

Chorley Local Plan

2012-2026

**Gypsy and Traveller and Travelling Showpeople Proposed
Allocation**

September 2014



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1. Introduction

- 1.1 This report forms part of the Chorley Local Plan 2012 – 2026 (the Local Plan). It has been produced to address the need for the provision of a permanent Gypsy and Traveller site for at least 5 pitches within the Borough. Such an allocation, if found sound, will allow the Chorley Local Plan to be progressed to adoption. The 5 pitches is expressed as a minimum in view of the absence of information to quantify the final need. The Local Plan Inspector has determined that the matter of more specific need will be addressed through additional Gypsy and Traveller Accommodation Assessment (GTAA) study work and this is to be considered in a separate Development Plan Document (DPD). **Therefore this report does not cover the issue of whether this number of pitches is sufficient to meet the permanent and transit needs of the Gypsy, Traveller and Travelling Showpeople Community.**
- 1.2 The report sets out the Council's proposed allocation for the provision of a Gypsy and Traveller site. The Council has also considered and discounted a number of alternative sites which are set out in Appendix 2 of this document.
- 1.3 A Schedule of Proposed Further Modifications to the Local Plan relating to Gypsy, Traveller and Travelling Showpeople Sites **was consulted on from 4th June to 16th July 2014 which has been amended to specify the Proposed Allocation: Cowling Farm, Chorley and is included in Appendix 1.**

2. Proposed Allocation

- 2.1 Taking into account all of the site selection criteria and the results of consultation, the Council proposes to allocate land at **Cowling Farm, Chorley** for the provision of five permanent Gypsy and Traveller pitches. It is considered that this site is suitable, available and achievable.

3. Background

- 3.1 In May 2007 a Lancashire wide Gypsy and Traveller Accommodation Assessment (GTAA) was published, but at the Local Plan Examination Hearings, which took place in April 2013, this evidence was not considered to be up-to-date. The Inspector requested that further work be undertaken to address Gypsy and Traveller matters, to be followed by reconvened Examination Hearing sessions. However, the Inspector also indicated that she would be able to produce a Partial Report on her findings into the soundness of the Local Plan, on all matters other than those relating to Gypsies, Travellers and Travelling Showpeople, in October 2013.
- 3.2 Following the Examination Hearings, the Central Lancashire authorities of Chorley, Preston City and South Ribble commissioned Arc4 to undertake a [Gypsy and Traveller](#)

[Accommodation Assessment \(GTAA\)](#) in July 2013 to identify the housing needs of Gypsies and Travellers and Travelling Showpeople.

3.3 In October 2013 the Local Plan Inspector produced a [Partial Report on the Local Plan](#) This concluded that, with a number of modifications, the Local Plan satisfies legal requirements and meets the criteria for soundness in the National Planning Policy Framework (the Framework) in all regards, except for its provision for Gypsies and Travellers. The Local Plan has been changed in accordance with the modifications. However, the Inspector stated that the Local Plan may not be formally adopted unless it is also found sound regarding its provision for Gypsies and Travellers.

3.4 The GTAA was published in January 2014. This identified a need for five permanent pitches for Gypsies/Travellers in Chorley, fifteen in Preston, none in South Ribble and a Central Lancashire wide need for fifteen transit pitches to 2026. It found no need for Travelling Showpeople accommodation.

3.5 The GTAA was considered by the Inspector, but in her letter to the Council on 7th February 2014, she set out that she had concerns that it may under-estimate the level of need and that further detailed work was needed on this matter. However, in order to avoid further delay to the Local Plan, she asked the Council to consider putting forward further main modifications to ensure soundness.

3.6 She suggested that the modifications (as attached at Appendix 1) should incorporate a number of points including:

- The allocation of site(s) in the Local Plan sufficient to make provision for a minimum of five permanent residential pitches.
- A commitment to undertake further work on the GTAA at the earliest opportunity within 12 months, with a view to resolving outstanding concerns.
- A commitment to produce a separate Gypsy and Traveller Accommodation Plan, to include the provision of Transit and Travelling Showpeople's sites within a prescribed, expeditious timescale that is set out in the Local Development Scheme.

3.7 In addition further work has started on the Central Lancashire GTAA and the Council has committed to producing a separate Central Lancashire Gypsy and Traveller Development Plan Document (DPD) that relates to any additional permanent traveller need as well as Transit and Travelling Showpeople's needs. Preparation of this DPD is scheduled to start in December 2014, with adoption scheduled for March 2016.

4. Gypsy and Traveller and Travelling Showpeople Preferred Options

4.1 The Council undertook, a public consultation on the preferred options between June 4 and 16 July 2014. inviting views on its preferred site – Site 1, Cowling Farm, Chorley, and

the sites that were discounted. Respondents were also able to suggest alternative sites for the provision of a permanent Gypsy and Traveller site and were required to include evidence with these sites to demonstrate that they are deliverable and/or developable.

4.2 Following consideration of all of the consultation responses received, the Council produced a summary of the consultation responses and a Gypsy and Traveller and Travelling Showpeople Proposed Allocation Document. These consultation responses are being considered at the 4th September 2014 Council after which these documents and supporting documents will be submitted to the Local Plan Inspector for her consideration in advance of the reconvened Local Plan Examination Hearing.

4.3 The further hearings for the examination are scheduled to take place on the 23rd and 24th September 2014 and will be concerned with two separate matters:

- Legal requirements: whether the plan has been prepared in accordance with the Duty to Co-operate, and with the Local Development Scheme, Statement of Community Involvement and Regulations, has been subject to Sustainability Appraisal, and has regard to national policy and the Sustainable Community Strategy;
- Soundness: whether the plan has been positively prepared, and whether it is justified, effective and consistent with national policy. Positively prepared means the plan should be based on a strategy which meets the objectively assessed development and infrastructure requirements, including unmet requirements from surrounding areas where it is reasonable to do so and consistent with achieving sustainable development. Justified means the plan should be the most appropriate strategy when considered against reasonable alternatives, based on proportionate evidence. Effective means the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities. To be consistent with national policy, the plan should enable the delivery of sustainable development in line with policies in the Framework.

4.4 The process of examining plans produced under the Local Development Framework system is very different from the previous process of considering objections to an “old-style” plan:

- The Examination starts from the assumption that the Council has submitted a plan for examination which it considers is legally compliant and sound;
- The plan is subject to an Examination, with hearing sessions, rather than a formal local plan inquiry;
- The Examination is into the soundness of the plan, not into individual objections. In examining compliance with the legal requirements and soundness under the LDF system, the Inspector considers the representations made to the published plan, but only insofar as they relate to the legal requirements and soundness of the plan;

- The Inspector is not required to consider each and every point made in every representation or to report on them, but to use the representations in considering whether the plan complies with the legal requirements and is sound;
- The plan and the Examination should be “front-loaded”, with all the material and evidence available and submitted well before the hearings commence.

5. Definition of Gypsies and Travellers

5.1 This report adopts the definition of ‘Gypsies and Travellers’ set out within the Government’s ‘Planning Policy for Traveller Sites’ (March 2012) as:

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

5.2 The following definitions also apply:

A “pitch” means a pitch on a “Gypsy and Traveller” site and “plot” means a pitch on a “Travelling Showpeople” site (often called a “yard”). This terminology differentiates between residential pitches for “Gypsies and Travellers” and mixed use plots for “Travelling Showpeople”, which may/will need to incorporate space or to be split to allow the storage of equipment.

Future Government Policy

5.3 Local Government Minister Brandon Lewis issued a statement on 17 Jan 2014, on Green Belt, specifically in relation to Gypsy & Traveller Matters. He re-emphasises permanent & temporary sites are inappropriate development in the green belt, and re-iterates that unmet Gypsy & Traveller need itself is not very special circumstances to justify Green Belt. Ministers are also “considering the case” for improvements to planning policy/practice guidance to strengthen green belt protection; and changing the definition of traveller to address mobility v transitory lifestyles. At the time of preparing this report, no further information on any proposed consultation is available on the DCLG website.

6. Approach to Site Selection

National Policy

- 6.1 [The National Planning Policy Framework, March 2012](#) (the Framework) introduced, at the heart of national policy, a presumption in favour of sustainable development. This should be seen as a, 'Golden Thread' running through both plan making and decision making.
- 6.2 The Framework indicates the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 6.3 The Framework is explicit that it should be read in conjunction with the Government's planning policy for traveller sites. Local planning authorities preparing plans for and taking decisions on travellers sites should also have regard to the policies in this Framework so far as relevant.
- 6.4 In relation to housing the Framework say the planning policy for traveller sites sets out how travellers' accommodation needs should also be assessed.
- 6.5 The Government is clear that the current position of Gypsy and Traveller site delivery remains unsatisfactory and local planning authorities have not addressed under provision or increased the number of sites in appropriate locations.
- 6.6 In March 2012, the Government published [Planning Policy for Traveller Sites](#) (PPTS), alongside the Framework. The PPTS Policy B: Planning for Traveller Sites states Local Plans must be prepared with the objectives of contributing to the achievements of sustainable development. To this end they should be consistent with the policies in the National Planning Policy Framework, including the presumption in favour of sustainable development and the application of the specific policies in the Framework and this planning policy for traveller sites.
- 6.7 The overarching aim of Government policy is to ensure fair and equal treatment for Travellers, in a way that facilitates their traditional and nomadic way of life, while respecting the interests of the settled community. The main aims of the policy include:

- Local planning authorities making their own assessment of need as long as it is based on robust evidence, includes engagement and cooperation with Traveller and settled communities, and involves working collaboratively with neighbouring authorities.
- Local planning authorities setting their own pitch and plot targets.
- Local planning authorities:
- Identifying and updating annually a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets.
- Identifying a supply of specific developable sites or broad locations for growth, for 6 to 10 years and where possible, for years 11-15.
- Using criteria to guide land supply allocations and help determine planning applications.
- Ensuring Traveller sites are sustainable economically, socially and environmentally.
- Protecting the Green Belt from inappropriate development and strictly limiting new Traveller sites in the open countryside, away from existing settlements or outside areas allocated in the local plan.
- Considering sites suitable for mixed use residential and business use wherever possible.

6.8 Local planning authorities should ensure that Traveller sites are sustainable economically, socially and environmentally and ensure that their policies:

- Promote peaceful and integrated co-existence between the site and the local community.
- Promote, in collaboration with commissioners of health services, access to appropriate health services.
- Ensure that children can attend school on a regular basis.
- Provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment.
- Provide for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any Travellers that may locate there or on others as a result of new development.
- Avoid placing undue pressure on local infrastructure and services.
- Do not locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans.
- Reflect the extent to which traditional lifestyles (whereby some Travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability

6.9 Policy E: Traveller sites in Green Belt states inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Green Belt boundaries should only be altered in exceptional circumstances. If a local planning authority wishes to make an exceptional limited alteration to the defined Green Belt

boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific identified need for a traveller site, it should do so only through the plan-making process and not in response to a planning application. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only. (See paragraph 5.3 – which refers to Ministerial Statement of January 2014 which reinforces the position on Green Belt).

Local Policy

6.10 The Central Lancashire Core Strategy Policy 1: Locating Growth sets out where development should be located in the Borough. It favours well located brownfield sites and sets out the following hierarchy of settlements where development and growth should be located.

- Chorley Town
- Buckshaw Village
- Adlington, Clayton Brook/Green, Clayton-le-Woods, Coppull, Euxton and Whittle-le-Woods.
- Brinscall/Withnell and Ecclestone

6.11 These settlements are the most suitable locations in the Borough, with the widest range of services and facilities. In accordance with Core Strategy Policy 1 they are the preferred locations for a permanent Gypsy and Traveller site and this is where the site search has focussed. This approach is also in accordance with the PPTS which states that one of the Government's aims in respect of Traveller sites is to enable provision of suitable accommodation from which Travellers can access education, health, welfare and employment infrastructure.

6.12 Policy 8 on Gypsy and Traveller and Travelling Showpeople Accommodation in the Central Lancashire Core Strategy sets out criteria to be applied to applications for any proposals for Gypsy and Traveller or Travelling Showpeople sites. Any future planning applications for Gypsy and Traveller and Travelling Showpeople accommodation will be assessed against the criteria in this policy, or any subsequent national policy. Policy 8 states that:

“The following criteria, as relevant to the types of pitches sought, should be applied to applications for any proposals for Gypsy and Traveller or Travelling Showpeople sites:

- *Location in respect of proximity to services including GP and other health care provision, education facilities, shops and public transport as well as the overall need to reduce long distance travelling.*
- *Suitable road access and sufficient space within the site for parking and turning of vehicles as well as the storage of equipment.*

- *Avoidance of residential use on contaminated and otherwise unsuitable land although such areas may be suitable for business use and in any event taking account of the opportunities for mixed use.*
- *No unacceptable impact on the immediate surrounding areas and the wider landscape.”*

Historic Environment

6.13 Heritage assets are an irreplaceable resource, which need to be conserved in a manner appropriate to their significance. Conservation of the historic environment can bring wider social, cultural, economic and environmental benefits. The historic environment has been considered in site selection and heritage impact assessments have been produced where sites are in proximity to listed buildings, to ensure that the plan avoids allocating sites which are likely to result in harm to the significance of these assets.

7. Preferred Site Selection

7.1 Gypsy and Traveller sites vary in terms of size and there is no one size fits all measurement for a Gypsy and Traveller pitch. Good practice guidance suggests that Gypsy and Traveller sites should provide enough land per household for a mobile home, touring caravan and a utility building, together with space for the parking of two vehicles. The average trailer size is around 15 metres, whilst some mobile homes can be up to 25 metres in length. There needs to be manoeuvrability to allow for this on each site, using the 15 metres length as a guide, with one or two pitches designed to accommodate the larger size mobile homes. A minimum of six metres is required between every trailer, caravan or park home that is separately occupied on a site. In accordance with the Inspector’s wishes, the Council has looked for sites where five or more households could be accommodated. **The site area required is estimated at 0.4 hectares.**

7.2 When identifying suitable sites a range of factors need to be taken into consideration. PPTS states that sites for the short term (first five years of a plan period) should be deliverable and that sites, or broad locations, for the medium and longer term (years six to ten and years eleven to fifteen) should be developable.

7.3 For a site to be considered deliverable, it should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that development will be delivered on the site within five years and in particular that development of the site is viable.

7.4 For a site to be considered developable, it should be in a suitable location for development and there should be a reasonable prospect that that the site is available and could be viably developed at the point envisaged.

7.5 In order to ensure that sites are deliverable/developable, the Council has assessed land in its ownership, over which it has control, for suitability as a permanent Gypsy and Traveller

site. In addition, the Council has asked other stakeholders with major landholdings whether they have any suitable land available. This has included Lancashire County Council, the Homes and Communities Agency, Network Rail and United Utilities. In addition the Council has also looked at any sites suggested through its 'call for sites' for the Local Plan in 2005 and 2007 and sites put forward by the Gypsy and Traveller community. All sites put forward by the Gypsy and Traveller community are identified in Appendix 2 along with the Council's response as to whether each site has been considered further.

