South (B), Skelmersdale
53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes - at Southport	Yes	Yes	Yes
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes - at Southport	Yes - at Ormskirk (although would involve a walk or a second bus journey from Ormskirk Centre)	Yes	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 - at Banks	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
56	Is the site within 30 minutes public transport journey of a Major Centre?	Yes - Southport	Yes	Yes	Yes
57	Is the site within 10 minutes walk (800m) of a district or local centre?	No	Yes	No	No
58	Is the site within 15 minutes walk (1200m) of a Public Open Space of at least 5ha in size?	Yes	No	No	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	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, Burscough	Yes - facilities in Ormskirk / Southport	Site is a short public transport journey from Skelmersdale Town Centre, where leisure facilities are planned, and to Blaguegate Lane football pitches.
61	What could the effects of development on this site be on the sustainability of community health and equality, leisure and education locally and wider over time ; temporary / permanent effects?	Site is not easily accessible to local services and amenities. Would be unlikely to put too much pressure on them.	Site is located in the centre of Burscough and so within good accessible distance of services and facilities.	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 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.
<b>Local economy and employment</b>					
62	Is the site within 250m of any sensitive commercial receptors, existing or proposed (e.g. sensitive business uses and tourist / visitor attractions)?	No	No	No	No
63	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.)
<b>Housing</b>					
64	Is the site within 250m of residential dwellings (including individual houses)?	Yes. Some residential dwellings (individual houses) located within the rural area. not within an urban settlement.	Yes. Residential properties lie immediately east of the site.	Some existing residential properties are within 250m of the site.	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.
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
<b>Transportation and air quality</b>					
66	In or adjacent to an existing Air Quality Management Area?	No	No	No.	No
67	Are there any sensitive receptors nearby (e.g. residential, community facilities) that may be impacted by dust, fumes and emissions caused by the development and end-use of the site?	No	No. Residential and community facilities are nearby, as well as a school. However site is already in use and so further impacts would be unlikely.	No. Site is already in use (although unauthorised) so few impacts would be expected.	No, although the site may be impacted by noise and fumes from the M58, and is close to a hazardous waste site.

Q	Site Name	3. Sugar Stubbs Lane, Banks	6. Land west of the Quays, Burscough	8. Pool Hey Caravan Park, Scarisbrick	14. White Moss Road South (B), Skelmersdale
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	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?	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.	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.	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.	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.)?	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.	No; site already in use as a Traveller site.	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 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	Yes	No
72	Is the site within 800m of a bus stop for a high frequency bus service?	Yes. Site is approximately 500m / 700m from nearest bus stop (depending on bus direction).	Yes	No	Site is 650m / 750m from bus stops on Liverpool Road (using the footbridge over the M58).
73	Is the site within 1200m of a Rail Station?	No	Yes	No	No
74	Does the site have public footpaths, rights of way or any other type of footpath on it or near to it?	Yes	No	No	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 within walking distance of bus services but few other facilities. Small site should not generate significant traffic.	Site already in existence and in a sustainable location.	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.	Site relatively unsustainable in location, although bus services can be reached on foot using footbridge over M58.
<b>Cumulative Impacts</b>					
76	Will locating a new development on this site, including in conjunction with other existing and proposed development in the vicinity, have an adverse impact on the perceived environmental quality or character of the area?	Development of the site would have an impact on the openness of the Green Belt. As 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.	Longstanding authorised site.	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	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.
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?	This is a small site sufficiently far from any settled community to avoid issues of the site dominating the community.	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.	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 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.	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
1	Other site references / SHLAA site reference?	No	SHLAA OA.053	SHLAA OA.054
2	Site Address	Land at Blackacre Lane, Ormskirk	Land south of Butchers Lane, Aughton	Land east of Brookfield Lane, Aughton
3	Post Code			
4	OS Grid Ref - E	341478	339897	339373
5	OS Grid Ref - North	410031	403288	403881
6	Site Area (ha)	1.68	0.76	6.74
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.
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.
9	Brief Site History	-	-	-
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
11	Land Ownership Details	Owned by Travellers	Private	Private
12	Source of Site Suggestion	Site suggested in Call for Sites 2013	Owner	Owner
13	Date of Appraisal	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)	16/12/2013 (updated 09/2015)
<b>Deliverability Issues</b>				
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.
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.
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
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.