7.6 Taking all of these factors into consideration, a number of potential sites have been identified and are included in Table 1:

Site 1	Cowling Farm, Chorley
Site 2	Yarrow Bridge Depot, Chorley
Site 3	Cabbage Hall Fields, Chorley
Site 4	Land off Westhoughton Road, Heath Charnock
Site 5	Land at Ackhurst Road, Chorley
Site 6	Land Adjacent to Northgate Drive, Chorley
Site 7	Haworth Road *, Chorley
Site 8	Harrisons Farm, Adlington
Site 9	Hut Lane, Heath Charnock

*Formerly known as Crosse Hall Lane

7.7 Whilst the priority has been to look for sites in settlements, in accordance with Core Strategy Policy 1 growth locations, three sites in the Green Belt have also been included. Two are previously developed sites within the Green Belt that are owned by the Council. One lies just outside of Chorley Town and the other lies just outside of Adlington. These sites have been included because they are under-used brownfield sites, in the control of the Council, that have good sustainability credentials and which lie in the southern part of the Borough in relative geographical proximity to the existing Gypsy and Traveller Site that has temporary permission at Hut Lane. The third site included is the existing privately owned site that has temporary permission for Gypsy and Traveller accommodation that lies in the Green Belt between Chorley and Adlington. The PPTS states that Traveller sites in the Green Belt are inappropriate development and should not be approved except in very special circumstances.

7.8 As with all sites assessed for allocation in the Chorley Local Plan, a Sustainability Appraisal (SA) was undertaken for each of the potential Gypsy and Traveller sites. This has looked at the social, environmental and economic sustainability of each site and each site has been given an overall sustainability banding ranging from A (most sustainable) to E (least sustainable). This approach is consistent with the requirements of the PPTS.

7.9 In addition, respondents to the Gypsy and Traveller GTAA were asked if they felt being near to a range of amenities was important, slightly important or not important to them. These

survey results have been taken account of when assessing sites. In Chorley proximity to primary schools, secondary schools, doctors, post offices/cashpoints, public transport and main roads were considered important. Proximity to shops and pubs were less important. Sites were also considered against the criteria in Core Strategy Policy 8.

- 7.10 In accordance with national guidance, the needs of the existing Traveller community have also been taken into consideration. Council officers met with the Linfoot family and their consultant on 8th July 2014, with the primary objective of establishing detailed need requirements in order to inform the design and layout of the final allocated site. At that meeting, the Linfoot family indicated that they were prepared to consider Cowling Farm.
- 7.11 A response was submitted from the same consultant representing the Traveller community at Hut Lane. The consultant notes that “Whilst the ‘current’ need at Hut Lane is 2 pitches (as established in the draft GTAA), they have expressed a need for 5 pitches now in order to accommodate immediate relatives with the potential for further expansion over the plan period. They have a strong preference for a site in their own ownership and control, if possible through freehold ownership. They support the proposal for a 0.4 ha site. If they were able to acquire it they would wish to see it developed as an extended family site, rather than divided into discrete pitches. They have current needs for two mobile homes, three touring caravans, of which one would only be in storage while on site, a double utility block, plus parking for three vans and two cars. They would also welcome incorporating a play area/garden for the children. Factoring in the needs of the extended family, they would want the site to be able to accommodate an additional two touring caravans and parking for two vans and one car.
- 7.12 Their first preference is to remain at their existing site, particularly if they were able to acquire the other half of the original Hut Lane site. In terms of alternative sites, the family’s strong preference is for the Council preferred site at Cowling Farm. A key objective for the family would be to enable the site to be delivered quickly without substantial disruption from the subsequent development of the rest of the site. They consider the most satisfactory way of achieving this would be to locate the Traveller site in the bottom south-west corner of the larger site with its own access from Cowling Road/Weavers Brow. The other site that could be attractive to the family would be Harrison’s Farm, Adlington, but only the area south east of the farm-house with access from Old School Lane. All the other sites have been discounted for reasons similar to those put forward in the Preferred Options Report.”
- 7.13 A separate response from Mr Linfoot expressed a desire to remain at Hut Lane and did not support the allocation of Cowling Farm due to issues around accessing the site through the Green Belt.

8. Proposed Site Allocation

Following consultation, further analysis of the merits of each of the nine sites was undertaken. This looked at the information that was provided from residents and stakeholders, including consultees. It also looked more closely at the sustainability indicators of each site.

Central Lancashire Core Strategy

Policy 1 – Locating Growth

Under Core Strategy Policy 1 – Chorley Town is a Key Service Centre and therefore a sustainable location for a traveller site. Of the nine sites, five fall within Chorley Town and all have an overall sustainability score band B. Three of those (Cowling Farm, Cabbage Hall Fields, and land adjacent Northgate Drive) are on existing allocations for housing or a mixed use of housing and employment in the Chorley Local Plan 2012 - 2026. The remaining two fall within settlement where there is a presumption in favour of sustainable growth (Chorley Local Plan Policy V1 – Settlement Areas). Harrison’s Farm is further down the settlement hierarchy and would be located within Adlington Town settlement boundary if it were allocated. It would be a less sustainable option scoring band C.

Policy 8 – Gypsy and Traveller and Travelling Showpeople Accommodation

All the Criteria listed under this policy could be satisfied at Cowling Farm, Yarrow Bridge, and Cabbage Hall Fields.

In relation to Westhoughton Road, a detailed investigation would be required under criterion (c) due to ground contamination issues. Hut Lane would fall foul of criterion (a) as it does not have good access to a number of services. Developing Land at Ackhurst Road would have an unacceptable impact on the surrounding employment uses/ the surrounding area and wider landscape – criterion (d) as the site is used for car parking. Northgate Drive, as a linear site may not be able to accommodate 5 pitches and there may not be sufficient land to provide an adequate landscaping buffer, which could result in a detrimental impact on the immediate surrounding area and therefore fail to satisfy criterion (d). Haworth Road is also too small to accommodate 5 pitches, although could be suitable for fewer pitches. However, allocating this site could have a detrimental impact on adjacent residential areas due to its prominent location on the brow of a hill on a main residential access road.

Planning Policy for Traveller Sites

Green Belt Issues

Policy E: Traveller sites in Green Belt states inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Green Belt boundaries should only be altered in exceptional circumstances

In terms of the three Green Belt sites, both Yarrow Bridge and Land at Westhoughton Road are previously developed land (PDL), while Hut Lane is a greenfield site, lying between Chorley Town and Adlington.

The Hut Lane site received temporary permission in July 2013 for two years. Planning Policy for Traveller Sites states that the merits of using it permanently should be assessed against the new sites.

Both of the PDL sites within the Green Belt are owned by the Council, while Hut Lane is privately owned by the Traveller community. In the sustainability assessment, Yarrow Bridge scores band B, Westhoughton Road scores band C and Hut Lane scores band D. Yarrow Bridge lies just outside of Chorley Town;

Westhoughton Road lies just outside of Adlington, and Hut Lane lies in a more isolated location away from any settlement.

Yarrow Bridge and Westhoughton Road are under-used previously developed sites that lie in the southern part of the Borough, relatively close to the existing temporary Traveller site at Hut Lane. Westhoughton Road has some issues with land ownership that may affect its availability. The Hut Lane site is not considered suitable for allocation primarily because it has a poor sustainability score (Band D) representing the least sustainable site considered, and is a greenfield site.

National policy states that the redevelopment of previously developed sites in the Green Belt, which would not have a greater impact on the openness of the Green belt and the purpose of including land within it than the existing development, is not inappropriate. Such development should be assessed against criteria as set out in Chorley Local Plan (2012-2026) Policy BNE5: Redevelopment of Previously Developed Sites in the Greenbelt. The Green Belt sites have therefore been assessed against this policy and it is considered that as other sites are deliverable, there are no 'very special circumstances' to warrant selection of a site within the Green Belt.

Specific criterion set out in Planning Policy for Travellers Sites

Planning Policy for Travellers states that Local planning authorities should ensure that Traveller sites are sustainable economically, socially and environmentally and ensure that their policies:

- **Promote peaceful and integrated co-existence between the site and the local community.**

All of the 9 sites assessed have the potential to satisfy this criterion. The Council will continue to work with settled and gypsy and traveller community, police, Equality Commission and National Federation of Gypsy Liaison Groups and other relevant stakeholders. Any application would have to satisfy Local Plan Policies such as BNE1: Design Criteria for New Development - to cover design, layout, and noise and general amenity issues to protect the users and the settled community.

- **Promote, in collaboration with commissioners of health services, access to appropriate health services.**

The sites have been assessed in terms of proximity to health services.

Land adjacent to Northgate Drive and Cabbage Hall Fields perform best in terms of access to a general practitioner. Both are between 0.41 and 0.8km from a GP surgery, so fall within Sustainability Appraisal (SA) Band B in relation to this indicator.

Yarrow Bridge, Haworth Road and Harrison's Farm are 0.81 to 1.6km from a GP surgery, and fall within SA Band C in relation to this indicator.

Cowling Farm, Westhoughton Road, Land at Ackhurst Road and Hut Lane are 1.61-3km from a GP surgery and fall within SA Band D in relation to this indicator.

In terms of proximity to an NHS general hospital, Land adjacent to Northgate Drive and Cabbage Hall Fields are up to 2km from a hospital and fall within SA Band A in relation to this indicator.

Haworth Road, Cowling Farm, Land at Ackhurst Road and Yarrow Bridge are 2.1 – 5km from a hospital and fall within SA Band B in relation to this indicator. Harrison’s Farm, Westhoughton Road and Hut Lane are 5.1 to 10km from a hospital and fall within SA Band C in relation to this indicator.

Overall Land adjacent to Northgate Drive and Cabbage Hall Fields perform best in terms of health indicators. Westhoughton Road and Hut Lane perform worst in terms of these health indicators.

- **Ensure that children can attend school on a regular basis.**

In terms of proximity to a primary school, Haworth Road, Land adjacent to Northgate Drive, Yarrow Bridge and Cabbage Hall Fields are up to 0.4 km from a primary school and fall within SA Band A in relation to this indicator.

Harrison’s Farm and Cowling Farm are 0.41 to 0.8km from a primary school and fall within SA Band B in relation to this indicator. Westhoughton Road and Land at Ackhurst Road are 0.81 to 1.6km from a primary school and fall within SA band C in relation to this indicator.

Hut Lane is 1.61 – 3km from a primary school and falls within SA Band D in relation to this indicator.

In terms of proximity to a secondary school, Yarrow Bridge is up to 0.8km from a secondary school and falls within SA Band A in relation to this indicator.

Land at Ackhurst Road, Land adjacent to Northgate Drive, Haworth Road, Cabbage Hall Fields and Cowling Farm are between 0.81 and 1.6km from a secondary school and fall within SA Band B in relation to this indicator.

Westhoughton Road is 1.61 – 3.2km from a secondary school and falls within SA Band C in relation to this indicator. Harrison’s Farm and Hut Lane are between 3.21 and 5km from a secondary school and fall within SA Band D in relation to this indicator.

Overall, with the exception of Westhoughton Road, Land at Ackhurst Road and Hut Lane, all of the sites have good proximity to a primary school. There are no secondary schools in the Adlington area, so all of the Chorley Town sites perform better than the Adlington sites in terms of proximity to a secondary school. The Yarrow Bridge site performs best in relation to the educational indicators and Hut Lane performs worst.

- **Provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment.**

Allocation of any of these sites would provide a settled base, but some sites are better located for public transport provision than others.

Haworth Road, Cabbage Hall Fields, Yarrow Bridge, Westhoughton Road and Harrisons Farm are 0.81 to 1.6km from a railway station and fall within SA Band B in relation to this indicator.

Land at Ackhurst Road, Cowling Farm and Land adjacent to Northgate Drive are 1.61 – 2.4km from a railway station and fall within SA Band C in relation to this indicator.

Hut Lane is over 3km from a railway station and falls within SA Band E in relation to this indicator.

In terms of frequency of rail services, Haworth Road, Land at Ackhurst Road, Land adjacent to Northgate Drive, Cowling Farm, Cabbage Hall Fields and Yarrow Bridge are nearest to a station (Chorley) where there are four or more rail services per hour, so fall within Band A in relation to this indicator.

Harrisons Farm, Westhoughton Road and Hut Lane are nearest to a station (Adlington) that has an hourly rail service, so fall within Band C in relation to this SA indicator.

Overall the Chorley Town sites perform well in terms of access to rail services, because services to Chorley Railway Station are more frequent than those to Adlington Station. Haworth Road, Cabbage Hall Fields and Yarrow Bridge perform best overall in terms of these indicators. Westhoughton Road and Harrison's Farm in Adlington are well located for Adlington Station, but services at this station are less frequent than those to Chorley.

In terms of proximity to a bus stop all of the sites are within 0.4km of a bus stop, so all fall within SA Band A in relation to this indicator.

However, there are differences in terms of frequency of bus services.

Yarrow Bridge has a frequency of 6 or more services per hour, so falls within SA Band A in relation to this SA indicator. Land adjacent to Northgate Drive and Cabbage Hall Fields have a bus service frequency of 2 – 5 per hour, so fall within SA Band B in relation to this indicator. Harrison's Farm has a bus service frequency of 1 per hour in relation to this indicator, so falls within SA Band C.

Westhoughton Road, Land at Ackhurst Road, Cowling Farm and Hut Lane have services of less than 1 per hour, so fall within SA Band D in relation to this indicator.

Therefore, all sites have good proximity to a bus stop, but Yarrow Bridge scores best in relation to the frequency of services. Westhoughton Road, Land at Ackhurst Road, Cowling Farm and Hut Lane score worst in relation to bus service frequency.

- **Provide for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any Travellers that may locate there or on others as a result of new development.**

No evidence has been supplied by consultees to indicate that local environmental quality in relation to any of the sites would have a negative effect on the health and well-being of any Travellers that may locate there. Local Plan policy BNE1 includes criteria to address these issues and the Council is confident that all sites, except Northgate, have sufficient land to create an adequate buffer to protect environmental quality. Northgate Drive is a linear site which is narrow in places which may prevent the incorporation of an adequate buffer

- **Avoid placing undue pressure on local infrastructure and services.**

All nine sites have the potential to access sewer systems, water, gas, electricity and highways. United Utilities comments have been provided for all sites giving advice on potential sewer and water drainage issues.

- **Do not locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans.**

All sites are located within Flood Zone 1, where there is a low probability of flooding. The Environment Agency support the preferred allocation in as far as it is in their remit to do so.

The Yarrow Bridge site is located in Flood Zone 1, but the access road to the site from the A6 Bolton Road would be in Flood Zone 2. The Environment Agency state that providing no caravans are located in Flood Zone 2 they would be satisfied that if this site was selected, the use would not be at an unacceptable level of flood risk.

- **Reflect the extent to which traditional lifestyles (whereby some Travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability**

It is acknowledged that traditional lifestyles can contribute to sustainability. In relation to the Chorley Local Plan, no representations have been received from the Traveller community, or others acting on their behalf, that have made specific comments on traditional lifestyles and sustainability in relation to any of the sites.

Other Matters

Highways

Detailed highways comments were received from Lancashire County Council Highways. Within these are measures that would need to be undertaken in respect of each site in order to ensure that a satisfactory highways solution could be arrived at. Subject to these, there would be no highways objections to any of the sites coming forward.

Contamination

In terms of contamination, Cowling Farm, Harrison's Farm, Westhoughton Road, Haworth Road and Hut Lane are identified as having no or low risk of contamination in the Sustainability Appraisal. Further information received from the Environment Agency indicates that the Westhoughton Road site is on top of a historic landfill, so they would require an appropriate ground investigation report to assess any potential impacts on controlled waters, if this site were selected.

Yarrow Bridge, Cabbage Hall Fields, Land at Ackhurst and Northgate are all identified as having a medium risk of contamination in the Sustainability Appraisal. This would require further investigation and potential remediation before the site could be developed.

The Coal Authority

No risk has been identified by the Coal authority in relation to Cowling Farm, Yarrow Bridge, Cabbage Hall Fields, Haworth Road or Land adjacent to Northgate Drive.

The Coal Authority state that Westhoughton Road, Land at Ackhurst Road, Harrison's Farm and Hut Lane are locations that have been subject to coal mining that has left a legacy. There is a recorded mine entry at Westhoughton Road and probable shallow coal mining at the other locations.

The Coal Authority would require a detailed site investigation in advance of any development of Westhoughton Road and a remediation strategy on how the mine entry would be treated to avoid any risks from this feature.

In relation to Land at Ackhurst Road, Harrison's Farm and Hut Lane, former coal mining activity has left a legacy of unstable land and the Coal Authority state that this would need to be assessed and appropriate remedial works undertaken prior to site occupation.

Legal Covenants/ Leases

There are no known leasing/legal covenant issues in relation to Yarrow Bridge, Cabbage Hall Fields, Land at Northgate, Haworth Road, or Hut Lane.

Cowling Farm

In relation to Cowling Farm, there are 2 leases relating to the Spinners Arms: Lease 1 granted in 1980 for a term of 99 years - now forms part of the extended public house. Lease 2 granted in May 2002 for a term of 15 years relating to the public house car park.

In terms of land to the south of Cowling Farm site, the conveyance of Gillett Playing Fields, to Chorley Council, 11 September 1980 includes covenants limiting the use of the land to agricultural & recreational purposes. There is also a Licence Agreement with a tenant and Chorley Council dated 1 February 1996 in relation to land to the south of the site. The Council is not proposing an access to the site using the land to the south, so these covenants do not affect the proposed allocation.

Westhoughton Road

This land is owned by Chorley Council , but is subject to longstanding issues between Chorley Council and Lancashire County Council over ownership. Adlington Canoe Club have facilities on northern part of site with separate access.

Land at Ackhurst

This land is owned by Chorley Council , but leased to a local business for parking to 31st May 2077.

Harrison's Farm

There are some rights of access that run through the site.

Topography

In terms of topography, of the nine sites, Yarrow Bridge, Ackhurst Road, Northgate Drive, Westhoughton Road, Harrison's Farm, Haworth Road, and Hut Lane are considered to be relatively flat. However, despite being flat, land at Haworth Road was considered potentially problematic due to its high visibility at the brow of a hill on the main access road into Rivington View estate. Cowling Farm has a more undulating topography that would require contouring works in order to deliver the mixed use allocation. Cabbage Hall Fields has a more 'challenging' topography due to the steep changes in levels which would restrict the number of pitches that could be accommodated.

Conclusion

Of the nine sites, Hut Lane, Yarrow Bridge and Westhoughton Road are all located in the Green Belt. In accordance with national policy, they have been discounted because there are no 'very special circumstances' to warrant selection of a site within the Green Belt.

The remaining sites are located in Chorley Town or Adlington. Core Strategy Policy 1 identifies Chorley Town as a Key Service Centre, where growth and investment should be concentrated. Chorley Town has the widest range of services and facilities and this is reflected in the site sustainability scores. All of the identified Chorley Town sites fall within SA Band B. Adlington has fewer services and facilities and is further down the Core Strategy Policy 1 settlement hierarchy. Harrison's Farm falls within SA Band C and is a less sustainable option than the Chorley Town sites, so is not proposed for allocation. Allocation of a site in Chorley Town is in full accordance with Core Strategy Policy 1.

It has been demonstrated that, with the exception of Northgate, all of the Chorley Town sites have the potential to satisfy the criteria set out in Planning Policy for Traveller Sites. The sites differ in terms of proximity to health services, schools, access to good public transport and land contamination, with some sites scoring well in terms of one aspect, but less well in respect of others. However, all of these sites fall within SA band B and are considered to be sustainable.

As well as sustainability and accordance with the criteria in Planning Policy for Traveller Sites, other factors need to be taken into account.

Whilst, subject to a number of highways improvements, there would be no highways objections to any of the sites coming forward, there are a wide range of highways improvements to the existing network that would be required to deliver all of the sites (with the exception of Hut Lane). Cowling Farm access would not be via a residential estate road, rather, it would be delivered through a masterplanning process.

Land at Ackhurst Road is an existing car park, serving adjacent employment uses and is leased from the Council on a long-term basis. Its allocation would require the legal issues to be addressed and would cause significant parking problems for the businesses that currently use the land for parking and would potentially result in parking issues in the local area. Therefore, it has not been taken forward.

Cabbage Hall Fields has the most challenging topography in terms of steep changes in levels which would mean that five plus pitches could not be accommodated there. Therefore, it is not proposed for allocation. Haworth Road is also likely to be too small, and being on the brow of a hill may be unacceptably visually intrusive. Northgate Drive is a slightly larger site, but it is a linear site, that is narrow in places, which may restrict its suitability for Traveller pitches and which may hinder the manoeuvrability of caravans and other vehicles. Therefore, these sites are not proposed for allocation.

The Cowling Farm site has an undulating topography, but is a far larger site that is flat in part and is not subject to the constraints that affect the other Chorley Town sites. The masterplanning process itself would ensure that residents are able to fully participate in the delivery of a Traveller site and the allocated housing and employment. Working with key stakeholders, including the local residences and businesses,

the Travelling community and the police architectural liaison officer, an appropriate access, location, design and layout could be arrived at. This process would contribute to a 'cohesive' community.

In relation to leases, access to deliver a Traveller site towards the south of Cowling Farm would have necessitated legal agreement to lift restrictive covenants on the land and it would have required an access through the Green Belt. However, further engagement with Lancashire County Council Highways has confirmed that there are a number of opportunities to gain an appropriate access to develop this land and this access is no longer being pursued.

In terms of assessing the suitability of sites, there was an objection from English Heritage in relation to Cowling Farm and Harrison's Farm and the impact an allocation for a Traveller site would have on adjacent listed buildings. However, in cooperation with English Heritage, Heritage Impact Assessments relating to these assets were undertaken. These demonstrated that suitable mitigation measures could be put in place in order to protect these assets and English Heritage have removed their initial objection.

In conclusion, Cowling Farm is a suitable, available and achievable site. It is sustainable and its allocation would accord with national policy on Gypsy and Travellers and Core Strategy Policies 1 and 8. As such it is the Council's proposed allocation.

Schedule of Council's Proposed Further Modifications in relation to Gypsy, Traveller and Travelling Showpeople Sites
(Chorley Local Plan 2012-2026)

Ref	Page Number	Policy/Section of Publication Document	Proposed Amendment
MMEC66	14	Paragraph 5.7	<p>Amend the text from paragraph 5.7 as follows: 5.7 National planning policy 'Planning policy for Traveller sites' (March 2012) highlights that the traditional and nomadic way of life of Gypsies, Travellers and Travelling Showpeople should be facilitated while respecting the interests of the settled community.</p> <p>5.8. Working with Preston and South Ribble a Central Lancashire Gypsy and Traveller and Travelling Show People Assessment (GTAA) was commissioned in July 2013 and finalised in December 2013. The purpose of the study was to assess overall accommodation need and distribution for each participating local authority, undertaken in a manner which conforms to national policy. It found a need for 5 permanent pitches in Chorley and a transit need of 15 pitches across Central Lancashire (If provided individually Chorley's specific need is for 3 transit pitches). No need for a Travelling Showpeople site was found.</p> <p>5.9 In light of this the Council has allocated a site for a minimum of 5 permanent residential pitches at Cowling Farm, Chorley.</p> <p>5.10 The Council recognises that the Gypsy and Traveller and Travelling Showpeople population can be hard to reach when undertaking GTAAs and that there may be a need resulting from overcrowding on existing sites, concealed households or those living in bricks and mortar which the current GTAA has been unable to identify.</p> <p>5.11 In light of this the Council now commits to undertake further work on the Gypsy and Traveller Accommodation Assessment (GTAA) within 12 months (from February 2014), with a view to resolving the outstanding concerns as highlighted in the annex to</p>

Ref	Page Number	Policy/Section of Publication Document	Proposed Amendment
			<p>the Inspector's letters dated 7 February and 3 March 2014. The Council also makes the commitment to produce jointly with the neighbouring authorities of South Ribble and Preston a separate Gypsy and Traveller and Travelling Show People Accommodation Local Plan, in line with the outcomes of the further GTAA work, to include transit site provision. The timescales for this work are documented within the updated Local Development Scheme (LDS).</p> <p>5.12 In carrying out this work and in the assessment of any future planning applications that may come forward, the Council recognises the need to ensure fair and equal treatment for the Gypsy and Traveller and Travelling Showpeople communities, and the need to facilitate the traditional and nomadic way of life of Travellers while respecting the interests of the settled community.</p> <p>5.13 Any future planning applications submitted to the Council relating to Gypsy and Traveller and travelling show people sites will be assessed on the basis of the Central Lancashire Core Strategy Policy 8 and the national Planning Policy for Traveller Sites, or any subsequent national policy.</p>
MMEC67	14	Paragraph 5.7	<p>Add the following policy after paragraph 5.13 (above):</p> <p>Policy HS11: Gypsy and Traveller and Travelling Showpeople</p> <p>The following site HS11.1 - Cowling Farm, Chorleyon the policies map is allocated and protected for the provision of Traveller pitches.</p>

Ref	Page Number	Policy/Section of Publication Document	Proposed Amendment														
MMEC68	88	Appendix 4	<p>Add the following indicator to the Key Indicators and Targets table:</p> <table border="1" data-bbox="801 331 2045 624"> <thead> <tr> <th data-bbox="801 331 943 405">Ref</th> <th data-bbox="943 331 1227 405">Indicator</th> <th data-bbox="1227 331 1509 405">Relevant Policy</th> <th data-bbox="1509 331 1809 405">Measure</th> <th data-bbox="1809 331 2045 405">Target</th> </tr> </thead> <tbody> <tr> <td data-bbox="801 405 943 624">13</td> <td data-bbox="943 405 1227 624">Production of the Transit and Travelling Showpeople Local Plan</td> <td data-bbox="1227 405 1509 624">HS11: Gypsy and Traveller and Travelling Showpeople</td> <td data-bbox="1509 405 1809 624">Progress against the milestones in the Local Development Scheme (LDS)</td> <td data-bbox="1809 405 2045 624">To meet milestones in the LDS</td> </tr> </tbody> </table>					Ref	Indicator	Relevant Policy	Measure	Target	13	Production of the Transit and Travelling Showpeople Local Plan	HS11: Gypsy and Traveller and Travelling Showpeople	Progress against the milestones in the Local Development Scheme (LDS)	To meet milestones in the LDS
Ref	Indicator	Relevant Policy	Measure	Target													
13	Production of the Transit and Travelling Showpeople Local Plan	HS11: Gypsy and Traveller and Travelling Showpeople	Progress against the milestones in the Local Development Scheme (LDS)	To meet milestones in the LDS													
MMMEC18		Policy HS11	Amend the Policies Map to include allocation of siteHS11.1 Cowling Farm, Chorley for permanent pitches for Travellers.														

Assessment of Sites Considered for Permanent Gypsy and Traveller Provision

Site No	Location	Area (Ha)	Capacity	Conformity with Core Strategy	Sustainability Appraisal Banding	Homes and Community Agency (HCA) Funding	Ownership	Estimated Cost	Comments
1	Cowling Farm, Chorley HS1.5/EP1.6 PROPOSED ALLOCATION	9.5	5+	Policy 1 – In conformity with policy, within Key Service Centre of Chorley Town (criterion b) Policy 8 -All of the criteria could be satisfied	B	Potentially	Chorley Council	£560,000	Suitable: Yes, Local Plan housing and employment allocation. Available: Yes Achievable: Yes could be delivered within five years subject to an appropriate access being achieved
2	Yarrow Bridge Depot, Chorley	0.63	5+	Policy 1 – Not in conformity with policy, outside Key Service Centre of Chorley Town. Brownfield site within Green Belt. Policy 8 – All of the criteria could be satisfied	B	Potentially If site is taken out of Green Belt	Chorley Council	£550,000	Suitable: Yes if site taken out of Green Belt. Re-use of Brownfield Land Available: Yes Achievable: Yes could be delivered within five years
3	Cabbage Hall Fields HS1.17	0.6	5+	Policy 1 –In conformity with policy, within Key Service Centre of Chorley Town (criterion b) Policy 8 – all of criteria could be satisfied.	B	Potentially	Chorley Council	£480,000	Suitable: Yes, Local Plan housing allocation Available: Yes Achievable: Yes could be delivered within five years

Site No	Location	Area (Ha)	Capacity	Conformity with Core Strategy	Sustainability Appraisal Banding	Homes and Community Agency (HCA) Funding	Ownership	Estimated Cost	Comments
4	Land off Westhoughton Road, Heath Charnock	0.39	5+	<p>Policy 1 – Not in conformity with policy, outside Urban Local Service Centre of Adlington. Brownfield site within Green Belt.</p> <p>Policy 8 – A detailed site investigation is required under criterion (c) as there is potential ground contamination due to the historic land uses on the site.</p> <p>This site also has recorded coal mining legacy and the site investigation will need to locate and assess the recorded mine entry to establish its current condition and the remedial works required to ensure that any development activity within the vicinity will not be at risk from this existing feature.</p>	C	Potentially if site is taken out of Green Belt	Chorley Council Lancashire County Council	£440,000	<p>Suitable: Yes if site taken out of Green Belt. Re-use of Brownfield Land</p> <p>Available: Site is subject to longstanding issues between Chorley Council and Lancashire County Council over ownership</p> <p>Achievable: Yes if ownership issues can be resolved with Lancashire County Council</p>