Q	Site Name	16. Blackacre Lane, Ormskirk	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton
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.
19	Any known land contamination or remediation issues?	None known	None known	None known
20	Any known ground instability?	None known	None known	None known
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.
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
23	Is the site within the Green Belt?	Yes	Yes	Yes
24	Would development of the site affect any flight paths?	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site	Site is within the consultation zone for Blackpool Airport Plan C and St Anne's Radar Technical Site
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.
<b>Biodiversity</b>				
26	Within 5km of and / or likely to impact on internationally designated sites?	No	No	No
27	Within 1km of and / or likely to impact on a SSSI?	No	No	No
28	Within 100m of designated local nature conservation sites?	No	No	No
29	Protected species and / or habitats?	No	No	No
30	Within 100m of woodlands, or trees with Tree Preservation Orders?	No	No	No
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.
<b>Water and Land Resources</b>				
32	Is the site subject to any known stability issues?	None known	None known	None known
33	Geological or geomorphological importance?	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
35	Best and most versatile agricultural land (grades 1, 2 and 3a)?	Yes, Grade 1	Yes, Grade 1	Yes, Grade 1
36	Active mineral working site?	No	No	No
37	Contaminated or derelict land?	No	No	No
38	Previously developed land (brownfield)?	No	No	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. 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.

Q	Site Name	16. Blackacre Lane, Ormskirk	17. Land south of Butchers Lane, Aughton	18. Land east of Brookfield Lane, Aughton
40	Within or adjacent to a Principal Aquifer or Source Protection Zone 1 or 2?	Principal	Principal	Principal
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.
<b>Climatic factors and flooding</b>				
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
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.
<b>Heritage and Landscape</b>				
44	Within or within 5km of and / or likely to impact on an AONB or Heritage Coast?	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.
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.
47	Within 250m of a site or building with a nationally recognized heritage designation?	No	No	No
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.
<b>Social equality and community services</b>				
49	Will development of the site harm any nearby sensitive community receptors, existing or proposed (e.g. schools, hospitals and public / outdoor recreation uses)?	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).
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
51	Is the site within 30 minutes public transport journey of a Primary School?	Yes	No	Yes
52	Is the site within 40 minutes public transport journey of a Secondary School?	Yes	Yes	Yes

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53	Is the site within 60 minutes public transport journey of a Further Education Institution?	Yes	Yes	Yes
54	Is the site within 60 minutes public transport journey of a Hospital?	Yes	Yes	Yes
55	Is the site within 30 minutes public transport journey of a GP Practice?	Yes	Yes	Yes
56	Is the site within 30 minutes public transport journey of a Major Centre?	Yes	No	Yes
57	Is the site within 10 minutes walk (800m) of a district or local centre?	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
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
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
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.
<b>Local economy and employment</b>				
62	Is the site within 250m of any sensitive commercial receptors, existing or proposed (e.g. sensitive business uses and tourist / visitor attractions)?	No	No	No
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.)
<b>Housing</b>				
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
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
<b>Transportation and air quality</b>				
66	In or adjacent to an existing Air Quality Management Area?	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

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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
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.
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.
71	Is the site within 800m of an existing or proposed Cycle Route?	Yes	Yes	Yes
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.
73	Is the site within 1200m of a Rail Station?	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	No	Yes on the site
75	What could the effects of development on this site be on the sustainability of transportation locally wider over time; temporary / permanent effects?	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.
<b>Cumulative Impacts</b>				
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.
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.
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.