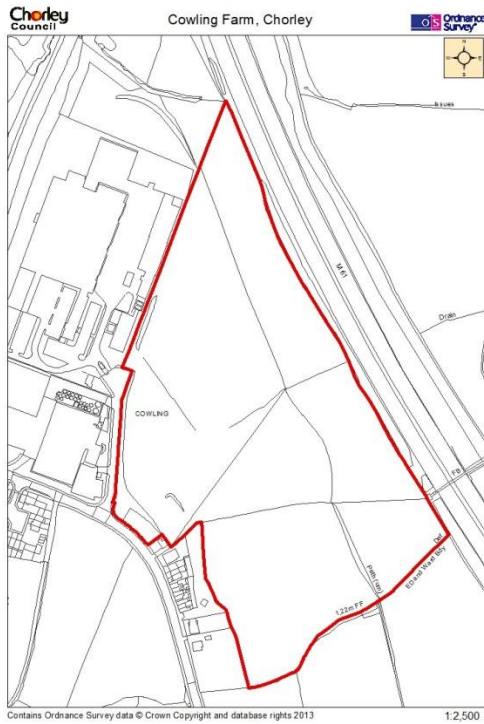
Site No	Location	Area (Ha)	Capacity	Conformity with Core Strategy	Sustainability Appraisal Banding	Homes and Community Agency (HCA) Funding	Ownership	Estimated Cost	Comments
5	Land at Ackhurst Road Chorley	0.49	5+	<p>Policy 1 – In conformity with policy within Key Service Centre of Chorley Town (criterion b)</p> <p>Policy 8 – The site does not have very good access to a number of services under criterion (a). Development of this site could also have an unacceptable impact on the surrounding employment uses under criterion (d) as they use this site for parking.</p>	B	Potentially	Chorley Council	£440,000	<p>Suitable: Yes, although site is on edge of employment area and serves parking needs</p> <p>Available: In Council ownership, but leased to local business for parking</p> <p>Achievable: Yes, if leasing/parking situation was resolved</p>
6	Land Adjacent to Northgate Drive HS1.19	0.8	5+	<p>Policy 1 – In conformity with policy, within Key Service Centre of Chorley Town (criterion b)</p> <p>Policy 8 – The linear nature of the site means that there may not be sufficient space under criterion (b) for 5 pitches but may be suitable for fewer pitches. Development of this site could also have a detrimental impact on an area of open space adjacent to the site in conflict with criterion (d).</p>	B	Potentially	Chorley Council	£440,000	<p>Suitable: Yes, Local Plan housing allocation, however, the linear nature of the site may make providing a sufficient landscaping buffer problematic.</p> <p>Available: Yes</p> <p>Achievable: Yes could be delivered within five years</p>

Site No	Location	Area (Ha)	Capacity	Conformity with Core Strategy	Sustainability Appraisal Banding	Homes and Community Agency (HCA) Funding	Ownership	Estimated Cost	Comments
7	Haworth Road, Chorley	0.23	Less than 5	<p>Policy 1 – In conformity with policy, within Key Service Centre of Chorley Town (criterion b)</p> <p>Policy 8 – There is not sufficient space under criterion (b) for 5 pitches but the site could be suitable for fewer pitches. Development of this site could also have an unacceptable impact on the adjacent residential area. Criterion (d) of the policy says no unacceptable impact on the immediate surrounding areas and the wider landscape.</p>	B	Potentially	Chorley Council	£300,000	<p>Suitable: May be too small for more than 5 pitches or for larger mobile homes and in a very visible position</p> <p>Available: Yes</p> <p>Achievable: Yes could be delivered within five years</p>
8	Harrisons Farm, Adlington	11.78	5+	<p>Policy 1 - In conformity with policy, Safeguarded Land adjacent to Urban Local Service Centre of Adlington (criterion d).</p> <p>Policy 8 – There may be issues with road access to the site under criterion (b).</p>	C	Potentially	Chorley Council/ Private Ownership	£560,000	<p>Suitable: Yes, currently Safeguarded Land</p> <p>Available: Yes</p> <p>Achievable: Yes could be delivered within five years</p>

Site No	Location	Area (Ha)	Capacity	Conformity with Core Strategy	Sustainability Appraisal Banding	Homes and Community Agency (HCA) Funding	Ownership	Estimated Cost	Comments
9	Hut Lane, Heath Charnock	0.13	4	<p>Policy 1 – Not in conformity with policy, not within Key Service Centre or Urban Local Service Centre. Greenfield site within Green Belt.</p> <p>Policy 8 – Not in conformity. The site does not have good access to services under criterion (a). Site has an unacceptable impact on the surrounding area and wider landscape contrary to criteria (d).</p>	D	Potentially If site is taken out of Green Belt	Private Ownership	N/A Site in private ownership	<p>Suitable: No, greenfield site in greenbelt</p> <p>Available: Yes</p> <p>Achievable: Yes the site has temporary permission for Gypsy and Traveller use</p>

Site Information and Sustainability Appraisal

1) Cowling Farm, Chorley, X:359931; Y:416864



View of Site from M61



Moorland Gate (above and below)



View from Cowling Road





Cowling Farm – listed building



Cowling Road /Weavers Brow



Site Owner	Site Size	Potential number of Pitches:	Local Plan Allocation
Chorley Council	9.5ha (0.4ha required for allocation)	5+	Housing/Employment - HS1.5/EP1.6. HS1.5 = 6ha for 158 dwellings based upon a net developable area of 75% and a density of 35 dph. EP1.6 = 3.5 ha of employment land.

Lease/Land Covenants:

2 leases relating to the Spinners Arms: Lease 1 granted 1980 for a term of 99 years - now forms part of the extended public house. Lease 2 granted May 2002 for a term of 15 years used as the public house car park.

Land to the south of the site: Conveyance of Gillett Playing Fields, Limbrick to Chorley Borough Council, 11 September 1980 with covenants limiting the use of the land to agricultural & recreational purposes.

Land to the south of the site: Licence Agreement with tenant and Chorley Council dated 1 February 1996. **Comment:** The Site is within the key service Centre of Chorley Town. It is bounded to the east by the M61 motorway. To the north west are employment uses/industrial units. To the southwest are farm buildings, Cowling farm being a grade II listed building. Its allocation would therefore accord with Core Strategy Policy 1. It is a Council owned site and is allocated as a housing/employment site in the Chorley Local Plan 2012-2026. Parts of the site are relatively flat and the site is within close proximity to open space. The site is Greenfield which would allow for the grazing of animals and is within close proximity to a small number of housing and industrial units. This site scored Band B in the Sustainability Appraisal being reasonably close to a range of services and facilities, but it is not in close proximity to medical services, a

post office or a local centre. There may be the opportunity to have a dedicated access to a Traveller allocation to the south of the allocation with the employment and housing allocation being served off Moorland Gate to the north.

Constraints: The site is allocated for housing and employment uses in the emerging Local Plan. 158 dwellings are allocated on 6 hectares at a density of 35 dwellings per hectare at a net developable area of 75%. The figure of 75% is used because evidence suggests that not all of the land on larger sites is developable for housing due to constraints such as the need to provide access roads, open space, natural features on site such as trees/ponds and landscaping/screening. For example, Cowling Farm borders the M61 to the east and Moorland Gate employment area to the north (there is open countryside to the south) so buffers would be required between housing and these uses. Its topography is also undulating. Sensitive boundary treatment will also be required between Gypsy/Traveller and Travelling Showpeople uses and employment and residential uses.

Any proposed development needs to minimise harm to the significance of the historic environment. The Cowling Farm site is located to the east of the existing curtilage to Cowling Farmhouse, which is a Grade II listed building. A heritage impact assessment has been undertaken (Appendix 3) which considers:

- the contribution that the Cowling Farm site makes to the significance of Cowling Farmhouse
- the impact that the loss of the Cowling Farm site and its subsequent development might have upon the significance of the Farmhouse
- how any harm might be removed or reduced
- the impact that the loss of this site and its subsequent development might have upon the significance of Cowling Farmhouse with mitigation measures in place.

The heritage impact assessment concludes that mitigation will result in an acceptable relationship between development on the proposed site and the designated heritage asset such that the significance embodied therein will be sustained.

Any development of this site needs to be sensitively designed so that it will have a positive impact on the setting of Cowling Farmhouse. Applications for the development of this site will be assessed against Policy 16 (Heritage Assets) in the Central Lancashire Core Strategy, BNE1 (Design Criteria for New Development) and BNE8 (Protection and Enhancement of Heritage Assets) in the Local Plan and policy on conserving and enhancing the historic environment in the Framework. An application will need to demonstrate an understanding of the contribution of the site to the significance of Cowling Farmhouse, the impact of developing the site upon it, and specifically how the proposed development will impact upon its setting.

In relation to the southern access that was originally being explored towards the south of Cowling Farm, these would have necessitated legal agreement to lift restrictive covenants on the land and it would have required an access through the Green Belt. Further engagement with Lancashire County Council Highways have confirmed that there are a number of other opportunities to gain an appropriate access to develop this land and this Green Belt access is no longer being pursued.

The Local Plan requires the remainder of the site to be to be masterplanned, or a development brief prepared, to ensure the delivery of the allocated housing and employment uses.

Contamination: There are no known contamination issues. There is a low likelihood of any potential contamination.

Coal Authority Comments: The site is not within the defined Development High Risk Area and is instead located within the Low Risk Area. The Coal Authority indicate as such there are no recorded risks within the site that new development will need to take into account.

United Utilities Comments: We would seek the disposal of surface water to be directed to the local river and foul effluent to be discharged into the Croston Trunk sewer, unless otherwise agreed in writing. Access to a clean water supply is also possible but will require further detailed discussions with United Utilities to agree.

Environment Agency Comments: In so far as it relates to our remit, we support the preferred option for Gypsy and Traveller provision at Site 1: Cowling Farm, Chorley.

Lancashire County Council Highways Comments: a) Access off Moorland Gate to this potential development site would be the preferred access route from a highways perspective, although I recognise that there may be level difficulties within the site. Moorland Gate is adopted public highway to the turning head end of the road. There is scope for the sort of improvements that we would wish to see to enable access between the site and local facilities on foot and by bus (for example a formal footway along the eastern side of the road). Current access made off the road by the businesses served off Moorland Gate would not be impeded by the projected use of the site, although there would be an inevitable loss of on-street parking at the junction should a new access be taken off Moorland Gate. Visibility to and from Cowling Brow is satisfactory for safety needs, and use of Cowling Road by large vehicles servicing local properties is sufficient demonstration in this strategic overview that a further site could be served equally well by the larger vehicles typically used by the Gypsy/Travelling/Showpeople communities that may need to be accommodated on the site. Details of bus service improvement needs and impact on existing road safety issues nearby should properly be assessed and addressed by a planning application – I cannot anticipate that there would be any insurmountable practical problems, although I recognise that these would be subject to the wider issues matters of economic viability at the time.

b) Access through the pub car park at the Spinners Arms – this should provide an acceptable access route in physical terms although it is of course a little further out from the local facilities and services around the Eaves Lane area than would be access via Moorland Gate, which impacts on sustainable travel options. However this is not an overwhelming difficulty. Again visibility onto Cowling Road is satisfactory for safety needs and use of Cowling Road by large vehicles servicing local properties is sufficient demonstration in this strategic overview that a further site could be served equally well by the larger vehicles typically used by the Gypsy/Travelling/Showpeople communities that may need to be accommodated on the site. Again specific details of any highway/transport improvements that might be needed to accommodate a changed use of the site should properly be addressed through a planning application.

c) Access through the field hedge boundary on Weavers Brow – this should also provide an acceptable access route for the site although it is even further away from local facilities and services for any journeys on foot or cycle than either of the 2 previous options. Visibility onto Cowling Road is satisfactory for safety needs and use of Cowling Road by large vehicles servicing local properties is sufficient demonstration in this strategic overview that a further site could be served equally well by the larger vehicles typically used by the Gypsy/Travelling/Showpeople communities that may need to be

accommodated on the site. Specific details of any highway/transport improvements that might be needed to accommodate a changed use of the site should properly be addressed through a planning application.

In response to a query raised recently by a local resident, I should explain that reference to access to a bus route in regard to this potential site is because Cowling Brow/Cowling Road/Weavers Brow is accessible by bus as demonstrated by the existing bus stops and the existing bus service along the road, even though this is not currently a very frequent service. If it becomes necessary to deliver a bus service improvement for any reason associated with new development, you will appreciate that existing mechanisms are available to us as Local Planning Authority and Local Highway Authority to achieve the improvement without having to establish any new routes.

Sustainability Appraisal

Site Ref	1
Address	Cowling Farm, Chorley

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station (Chorley)	1.61 to 2.4km	<u>Social</u> This site has poor access to public transport with bus services less than hourly. The railway station is 1.61 to 2.4km away although there are frequent rail services. The site has reasonable access to local services and facilities.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	Less than 1/hour/direction	
	Distance to service centre (Chorley Town Centre)	0.81 to 1.6km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction (M61, Chorley)	Over 3km	
	Distance to supermarket (Morrisons)	0.81 to 1.6km	
	Distance to convenience store (Cowling Stores)	0.41 to 0.8km	
	Distance to Post Office (Bagganley Lane)	1.21 to 1.6km	
	Distance to Primary School (St James')	0.41 to 0.8km	
	Distance to Secondary School (Albany Academy)	0.81 to 1.6km	
On a cycle route	No	<u>Environmental</u> The only identified negative environmental effect in developing this site is that it is a Greenfield site.	
Distance to cycle route	Up to 0.4km		
Distance to GP surgery (Eaves Lane Surgerv)	1.61 to 3km		
Distance to NHS general hospital (Chorley)	2.1 to 5km		
Distance to public open space/park	Up to 0.4km		
Distance to local centre (Eaves Lane)	1.21 to 1.6km		
Designation of land	Key Service Centre		
Area of Separation	Outside		
AONB	Outside		
SSSI	Outside		
Biological/ Geological Heritage Site	Outside		
Agricultural classification	3		<u>Economic</u> There are no identified negative economic effects in developing this site.
Conservation Area	Outside		
Ancient Monument on site	No		
Registered Park or Garden	Outside		
Listed Building on site	No		
Locally Listed Building on site	No		
EN3	Current/former land use	Greenfield	
EN4	Flood Zone area	All Zone 1	
EN5	Contaminated land	No risk	
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site (Moorland Gate)	Up to 0.8km	
	Access to Broadband	Yes	
EC2	Distance to further/higher education (Woodlands/ Lancashire College, Southport Road)	1.61 to 3.2km	
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water		
	Access to gas		
	Access to electricity		
	Existing road access		
	At risk from hazardous installations		

Overall Site Performance

Band Spectrum:



Overall Band:

B

Additional Comments

Whilst no heritage assets are within the site, proximity to a Grade II listed building has been noted and a heritage impact statement has been undertaken in co-operation with English Heritage which identifies necessary mitigation measures to protect this asset.

2) **Yarrow Bridge Depot, Chorley, X: 359330; Y: 416189**



View from A6 Bolton Road

Site Owner	Site Size	Potential number of Pitches:	Local Plan Allocation
Chorley Council	0.63ha	5+	Green Belt

Lease/Land Covenants: None

Comments: This site is located to the south of Chorley Town settlement boundary and is considered previously developed land in the greenbelt. It has a sustainability score of Band B and there is good access into the site from the A6 Bolton Road. To the east and west is Yarrow Valley country park. To the north and south are some residential dwellings. The site has very good access to local services and facilities, public transport and road networks. The site is owned by Chorley Council and currently used as a depot.

Constraints: The site is located in the Green Belt. Government guidance in 'Planning Policy for Traveller Sites', states that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Very special circumstances would need to be demonstrated to allocate this site.

'Planning Policy for Traveller Sites' states that Green Belt boundaries should be altered only in exceptional circumstances. However, there is a presumption in favour of sustainable development on previously developed land in the Green Belt subject to a number of criteria as set out in Chorley Local Plan Policy BNE5: Redevelopment of Previously Developed Sites in the Greenbelt. If the Council wishes to make an exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a Traveller site, it would be specifically allocated in the development plan as a Traveller site only. Access to the site is in Flood Zone 2, however, the Environment Agency has confirmed that it would not object to such development providing no caravans were located within the flood zone.

Contamination: No known contamination issues. Representations have been made citing previous contamination issues from illegal tipping etc. therefore. Detailed site investigation would be required in advance of any development.

The Coal Authority: No comments

United Utilities Comments: Foul and surface water pipes run through the site, a water main is located nearby. Therefore access to our infrastructure may be possible but will require further detailed discussions with United Utilities to agree this when/if necessary. The location of our existing assets within the site may restrict the layout of the development and/or make the site unviable as protection measures will need to be agreed for our infrastructure.

Environment Agency Comments: Whilst the red-edged boundary in the above document shows that Site 2: Yarrow Bridge Depot, Chorley, is not located in Flood Zone 2 (medium probability of flooding), the access road to the site from Bolton Road (A6) would be. Therefore, we would advise that no vulnerable part of the development, which in this case would be caravans, should be located in Flood Zone 2. Provided that this is adhered to, we are satisfied that the intended use for this site, if selected, would not be at an unacceptable level of flood risk.

Lancashire County Council Highways Comments: The possibility of locating the site access away from the bus stop should first be explored. However, if this cannot be avoided, then for the existing field access to be used, the required visibility splay for a 40mph road will be expected to be met due to the presence of the bus stop. The 2.4m in this case should be measured from the back of the bus stop layby.

Bolton Road has footways on both sides and there is a public footpath within close proximity of the site. St Georges CE Primary School is a few metres away. There are cycle lanes close to the site on Yarrow Gate and Myles Standish Way, but the cycle lanes only ends at the junctions of these roads with Bolton Road. There

are currently proposals for extension of the lanes to link each other on both sides of Bolton Road. For sustainability and improved accessibility of the site, developer funding will be required towards implementation of this scheme.

This section of Bolton Road is heavily-trafficked and often experiences queuing during peak hours. However, despite the existence of footways along both sides of the road, there are no facilities for crossing from one side to the other. Apart from the need to safely cross over the road, there is also need for pedestrian networks to connect with one another. Suitable local safety improvements will therefore be expected to be carried out within close proximity of the site access to mitigate any adverse impact on the safety of road users, particularly pedestrians and cyclists. This should include appropriate surface level crossings such as pedestrian refuges, zebra crossings etc.

If buses are present in the layby, any vehicles/caravans turning into the site would have to wait in the lane until the buses move away. In the process, free flow of traffic would be disrupted resulting in traffic queuing back and delays. Therefore, for this section of road to operate efficiently, there may be a need for localised widening and/or preferably right turn provision to allow for vehicles/caravans to safely turn into the site. Highways would have no objections to the proposal, once these issues are addressed.

Additional Comments. Sustainability assessments have been verified since the Preferred Options. One inaccuracy has been changed in relation to Yarrow Bridge SA Objective EC2 to show distance to further/higher education at Woodlands/Lancashire College, Southport Road. However this does not affect the overall sustainability banding.

Sustainability Appraisal

Site Ref	2
Address	Yarrow Bridge Depot, Chorley

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station (Chorley)	0.81 to 1.6km	<p><u>Social</u></p> <p>This site has very good access to public transport, road networks and local services and facilities, particularly schools.</p> <p><u>Environmental</u></p> <p>The site is on Grade 3 agricultural land, but is previously developed. However, it is located in the Green Belt.</p> <p><u>Economic</u></p> <p>The only identified negative economic effect in developing this site is that it is over 5km away from further/higher education facilities.</p>
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	6 or more/hour/direction	
	Distance to service centre (Chorley Town Centre)	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction (M61, Chorley)	Over 3km	
	Distance to supermarket (Morrisons)	0.81 to 1.6km	
	Distance to convenience store (One Stop Shop, Carr Ln)	Up to 0.4km	
	Distance to Post Office (Devonshire Road)	1.21 to 1.6km	
	Distance to Primary School (St George's)	Up to 0.4km	
	Distance to Secondary School (Albanv Academy)	Up to 0.8km	
S2	On a cycle route	No	
	Distance to cycle route	Up to 0.4km	
	Distance to GP surgery (Library House Surgery)	0.81 to 1.6km	
	Distance to NHS general hospital (Chorley)	2.1 to 5km	
EN1	Distance to public open space/park	Up to 0.4km	
	Distance to local centre (Bolton Street)	0.81 to 1.2km	
	Designation of land	Green Belt	
	Area of Separation	Outside	
	AONB	Outside	
EN2	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Agricultural classification	Grade 3	
	Conservation Area	Outside	
	Ancient Monument on site	No	
EN3	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
	Current/former land use	Part Brownfield/Part Greenfield	
EN4	Flood Zone area	Part Zone 2	
	Contaminated land	Medium Risk	
EN5	Within 3km of a congestion spot	No	
	Distance to employment site (Chorley Town Centre)	1.21 to 1.6km	
EC1	Access to Broadband	Yes	
	Distance to further/higher education (Woodlands/Lancashire College, Southport Road)	1.61 to 3.2km	
Deliverability Indicators	Access to sewer system		
	Access to water		
	Access to gas	Yes	
	Access to electricity		
	Existing road access		
	At risk from hazardous installations	No	

Overall Site Performance

Band Spectrum:



Overall Band:

B

3) Cabbage Hall Fields, Chorley, X: 358848; Y: 418858



Views from Cowslip Way

Site Owner	Site Size	Potential number of Pitches:	Local Plan Allocation
Chorley Council	0.6ha	5+	Housing - HS1.17 for 11 dwellings based upon a net developable area of 50% and a density of 35 dph.

Lease/Land Covenants: None

Comment: This site lies within Chorley town Centre settlement boundary. Residential dwellings lie to the south and east with Chorley North Industrial Park to the west and north. It has very good access to all local services and facilities and good access to public transport and road networks. It is owned by Chorley Council and is an allocated housing site. The site has a sustainability band of B having very good access to all local services and facilities, public transport, and road networks and can be accessed via Cowslip Way or Chorley North Industrial Park.

Constraints: The site is allocated for housing uses in the emerging Chorley Local Plan therefore allocation would result in the replacement of 11 dwellings with 5 Traveller pitches.

This site is a relatively small site, but could accommodate a number of permanent Gypsy and Traveller pitches. The developable site area is significantly reduced due to steeply sloping topography. There are changes in the levels on site, which are likely to restrict the number of pitches. The site is at a different level to the adjacent housing.

Access to the site could be from Chorley North Industrial Park, rather than Cowslip Way which would avoid additional traffic through the residential area. In the past, there have been illegal encampments on the adjacent employment land which has given rise to conflict with local businesses.

Contamination: No known contamination issues. There is infilled ground to south of the site and also immediately adjacent to Chorley North Industrial Estate; moderate risk of potential contamination.

The Coal Authority: No comments**United Utilities Comments:** We would seek the disposal of surface water via the nearest watercourse (or should this be demonstrated as not feasible, through other sustainable means). Access to our infrastructure for foul and clean water services may be possible but will require further detailed discussions with United Utilities to agree. : No network issues. No water Issues.

Lancashire County Council Highways Comments: Drumhead Road has two lanes, however, this is often reduced to one as a result of on-street parking mostly by heavy goods vehicles waiting to load and unload. This is likely to affect safe manoeuvrability of vehicles/caravans accessing and egressing the site. At some sections of the road, large vehicles would have to use part of the footway/verge to the detriment highway safety to be able to safely pass parked vehicles. Nonetheless it should be possible for vehicles to pass each other with utmost caution.

The nearest primary school, St Joseph's Catholic School is within walking distance of the school, however, the nearest bus stops in Botany Brow, Harpers Lane and Preston Road, though outside the recommended distance are within reasonable walking distance of the site. Public Right of Way (FP25) runs in front of the site where it connects Public Right of Way (FP24) towards west of the site up to an existing footpath (Footpath Laburnum Road to Spring Road). From this point, a new cycle link/footpath is proposed along the River Chor to link Drumhead Road. The possibility of providing funding towards the proposed link should be explored. I have no concerns for the capacity of Millennium Way/Drumhead Road to cope with the proposed site. There are no highway objections to this proposal.

Site Ref	3
Address	Cabbage Hall Fields, Chorley

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station (Chorley)	0.81 to 1.6km	<u>Social</u> This site has very good access to all local services and facilities and has very good access to public transport and road networks. There are no identified negative social effects in developing this site.
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre (Chorley Town Centre)	0.81 to 1.6km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction (M61, Chorley)	Up to 1.6km	
	Distance to supermarket (Aldi)	0.41 to 0.8km	
	Distance to convenience store (Costcutter, Harpers Ln)	0.41 to 0.8km	
	Distance to Post Office (Bagganley Lane)	0.41 to 0.8km	
	Distance to Primary School (St Joseph's)	Up to 0.4km	
	Distance to Secondary School (St Michael's)	0.81 to 1.6km	
	On a cycle route	Yes	
Distance to cycle route	Up to 0.4km		
S2	Distance to GP surgery (Eaves Lane Surgery)	0.41 to 0.8km	<u>Environmental</u> The only identified negative environmental effects in developing this site are that it is Greenfield, has a medium risk of contamination and is within 3km of a congestion spot.
	Distance to NHS general hospital (Chorley)	Up to 2km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre (Eaves Lane)	0.41 to 0.8km	
EN1	Designation of land	Key Service Centre	
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
EN2	Agricultural classification	None	<u>Economic</u> There are no identified negative economic effects in developing this site.
	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
EN3	Locally Listed Building on site	No	
	Current/former land use	Greenfield	
EN4	Flood Zone area	All Zone 1	
EN5	Contaminated land	Medium risk	
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site (Chorley North Ind Estate)	Up to 0.8km	
	Access to Broadband	Yes	
EC2	Distance to further/higher education (Woodlands/ Lancashire College, Southport Rd)	1.61 to 3.2km	
Deliverability Indicators	Access to sewer system		Potentially deliverable
	Access to water		
	Access to gas	Yes	
	Access to electricity		
	Existing road access		
	At risk from hazardous installations	No	

Overall Site Performance

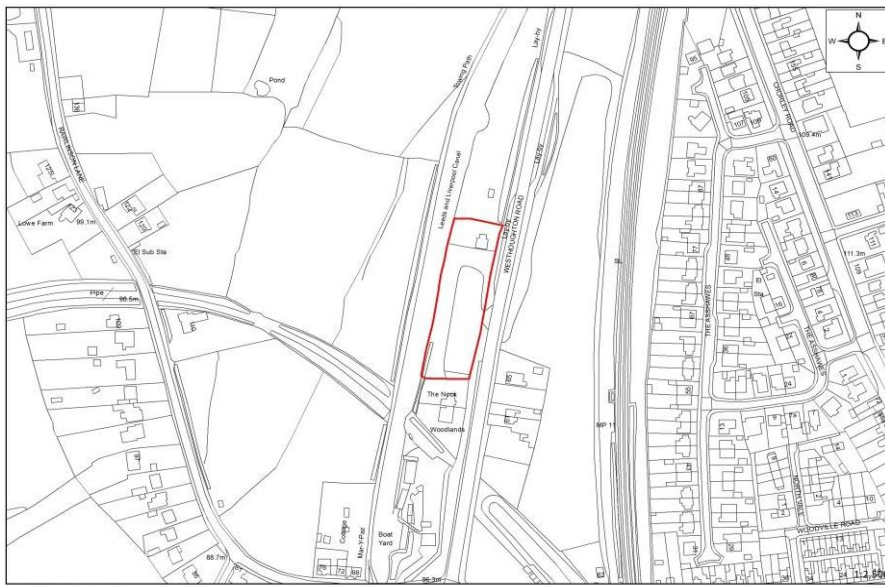
Band Spectrum:



Overall Band:

B

4) Land off Westhoughton Road, Heath Charnock, X: 359649; Y: 414389



Views of the Site



Site Owner	Site Size	Potential number of Pitches:	Local Plan Allocation
Chorley Council/ Lancashire County Council	0.39ha	5+	Green Belt

Lease/Land Covenants:

Land Ownership: Chorley Council but subject to longstanding issues between Chorley Council and Lancashire County Council over ownership.

Adlington Canoe Club has storage facilities on the northern part of the site with a separate dedicated access.

Comment: The site is owned by Chorley Council and is previously developed land. It is not located in or adjacent to a settlement, although it is close to Heath Charnock/Adlington. It is bounded by the canal to the west and there are some residential dwellings to the east and south. It is adjacent to the A6 Westhoughton Road from where it could be accessed. It has a sustainability score of Band C which is largely due to its distance to Chorley Town Centre, other shops and facilities, and the infrequency of local public transport. Records indicate that Travellers used the site as an illegal encampment in 2004.

Constraints: The site was last used by Lancashire County Council as a yard to store highway material, but appears under-utilised. There are longstanding ownership issues and it is unclear whether these can be resolved. It is located in the Green Belt. Government guidance in 'Planning Policy for Traveller Sites', which should be read in conjunction with the Framework states that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Very special circumstances would need to be demonstrated to allocate this site.

'Planning Policy for Traveller Sites' states that Green Belt boundaries should be altered only in exceptional circumstances. However, there is a presumption in favour of sustainable development on previously developed land in the Green Belt subject to a number of criteria as set out in Chorley Local Plan Policy BNE5: Redevelopment of Previously Developed Sites in the Greenbelt. If the Council wishes to make an exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a Traveller site, it would be specifically allocated in the development plan as a Traveller site only.

Contamination: Although only a relatively small site, there are several historical land uses that could potentially be affected by ground contamination, including:

- an historic landfill across the northern half of the site, with little information known about its contents (infilled prior to 1974 so not licenced);
- sawmilling/timber treatment
- Metal casting/foundry
- factory/works (use not specified)
- former highways/engineering depot
- infilled/made ground

There is also another landfill site located within 250m of the site.

Detailed site investigation would be required in advance of any development.

The Coal Authority comments: This site has a recorded mine entry, the current condition is unknown. If this site were to be developed then a site investigation should include the need to locate and assess the recorded mine entry to establish its current condition and the remedial works required to ensure that any development activity within the vicinity will not be at risk from this existing feature.

United Utilities Comments: Access to our infrastructure for foul and clean water services may be possible but will require further detailed discussions with United Utilities to agree.

We would seek the disposal of surface water via the nearest watercourse (or should this be demonstrated as not feasible, through other sustainable means).

Environment Agency Comments: Site 4: Land off Westhoughton Road, Heath Charnock, is located on top of a historic landfill named Westhoughton Road, therefore any planning application submitted for development on this site, if selected, should be accompanied by an appropriate ground investigation report that will assess any potential impacts on controlled waters.

Lancashire County Council Highways Comments: It seems the existing access would be retained for use to access the site. This access is directly onto a section of Westhoughton Road where there is prevailing national speed limit.

The road has footways on both sides but which is terminated on one side on the approach to the site access. There are footpaths and a cycle lane in the area and there are about three primary schools in the area, but none of which are within walking distance of the school.

There are no facilities available within close proximity of the site access to assist crossing of the road. For the proposal to be acceptable to Highways, the following measures will be required.

- Extension of the existing footway on the west side of the road past the site access to the existing layby.
- Speed reduction measures either through road markings and coloured surfacing or extension of the 40mph speed limit restriction past the site towards north.
- Measures to allow safe crossing of the road.

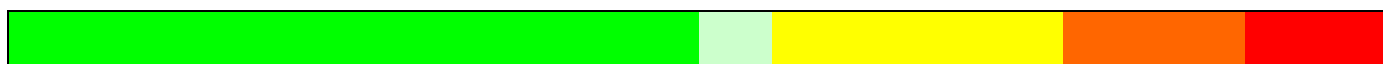
Sustainability Appraisal

Site Ref	4
Address	Land off Westhoughton Road, Heath Charnock

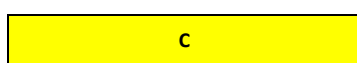
SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station (Adlington)	0.81 to 1.6km	<u>Social</u> This site has good access to public transport links although rail services are hourly and bus services are less than hourly. The site is over 3km away from the key service centre of Chorley Town Centre however there are many facilities, services and employment opportunities within Adlington.
	Rail service frequency	Hourly service	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	Less than 1/hour/direction	
	Distance to service centre (Chorley Town Centre)	Over 3km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction (M61, Chorley)	Over 3km	
	Distance to supermarket (Morrisons)	Over 3km	
	Distance to convenience store (Tesco Express, Chorley Rd, Adlington))	Over 1.2km	
	Distance to Post Office (Market Place, Adlington)	1.21 to 1.6km	
	Distance to Primary School (St Paul's, Adlington))	0.81 to 1.6km	
	Distance to Secondary School (Albany Academy)	1.61 to 3.2km	
	On a cycle route	No	
Distance to cycle route	Up to 0.4km		
S2	Distance to GP surgery (Adlington Medical Centre)	1.61 to 3km	<u>Environmental</u> The only identified negative environmental effects in developing this site are that it is Grade 3 agricultural land and located in the Green Belt.
	Distance to NHS general hospital (Chorley)	5.1 to 10km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre (Bolton Road, Adlington)	1.21 to 1.6km	
EN1	Designation of land	Green Belt	<u>Economic</u> The only identified negative economic effect in developing this site is that it is over 5km away from further/higher education facilities.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
EN2	Agricultural classification	3	<u>Potentially deliverable</u>
	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
EN3	Locally Listed Building on site	No	The only identified negative economic effect in developing this site is that it is over 5km away from further/higher education facilities.
	Current/former land use	Brownfield	
EN4	Flood Zone area	All Zone 1	The only identified negative economic effect in developing this site is that it is over 5km away from further/higher education facilities.
EN5	Contaminated land	Low risk	
	Within 3km of a congestion spot	No	
EC1	Distance to employment site (Adlington South Business Park)	1.21 to 1.6km	The only identified negative economic effect in developing this site is that it is over 5km away from further/higher education facilities.
	Access to Broadband	Yes	
EC2	Distance to further/higher education (Woodlands/ Lancashire College, Southport Road, Chorley)	Over 5km	Potentially deliverable
Deliverability Indicators	Access to sewer system	Yes	
	Access to water		
	Access to gas		
	Access to electricity		
	Existing road access		
At risk from hazardous installations	No		

Overall Site Performance

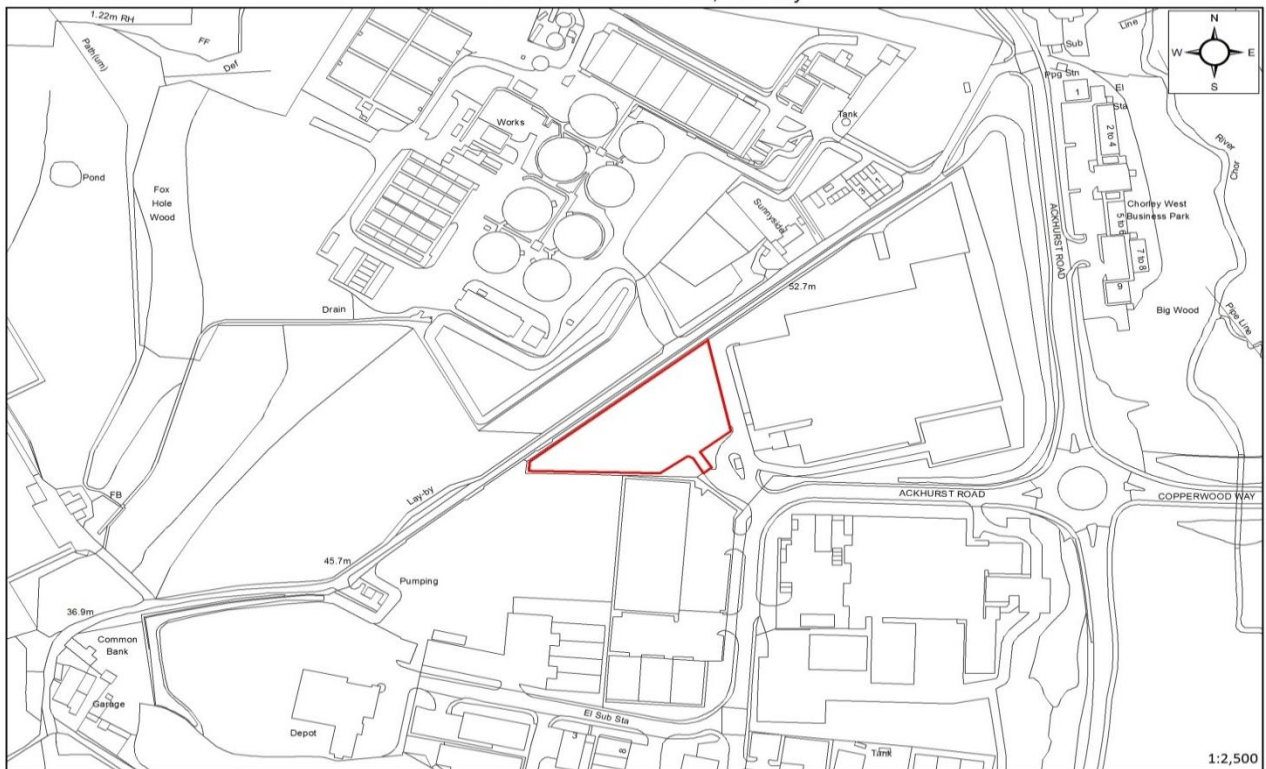
Band Spectrum:



Overall Band:



5) Land at Ackhurst Road, Chorley, X: 356674; Y: 417515



View of the site from Ackhurst Road

Site Owner	Site Size	Potential number of Pitches:	Local Plan Allocation
Chorley Council	0.49ha	5+	Existing Industrial Site in Chorley

Lease/Land Covenants: Leased to local business for parking to 31 May 2077.

Comment: The site is owned by Chorley Council but is leased to two companies and used as a car park for the adjacent employment premises. It is relatively flat and there are no residential properties in close proximity. The site scores sustainability Band B and does not have very good access to public transport or local services and facilities but is in quite close proximity to a supermarket and secondary school.

Constraints: The site is in use as a car park and is leased from the Council to 31 May 2077. **Allocation of this site would therefore have a detrimental impact on the operation of this business.** Alternative car parking would need to be provided if this site were progressed.

Contamination: The site is historically classified as part of the sewage works. There is a potential for ground contamination. **The Coal Authority comments:** Former coal mining activity has left a legacy of unstable land which will need to be assessed and appropriate remedial works undertaken prior to site occupation.

United Utilities Comments: Foul and surface water pipes run through the site, a water main is located nearby. Therefore access to our infrastructure may be possible but will require further detailed discussions with United Utilities to agree. The location of our existing assets within the site may restrict the layout of the development and/or make the site unviable as protection measures will need to be agreed for our infrastructure. We therefore suggest that, should this site be considered for development, pre-application discussions take place with all parties as soon as possible.

Lancashire County Council Highways Comments: Ackhurst Road has standard footways and there are footpaths and a cycle route in the area. St Marys Primary School is also within walking distance of the site and there is a bus stop within 400m of the site. It is however felt that accessibility of the site could be further enhanced if there is a cycle/pedestrian link provided from the site to Common Bank Lane. This would reduce the need for residents having to use the busy roundabout when heading north of Ackhurst Road. It should however, be noted that Common Bank Lane is currently un-adopted and is privately maintained. As the size of the site seems small, there may be the need to reduce the width of the existing access to that of a more conventional access to reduce any safety risks to pedestrians and cyclists

There are no major highway implications for the location of this site; as such, there would be no objections to the proposal.

Sustainability Appraisal

Site Ref	5
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Address	Land at Ackhurst Road, Chorley
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SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station (Chorley)	1.61 to 2.4km	<p><u>Social</u></p> <p>The site does not have very good access to public transport or local services and facilities but is in quite close proximity to a supermarket and secondary school.</p> <p><u>Environmental</u></p> <p>The only identified negative environmental effects in developing this site are that it is Grade 3 agricultural land and at medium risk of contamination.</p> <p><u>Economic</u></p> <p>There are no identified negative economic effects in developing this site.</p>
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	Less than 1/hr/direction	
	Distance to service centre (Chorley Town Centre)	1.61 to 2.4km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction (M61, Chorley)	Over 3km	
	Distance to supermarket (Tesco)	0.41 to 0.8km	
	Distance to convenience store (Collingwood News)	Over 1.2km	
	Distance to Post Office (Talbot Drive, Fuxton)	1.21 to 1.6km	
	Distance to Primary School (St Marv's)	0.81 to 1.6km	
	Distance to Secondary School (Parklands)	0.81 to 1.6km	
	On a cycle route	No	
	Distance to cycle route	Up to 0.4km	
S2	Distance to GP surgery (Collison Avenue)	1.61 to 3km	
	Distance to NHS general hospital (Chorley)	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre (Collingwood Road)	1.21 to 1.6km	
EN1	Designation of land	Key Service Centre	
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
EN2	Agricultural classification	Grade 3	
	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
EN3	Listed Building on site	No	
	Locally Listed Building on site	No	
	Current/former land use	Brownfield	
FN4	Flood Zone area	All Zone 1	
EN5	Contaminated land	Medium risk	
	Within 3km of a congestion spot	No	
EC1	Distance to employment site (Ackhurst Ind Estate)	Up to 0.8km	
	Access to Broadband	Yes	
EC2	Distance to further/higher education (Woodlands/ Lancashire College, Southport Road)	Up to 1.6km	
Deliverability Indicators	Access to sewer system	Yes	Potentially deliverable
	Access to water		
	Access to gas		
	Access to electricity		
	Existing road access		
	At risk from hazardous installations		

Overall Site Performance

Band Spectrum:



Overall Band:

B

6) Land Adjacent to Northgate Drive, Chorley, X: 359130; Y: 418897



Site from Northgate Drive



View of site



Northgate Drive

Site Owner	Site Size	Potential number of Pitches:	Local Plan Allocation
Chorley Council	0.8ha	5+	Housing - HS1.19 for 21 dwellings based upon a net developable area of 80% and a density of 35 dph.

Lease/Land Covenants: None

Comment: The site has a sustainability band of B, having good access to all local services and facilities, buses and road networks. It is owned by Chorley Council and is an allocated housing site. It is bounded to the east by the M61. To the south and west are residential dwellings and Chorley North Industrial Park lies to the north.

Constraints: The site is allocated for housing uses in the emerging Chorley Local Plan. Allocation would result in the replacement of 21 dwellings with 5 Traveller pitches. The linear nature of the site could prove problematic in terms of accommodating 5 pitches. Access to this site would be via residential estate roads. There may be issues around the potential negative impact on the designated open space to the south east of the site. There could also be noise issues in relation to its proximity to the M61 motorway if it is considered that caravans are more susceptible to noise issues than residential dwellings.

Contamination: No known contamination issues on site. Former railways land across north of site; moderate risk of potential contamination.

The Coal Authority: no comments

United Utilities Comments: Some issues in terms of overloading. Some issues with flooding in Merefield/Long Copse. Any input into this system will affect Botany Bay Pumping Station, this will have to be considered when establishing the impact upon the station.

Lancashire County Council Highways Comments: It is highly likely that the residential access roads in the area would be used to access the site. Some of these roads e.g. the westerly arm of Northgate Drive is narrow with parked vehicles on both sides and would not easily lend itself to the transport of large vehicles and caravans. Some of these roads are widely used by school children walking to St Joseph's Catholic Primary School; therefore an increased vehicular use of the residential roads, especially by caravans may be at the expense of pedestrian safety.

The site appears to be in a sustainable location, as there are facilities such as cycle lanes, footways, footpaths and bus stops and a school within walking distance. However, although there are no highway objections in principle, unless measures can be taken to limit the use of the residential access by large vehicles and caravans, Highways would seek to object to the proposal.

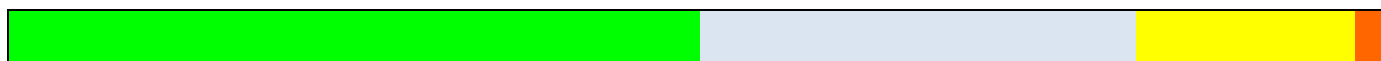
Sustainability Appraisal

Site Ref	6
Address	Land Adjacent to Northgate Drive, Chorley

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station (Chorley)	1.61 to 2.4km	<p><u>Social</u></p> <p>The site has good access to local services except a supermarket and railway station. It is not serviced by a cycle route.</p> <p><u>Environmental</u></p> <p>The only identified negative environmental effects in developing this site are that it is Greenfield with a medium risk of contamination and within 3km of a congestion spot.</p> <p><u>Economic</u></p> <p>There are no identified negative economic effects in developing this site.</p>
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre (Chorley Town Centre)	0.81 to 1.6km	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction (M61, Chorley)	1.6 to 3km	
	Distance to supermarket (Aldi)	0.81 to 1.6km	
	Distance to convenience store (Costcutter, Harpers Ln)	0.41 to 0.8km	
	Distance to Post Office (Bagganley Lane)	0.41 to 0.8km	
	Distance to Primary School (St Joseph's)	Up to 0.4km	
	Distance to Secondary School (St Michael's)	0.8 to 1.6km	
On a cycle route	No		
Distance to cycle route	0.41 to 0.8km		
S2	Distance to GP surgery (Eaves Lane Surgerv)	0.41 to 0.8km	
	Distance to NHS general hospital (Chorley)	Up to 2km	
	Distance to public open space/park	0.41 to 0.8km	
	Distance to local centre (Eaves Lane)	0.41 to 0.8km	
EN1	Designation of land	Key service centre	
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
EN2	Agricultural classification	None	
	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
EN3	Locally Listed Building on site	No	
	Current/former land use	Greenfield	
EN4	Flood Zone area	All zone 1	
EN5	Contaminated land	Medium risk	
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site (Chorley North Ind Estate)	0.81 to 1.2km	
	Access to Broadband	Yes	
EC2	Distance to further/higher education (Woodlands/ Lancashire College, Southport Road)	1.61 to 3.2km	
Deliverability Indicators	Access to sewer system	Yes	Potentially deliverable
	Access to water		
	Access to gas		
	Access to electricity		
	Existing road access		
	At risk from hazardous installations		

Overall Site Performance

Band Spectrum:



Overall Band:

B

7) **Haworth Road *, Chorley, X: 359495; Y: 417447**

* Formerly known as Crose Hall Lane



Views of site

Site Owner	Site Size	Potential number of Pitches:	Local Plan Allocation
Chorley Council	0.23 ha	Less than 5 pitches	Within settlement of Chorley

Lease/Land Covenants: None

Comment: The site is owned by Chorley Council and is located within the Chorley settlement. It lies east of school playing fields and north of some landscaped open space and allotments. Further north and beyond the canal are residential dwellings. The site has a sustainability score Band B. It is site has good access to public transport with frequent b and rail services and is in close proximity to all local services and facilities

with the exception of a GP surgery and Post Office. The site has poor access to a motorway junction which is over 3km away.

Constraints: The site's size would restrict the number of plots and the provision of any amenity space. It is also adjacent to existing residential areas and is on a main road access. The site has been partially landscaped and lies on the main approach to the Crosse Hall housing development which is currently under construction by Morris Homes. Being at the brow of a hill, it is highly visible.

Contamination: There are currently no known or suspected contamination issues at this site.

The Coal Authority: no comments

United Utilities Comments: Foul, clean and surface water infrastructure is located in close proximity to the site. Therefore access to our infrastructure may be possible but will require further detailed discussions with United Utilities to agree.

Existing assets are located within the site which may restrict the layout of the development and/or make the site unviable as protection measures will need to be agreed for our infrastructure. We therefore suggest that, should this site be considered for development, pre-application discussions take place with all parties as soon as possible.

Lancashire County Council Highways Comments: It appears this site could be accessed from Haworth Road and not Crosse Hall Lane. The site seems to be in a sustainable location with most facilities and amenities within walking distance. The junction of Eaves Lane and Crosse Hall Lane seems narrow, but could safely allow passage of caravans. I should point out however that the junction can be congested during school pick up and drop off periods. There would be no highway objections to the location of this site.

Sustainability Appraisal

Site Ref	7
Address	Haworth Road, Chorley

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station (Chorley)	0.81 to 1.6km	<p><u>Social</u></p> <p>This site has good access to public transport with frequent bus and rail services. The site is in close proximity to all local services and facilities with the exception of a GP surgery and Post Office which are 0.81 to 1.6km away. The site has poor access to a motorway junction which is over 3km away.</p>
	Rail service frequency	4 or more/hour/direction	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5/hour/direction	
	Distance to service centre (Chorley Town Centre)	0.81 to 1.6km	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction (M61, Chorley)	Over 3km	
	Distance to supermarket (Morrisons)	0.81 to 1.6km	
	Distance to convenience store (Cowling Stores)	Up to 0.4km	
	Distance to Post Office (Bagganley Lane)	0.81 to 1.2km	
	Distance to Primary School (St James')	Up to 0.4km	
	Distance to Secondary School (Albanv Academy)	0.81 to 1.6km	
	On a cycle route	Yes	
Distance to cycle route	Up to 0.4km		
S2	Distance to GP surgery (Faves Lane Surgery)	0.81 to 1.6km	
	Distance to NHS general hospital (Chorley)	2.1 to 5km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre (Faves Lane)	0.41 to 0.8km	
EN1	Designation of land	Key Service Centre	<p><u>Environmental</u></p> <p>The only identified negative environmental effects in developing this site are that it is Greenfield and within 3km of a congestion spot.</p>
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
	Agricultural classification	None	
EN2	Conservation Area	Outside	<p><u>Economic</u></p> <p>There are no identified negative economic effects in developing this site.</p>
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
Locally Listed Building on site	No		
FN3	Current/former land use	Greenfield	
FN4	Flood Zone area	All Zone 1	
EN5	Contaminated land	Low risk	
	Within 3km of a congestion spot	Yes	
EC1	Distance to employment site (East Chorley Business Centre)	Up to 0.8km	
	Access to Broadband	Yes	
EC2	Distance to further/higher education (Woodlands/ Lancashire College, Southport Road)	1.61 to 3.2km	
Deliverability Indicators	Access to sewer system		Potentially deliverable
	Access to water		
	Access to gas	Yes	
	Access to electricity		
	Existing road access		
	At risk from hazardous installations	No	

Overall Site Performance

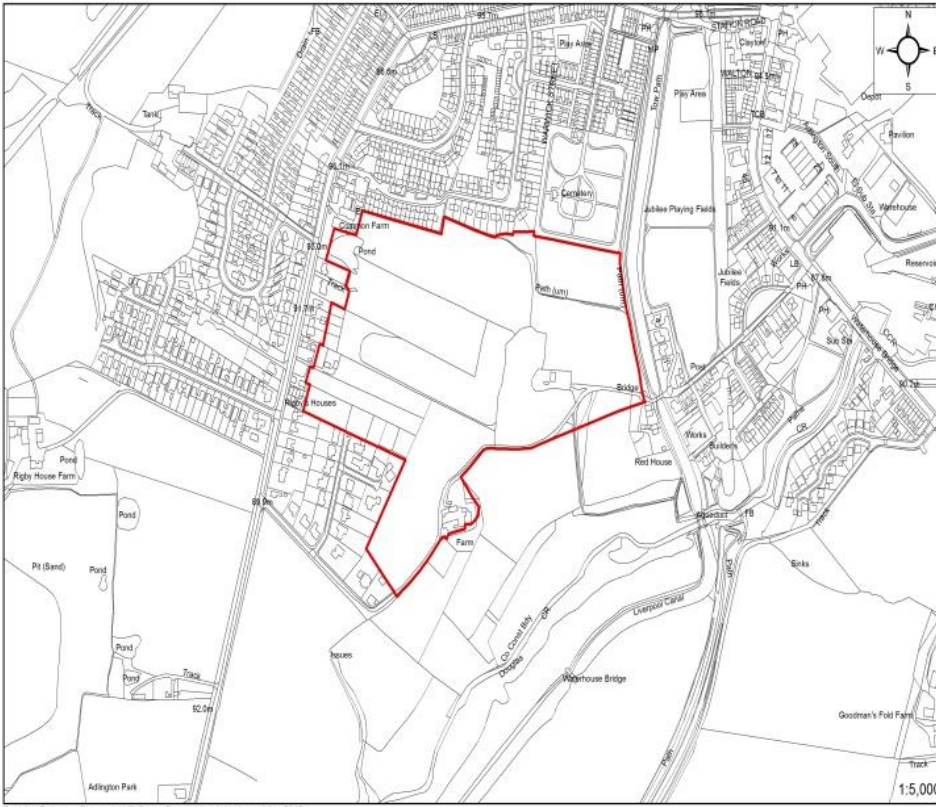
Band Spectrum:



Overall Band:

B

8) **Safeguarded Land BNE3.2 Harrison's Farm, Adlington, X: 359644; Y: 412591**



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Views of site

Site Owner	Site Size	Potential number of Pitches:	Local Plan Allocation
Predominantly in Chorley Council ownership.	Total site size 11.78ha. Area in Chorley Council ownership that is not allocated for the cemetery extension or allotments is approximately 6.6 ha.	5+	Safeguarded land, an extension to the cemetery and allotments – Policies BNE3.2, HW7.1, HW5.3

Lease/Land Covenants: Rights of access

Comment: The site is largely flat and bounded by housing and a cemetery to the north, and housing to the west and south west. Further south the land is greenbelt. It is allocated as Safeguarded Land and for allotments and a cemetery extension in the Chorley Local Plan 2012-2026. There are two access roads, one from Harrison Road over a small humped bridge that spans the Leeds and Liverpool Canal and the other from Old School Lane, accessed via Park Road. It has a sustainability score Band C due to its distance from the main key service centre, a supermarket and a secondary school. It is, however, close to local services and facilities and has hourly bus and train services within walking distance.

Constraints: This site is a large Greenfield site at the southern end of Adlington, there is an existing farm on part of the site and most of the site will be without services.

Any proposed development needs to minimise harm to the significance of the historic environment. The Harrisons Farm site is located to the north east of Old School House, and to the west of Red House Bridge, which are both Grade II listed. A heritage impact assessment (Appendix 3) has been undertaken, which considers:

- the contribution that the Harrisons Farm site makes to the significance of Old School House and Red House Bridge
- the impact that the loss of the Harrison Farm site and its subsequent development might have upon the significance of Old School House and Red House Bridge
- how any harm might be removed or reduced
- the impact that the loss of this site and its subsequent development might have upon the significance of Old School House and Red House Bridge with mitigation measures in place

The heritage impact assessment concludes that the proposed mitigation would allow the significance of the designated heritage asset to be retained.

Any development of this site needs to be sensitively designed so that it will have a positive impact on the setting of Old School House and Red House Bridge. Applications will be assessed against Policy 16 (Heritage Assets) in the Core Strategy, BNE1 (Design Criteria for New Development and BNE8 (Protection and Enhancement of Heritage Assets) in the Local Plan and policy on conserving and enhancing the historic environment in the Framework. An application will need to demonstrate an understanding of the contribution of the site to the significance of the heritage assets, the impact of developing the site upon them, and specifically how the proposed development will impact upon their settings.

Contamination: No known contamination issues. There is low likelihood of any potential contamination.

The Coal Authority comments: Former coal mining activity has left a legacy of unstable land which will need to be assessed and appropriate remedial works undertaken prior to site occupation.

United Utilities Comments: Foul and clean water pipes run through the site, therefore access to our infrastructure may be possible but will require further detailed discussions with United Utilities to agree.

We would seek the disposal of surface water via the nearest watercourse (or should this be demonstrated as not feasible, through other sustainable means).

The location of our existing assets within the site may restrict the layout of the development and/or make the site unviable as protection measures will need to be agreed for our infrastructure. We therefore suggest that, should this site be considered for development, pre-application discussions take place with all parties as soon as possible.

Lancashire County Council Highways Comments: Sections of Old School Lane, particularly the bend round the Old School House are very narrow with limited visibility. The adjacent grass verge appears to be within the adopted highway which could allow local safety improvements to be made by widening the bend up to the boundary of no. 7 and 9 with centre line markings to ensure that vehicles use the appropriate lanes when negotiating the bend due to lack of forward visibility.

For improved accessibility of the site, the possibility of providing funding for implementing the proposed pedestrian/cycle link along the Leeds Liverpool Canal tow path from where footpaths 8 and 9 meets up to Park Road should be considered to encourage school journeys by sustainable modes of transport. Highways would seek to object to the proposal if these measures cannot be delivered.

Sustainability Appraisal

Site Ref	8
Address	Harrisons Farm, Adlington

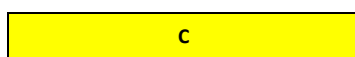
SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station (Adlington)	0.81 to 1.6km	<u>Social</u> This site has good access to public transport networks although the rail services and bus services are hourly. The site is over 3km from the main key service centre of Chorley. The site has good access to a local convenience store and there are employment opportunities within Adlington. Adlington does not have a secondary school within the settlement.
	Rail service frequency	Hourly service	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	1/hour/direction	
	Distance to service centre (Chorley Town Centre)	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	
	Distance to motorway junction (M61, Chorley)	Over 3km	
	Distance to supermarket (Morrisons)	Over 3km	
	Distance to convenience store (Co-op, Bolton Road)	Up to 0.4km	
	Distance to Post Office (Market Place)	0.41 to 0.8km	
	Distance to Primary School (Adlington)	0.41 to 0.8km	
	Distance to Secondary School (Albany Academy)	3.21 to 5km	
	On a cycle route	No	
S2	Distance to cycle route	Up to 0.4km	
	Distance to GP surgery (Granville House)	0.81 to 1.6km	
	Distance to NHS general hospital (Chorley)	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre (Market Place)	0.41 to 0.8km	
EN1	Designation of land	Safeguarded Land	<u>Environmental</u> The only identified negative environmental effects in developing this site is that it is Greenfield with a current designation of Safeguarded land.
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Outside	
EN2	Agricultural classification	3	
	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
EN3	Listed Building on site	No	
	Locally Listed Building on site	No	
	Current/former land use	Greenfield	
EN4	Flood Zone area	All Zone 1	<u>Economic</u> There are no identified negative economic effects in developing the site.
EN5	Contaminated land	No risk	
	Within 3km of a congestion spot	No	
EC1	Distance to employment site (Adlington South Business Park)	0.81 to 1.2km	
	Access to Broadband	Yes	
EC2	Distance to further/higher education (Woodlands/ Lancashire College, Southport Road)	Over 5km	
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water		
	Access to gas		
	Access to electricity		
	Existing road access		
	At risk from hazardous installations		

Overall Site Performance

Band Spectrum:



Overall Band:



Additional Comments

Whilst no heritage assets are within the site, proximity to the Old School House, and to the west of Red House Bridge, which are both Grade II listed has been noted and a heritage impact statement has been undertaken in co-operation with English Heritage which identifies necessary mitigation measures to protect these assets.

9) Hut Lane, Heath Charnock, X: 360845; Y: 415526



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Site Owner	Site Size	Potential number of Pitches:	Local Plan Allocation
Private Ownership	0.13ha	2	Green Belt

Comment: The site is bounded by the M61 to the south/west, and there is housing to the north. To the east and south are open fields of greenbelt land. Temporary (2 year) permission for a Traveller site was granted and expires in July 2015. It currently has some hard standing with caravans, two mobile homes and a utility structure on site. PPTS requires that existing sites with temporary planning permission be assessed for their suitability for allocation. The site has a poor sustainability score, Band D, due largely to its designation as Green Belt land and its distance to a service centre, supermarket, convenience store and post office. The site is 0.13ha therefore it would not be large enough to accommodate a 5 pitch allocation using the design and layout guidance as set out in the governments good practice guide ‘Designing Gypsy and Traveller Sites’ (DCLG 2008).

Constraints: The site is a greenfield site in the Green Belt. Government guidance in ‘Planning Policy for Traveller Sites’ states that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Very special circumstances would need to be demonstrated to allocate this site.

‘Planning Policy for Traveller Sites’ states that Green Belt boundaries should be altered only in exceptional circumstances. If a local planning authority wishes to make an exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a Traveller site, it should do so only through the plan-making process. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a Traveller site only.

Contamination: There are currently no known or suspected contamination issues at this site. **The Coal Authority comments:** Former coal mining activity has left a legacy of unstable land which will need to be assessed and appropriate remedial works undertaken prior to site occupation.

United Utilities Comments: The initial desk-top appraisal has not identified any existing public wastewater infrastructure in the area; however should it be deemed necessary, this must be confirmed. There is access to a clean water supply.

We would seek the disposal of surface water via the nearest watercourse (or should this be demonstrated as not feasible, through other sustainable means).

Lancashire County Council Highways Comments: There are no local amenities near the site. There are no regular bus routes, footways and cycle lanes and no schools are close to the site. Despite there being footpaths and a bridleway, these provide no immediate access to local amenities. Vehicle access to the site is however good and the access road is lit. The site does not seem to be in a sustainable location, however, given that it was previously granted approval for similar use, Highways would not object to its continual use as a Gypsy site.

Sustainability Appraisal

Site Ref	9
Address	Hut Lane, Heath Charnock

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station (Adlington)	Over 3km	<u>Social</u> This site has good access to bus links although bus services are less than hourly. The site is over 3km away from the key service centre of Chorley Town however there are many facilities, services and employment opportunities within Adlington.
	Rail service frequency	Hourly service	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	Less than 1/hour/direction	
	Distance to service centre (Chorley Town Centre)	Over 3km	
	Distance to A Road junction	1.61 to 3km	
	Distance to motorway junction (M61, Chorley)	Over 3km	
	Distance to supermarket (Morrisons)	Over 3km	
	Distance to convenience store (Tesco Express, Bolton Road, Adlington)	Over 1.2km	
	Distance to Post Office (Market Place, Adlington)	Over 1.6km	
	Distance to Primary School (Anderton)	1.61 to 3km	
	Distance to Secondary School (Albany Academy)	3.21 to 5km	
	On a cycle route	No	
S2	Distance to cycle route	1.21 to 1.6km	<u>Environmental</u> The only identified negative environmental effects in developing this site are that it is Grade 3 agricultural land and located in the Green Belt.
	Distance to GP surgery (Adlington Medical Centre)	1.61 to 3km	
	Distance to NHS general hospital (Chorley)	5.1 to 10km	
	Distance to public open space/park	Over 1.6km	
EN1	Distance to local centre (Bplton Road, Adlington)	Over 1.6km	<u>Economic</u> The identified negative economic effects in developing this site are that it is over 5km away from further/higher education facilities and over 1.6km away from an employment site.
	Designation of land	Green Belt	
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
EN2	Biological/ Geological Heritage Site	Outside	<u>Economic</u> The identified negative economic effects in developing this site are that it is over 5km away from further/higher education facilities and over 1.6km away from an employment site.
	Agricultural classification	3	
	Conservation Area	Outside	
	Ancient Monument on site	No	
EN3	Registered Park or Garden	Outside	<u>Economic</u> The identified negative economic effects in developing this site are that it is over 5km away from further/higher education facilities and over 1.6km away from an employment site.
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN4	Current/former land use	Greenfield	<u>Economic</u> The identified negative economic effects in developing this site are that it is over 5km away from further/higher education facilities and over 1.6km away from an employment site.
EN5	Flood Zone area	All Zone 1	
EN5	Contaminated land	Low risk	
EC1	Within 3km of a congestion spot	No	<u>Economic</u> The identified negative economic effects in developing this site are that it is over 5km away from further/higher education facilities and over 1.6km away from an employment site.
	Distance to employment site (Moorland Gate, Chorley)	Over 1.6km	
EC2	Access to Broadband	Yes	<u>Economic</u> The identified negative economic effects in developing this site are that it is over 5km away from further/higher education facilities and over 1.6km away from an employment site.
	Distance to further/higher education (Woodlands/ Lancashire College, Southport Road, Chorley)	Over 5km	
Deliverability Indicators	Access to sewer system	Yes	Is the site deliverable: Yes
	Access to water		
	Access to gas		
	Access to electricity		
	Existing road access		
At risk from hazardous installations	No		

Overall Site Performance

Band Spectrum:



Overall Band:



Heritage Impact Assessments of Sites Considered

Heritage Asset	Contribution that this site makes to the significance of the heritage asset	Impact that the loss of this site and its subsequent development might have upon the significance of the asset	How might any harm be removed or reduced?	Impact that the loss of this site and its subsequent development might have upon the significance of the asset with mitigation measures in place	Conclusions
Site 1 Cowling Farm Chorley					
Cowling Farmhouse (Grade II)	Cowling Farm site is located on the eastern side of Weavers Brow, to the east of the existing curtilage to Cowling Farmhouse and not less than 35 metres to the east of the Farmhouse building itself. The barn to the farmhouse is situated to the north of the listed building and to the north of that are a row of terraced properties. As such the setting of Cowling Farmhouse is already seen within close proximity of a number of domestic dwellings such that its original agrarian setting has already been largely lost. Only a small proportion of the proposed site will be seen in the context of the Farmhouse in views to the east from Weavers Brow. Views are restricted generally by a high, dense evergreen hedge to the eastern side of Weavers Brow. Whilst the site does make some contribution to the setting of the designated heritage asset the majority of what remains of the original agricultural holding is to be found further to the east and south of the site.	The physical aspects of new development could adversely affect the setting of the designated heritage asset, depending upon their proximity to the proposed site boundary.	A development buffer zone that provides adequate screen planting between the listed building and the development site.	Given the separation distances between the proposed development and the designated heritage asset, plus the proposed mitigation, it is considered that any impact upon the significance of the setting of the designated heritage asset will be minimal.	Mitigation will result in an acceptable relationship between development on the proposed site and the designated heritage asset such that the significance embodied therein will be sustained.

Heritage Asset	Contribution that this site makes to the significance of the heritage asset	Impact that the loss of this site and its subsequent development might have upon the significance of the asset	How might any harm be removed or reduced?	Impact that the loss of this site and its subsequent development might have upon the significance of the asset with mitigation measures in place	Conclusions
Site 8 Harrison's Farm, Adlington					
Old School House (Grade II)	The site is north east of the curtilage to Old School. Old School itself is located at the extreme south western corner of that curtilage. An outbuilding and a detached dwelling – 9 Old School Lane effectively block views of the designated heritage asset from the proposed site such that it proposed site contributes very little to the setting of Old School.	There is considered to be the potential for minimal impact from development upon the setting of Old School.	Restricting development to a more northerly part of the proposed site, i.e. north of Harrison's Farm and to west of a property known as Astley.	Minimal impact.	The proposed mitigation would allow the significance of the designated heritage asset to be sustained.
Red House Bridge (no.88) (Grade II)	The site is to the west of Red House Bridge, set to the west of the towpath to the Leeds and Liverpool Canal. Views from east of the canal towards the proposed site are restricted by built development on the eastern side of the canal at this point that includes residential properties on 'The'Poplars', on the southern side of Harrison Road and the industrial building on the right angle bend within Hatton Street. Views of the bridge are therefore generally along the length of the canal or from the towpath on the western side of the canal. As such the proposed site contributes little to the setting of the designated heritage asset.	There is considered to be minimal impact from development upon the setting of Red House Bridge.	Restricting development to a more northerly part of the proposed site, i.e. north of Harrison's Farm and to west of a property known as Astley.	Minimal impact	The proposed mitigation would allow the significance of the designated heritage asset to be sustained.

Sites Suggested by Gypsy and Traveller Community at Hut Lane10th August 2012

Site	Councils Response
1. Caravan Storage site (former Discover Leisure), Coppull	This site has been granted planning permission for housing. NO FURTHER CONSIDERATION
2. Land at 241 Southport Road, Ulnes Walton	This site is within the Green Belt and is deemed inappropriate development in the Framework. Government guidance in the document Planning Policy for Travellers Sites states that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. NO FURTHER CONSIDERATION
3. Scrap Yard, Whittle-le-Woods	A location plan or exact site address details have not been provided and it has not been possible to identify the exact location. IN ABSENCE OF FURTHER DETAILS NO FURTHER CONSIDERATION
4. Old Nursery – Wigan Lane, Chorley	This site is within the Green Belt and is deemed inappropriate development in the Framework. Government guidance in the document Planning Policy for Travellers Sites states that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. NO FURTHER CONSIDERATION

Site	Councils Response
5. Yarrow Bridge Depot, Chorley	<p>This site is within the Green Belt and is deemed inappropriate development in the Framework. Government guidance in the document Planning Policy for Travellers Sites states that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development.</p> <p>However, this site is previously developed and there is a presumption in favour of the sustainable development of previously developed land in the Green Belt subject to the criteria within Local Plan Policy BNE5.</p> <p>CONSIDER FURTHER – INCLUDED IN MAIN REPORT</p>
6. Land Fill site – Blackburn Road, Chorley	<p>This site is within the Green Belt and is deemed inappropriate development in the Framework. Government guidance in the document Planning Policy for Travellers Sites states that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development.</p> <p>NO FURTHER CONSIDERATION</p>
7. German Lane, Charnock Richard	<p>This site is within the Green Belt and is deemed inappropriate development in the Framework. Government guidance in the document Planning Policy for Travellers Sites, which should be read in conjunction with the Framework states that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development.</p> <p>NO FURTHER CONSIDERATION</p>
8. Quarry, Whittle-le-Woods	<p>This site has been granted planning permission for housing.</p> <p>NO FURTHER CONSIDERATION</p>
9. Land at Common Bank Lane, Chorley	<p>This area comprises a sewage works and industrial estate, access to the lower undeveloped part is poor and it lies within a high risk flood zone.</p> <p>NO FURTHER CONSIDERATION</p>

Site	Councils Response
10. Allanson Farm, Adlington	<p>This site is within the Green Belt and is deemed inappropriate development in the Framework. Government guidance in the document Planning Policy for Travellers Sites, which should be read in conjunction with the Framework states that Traveller sites (temporary or permanent) in the Green Belt are inappropriate development.</p> <p>NO FURTHER CONSIDERATION</p>
11. Milton Road, Coppull	<p>This site has been granted planning permission for affordable housing.</p> <p>NO FURTHER CONSIDERATION</p>
12. Cowling Mill (adjacent to Chorley Van Hire), Chorley	<p>This site is located within the Settlement area of Chorley. The site currently has an employment use and within a high flood risk area. Land is not in Council ownership. It has recently been sold to a housing developer and therefore cannot be considered deliverable.</p> <p>NO FURTHER CONSIDERATION</p>

Traveller Sites Financial Assessment

Below are estimates for the cost of developing each individual site contained in the Preferred Options report.

For guidance these are based on the following estimates

- a) An amenity block of 36 sq m at a cost of approx. £45,000
- b) Utility supplies- a spot figure of £50,000 if G&T site is adjacent/close to highway
- c) Site fencing – figure of £25,000
- d) Play area- £15,000
- e) Creation of pitch base/off road space and internal access road £150,000 for up to 5 pitches
- f) Access road – approx. £2,000 per linear meter

For each site the following additional works are included in the estimate;

- 1) all sites to be securely fenced with palisade fencing
- 2) all pitches/road surfaces to be tarmac finish
- 3) utility supplies and connections to each pitch, including drainage
- 4) access roads to the site to be constructed to an adoptable standard including all utility supplies under the roadway

A site manager's office/accommodation has not been requested, or included in the estimates

This accommodation requirement however will not fit the proposed sites at Crosse Hall Lane and Hut Lane where fewer pitches have been applied.

Site layout, access roads and buildings to be designed in line with the Communities and Local Government Good Practice Guide for Designing Gypsy & Travellers Sites.

All estimates are exclusive of Vat and no allowance has been made for payment of professional fees, planning application fees, associated costs for surveys & site investigations, developers profit, project management fees, contingencies etc. The level of such costs and fees may vary dependant upon how the scheme is to be delivered and utilisation of internal CBC resources and external third party skills.

I would estimate that the delivery of the whole scheme by an external third party will result in additional costs in the region of 20% to 30% of the estimates provided.

Site 1; Cowling Farm- Capacity 5 pitches

Cost

Development to provide accommodation for 5 pitches located adjacent to the public highway (assumed Moorland Gate) as set out above, and excluding an access road.

Estimate of cost of G&T site £480,000 plus Vat, Fees and contingencies

This estimate will vary dependent upon the final location of the G&T site within the Cowling Farm site . The provision of an access road could increase costs by £10,000 to £500,000 plus VAT, Fees & contingencies

Opportunity Value

The proposed traveller site would occupy a portion of the overall site which is allocated for a mixed employment/residential development.

It is assumed the traveller site will be construction within the 6.0 Ha of the allocated residential land. Assumed a site area for the traveller site of 0.4 Ha (1.00 acre)

Opportunity Value £300,000

Site 2; Yarrow Bridge Depot, Chorley – Capacity 5 pitches

Cost:

Development to provide accommodation for 5 pitches as set out above, plus construction of an access road of approximately 45 meters, plus river contamination protection works

Estimate of cost of G&T site £590,000 plus Vat, Fees and contingencies

Opportunity Value:

Site is currently Green Belt, however it is previously developed land with an established planning use as a Depot/ commercial site.

Assumed a site area for the traveller site of 0.4 Ha (1.00 acres)

Opportunity Value £150,000 (commercial use) or £6,000 (Green Belt land)

Site 3; Cabbage Hall Fields, Chorley- Capacity 5 pitches

Cost:

Development to provide accommodation for 5 pitches as set out above, plus construction of an access road of approximately 20 meters

Estimate of cost of G&T site £520,000 plus Vat, Fees and contingencies

Opportunity Value:

Site currently allocated as housing development

The site area is 0.6 Ha (1.48 acres)

Opportunity Value £230,000 (low cost housing)

Site 4; Land off Westhoughton Road, Heath Charnock, Chorley- Capacity 5 pitches

Cost:

Development to provide accommodation for 5 pitches as set out above, no access road required as G&T site to be accessed directly off highway

Estimate of cost of G&T site £480,000 plus Vat, Fees and contingencies

Opportunity Value:

Site is currently allocated as Greenbelt, however you have indicated that potential for planning use as a Depot/ commercial site.

The current site area is 0.39 Ha (0.96 acres)

Opportunity Value £96,000 (commercial use) or £6,000 (Green Belt land)

Site 5; Land at Ackhurst Road, Chorley- Capacity 5 pitches

Cost:

Development to provide accommodation for 5 pitches as set out above, no access road required as G&T site will be directly adjacent to highway

Estimate of cost for G&T site £480,000 plus Vat, Fees and contingencies.

Opportunity Value:

Site is currently leased by the council to a local business. To develop the site for the proposed traveller site, the council would have to renegotiate the current lease agreement resulting in either a payment to the local business or reduction in rental income received by the Council.

Site area assumed for the traveller site is 0.4 Ha (1.00 acre)

Opportunity Value – £ Negative –reduction of rental income to the council

Site 6; Land adjacent to Northgate Drive, Chorley- Capacity 5 pitches

Cost:

Development to provide accommodation for 5 pitches as set out above, no access road required as G&T site will be directly adjacent to highway

Estimate of cost for G&T site £480,000 plus Vat, Fees and contingencies

Opportunity Value:

Site currently allocated as housing development

The current site area is 0.8 Ha (1.97 acres)

Opportunity Value £200,000 (low cost housing)

Site 7; Haworth Road, Chorley - Capacity below 5 pitches

Cost:

Development to provide accommodation as required above, but for only **4 pitches only**; no access road required as G&T site will be directly adjacent to highway

Estimate of cost for G&T site £380,000 plus Vat, Fees and contingencies

Opportunity Value:

Site currently allocated as within the settlement of Chorley, but I have presumed potential for small residential development.

The current site area 0.2Ha (0.5 acres)

Opportunity Value £160,000

Site 8; Harrison's Farm, Adlington, Chorley - Capacity 5 pitches

Cost:

Development to provide accommodation for 5 pitches as set out above, plus construction of an access road of approx 60 meters

Estimate of cost for G&T site £600,000 plus Vat, Fees and contingencies

Opportunity Value:

The proposed traveller site would occupy a portion of the overall site of 11.78 Ha (29.10 acres) which is allocated as Safeguarded land and an extension to the cemetery and allotments.

Assumed a site area for the traveller site of 0.4 Ha (1.00 acre)

Opportunity Value £10,000 (safeguarded land)

Site 9; Hut Lane, Heath Charnock - Capacity below 5 pitches – Private Ownership

Cost:

Development to provide accommodation as required above, but for 3 pitches only; no access road required as G&T site will be directly adjacent to highway. Current buildings do not have planning consent for current use and it is assumed that the buildings will be demolished and the site cleared before any new G&T site is constructed.

Estimate of cost £300,000 plus Vat, Fees and contingencies

Opportunity Value:

Site currently allocated as greenbelt land.

Assumed a site area for the traveller site of 0.13 Ha (0.32 acres)

Opportunity Value £3,000 (greenbelt land)

Traveller pitch funding may be available from the Homes and Communities Agency as part of the Affordable Homes Programme. Funding for schemes on Green Belt sites will not be available however if a site is taken out of the Green Belt and allocated it may be eligible for funding.