

# ROSSENDALE LOCAL PLAN

## Further Representations Received on Proposed Gypsy and Traveller Transit Site



April 2020

**Rossendale**  
BOROUGH COUNCIL

Following the close of the public consultation on the proposed Gypsy and Traveller Transit Site, two additional comments have been received from the Lead Local Flood Authority and Calderdale Metropolitan Borough Council. These comments are presented overleaf.

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**Date:** 16<sup>th</sup> March 2020

### APPLICATION CONSULTATION RESPONSE

<b>Application Number:</b>	Rossendale Local Plan
<b>Location:</b>	Little Tooter Hill Quarry, Bacup
<b>Proposal:</b>	Gypsy and Traveller Transit Site – 4 x transit pitches

Thank you for inviting the Lead Local Flood Authority (LLFA) to comment on the above application. The Flood and Water Management Act 2010 sets out the requirement for LLFAs to manage 'local' flood risk within their area. 'Local' flood risk refers to flooding or flood risk from surface water, groundwater or from ordinary watercourses.

Comments provided in this representation, including conditions, are advisory and it is the decision of the Local Planning Authority (LPA) whether any such recommendations are acted upon. It is ultimately the responsibility of the Local Planning Authority to approve, or otherwise, any drainage strategy for the associated development proposal. The comments given have been composed based on the current extent of the knowledge of the LLFA and information provided with the application at the time of this response.

#### **Lead Local Flood Authority Position**

The Lead Local Flood Authority has the following observations to make regarding the above proposal:

#### **Little Tooter Hill Quarry.**

The proposed development site has a fall in ground level of approx. 15m over a distance of approx. 240m, falling from south-east to north-west, towards Todmorden Rd, but rising approx. 5m over a distance of approx. 15m to reach the road.

As is common in quarry sites, the layout of the land is of bowl shape, with high sides surrounding the low area. This low area is showing mainly as having a low to high risk of flooding from surface water, as shown on the Gov.UK website.

Also, the access point on the site onto Todmorden Rd, is showing as having a low to medium risk of flooding from surface water.

The proposal is for 4 x transit pitches and these will have to be located on a suitable level surface, probably in the low area, but safe from any significant surface water flooding.

If the proposed transit pitches are to be located on a previously surfaced area, concrete drive, then the drainage system for this surface area needs to be identified and checked for working condition. If the drainage system was for surface water just to run off the surface on to adjacent greenfield then the use of the concrete drive for the parking of vehicles/caravans on should not increase any flood risk off site.

If an extension of the concrete drive is to be made onto greenfield land then drainage attenuation plans, with detailed calculations, will need to be submitted to show that there is no increased flood risk on or off the site.

As this is a proposed transit site within a 'risk of surface water flooding' areas, then at times when Flood Alerts are issued that cover this location, evacuation/closure of the site should be considered.

Yours faithfully,

**Kevin Kellett**

Lead Local Flood Authority

[Redacted]

**From:** John Houston [Redacted]  
**Sent:** 21 April 2020 12:03  
**To:** Anne Storah  
**Cc:** Nathaele Davies  
**Subject:** Rossendale Local Plan - Gypsy and Traveller Transit Site

Hi Anne

Please find below our response to the Gypsy and Traveller Transit site. [Redacted]

[Redacted]

*Thank you for providing Calderdale MBC with the opportunity to comment on this proposed Gypsy and Traveller Transit site. Calderdale MBC notes that Rossendale has undertaken a Gypsy and Traveller Accommodation Assessment and is providing an allocation for a Transit site in accordance with the recommendations of that study. The site is immediately adjacent the district boundary between Calderdale and Rossendale. Whilst Calderdale accepts the need to allocate land to meet the need identified in the study it notes that in the selected location any proposal for a transit site has the potential to have a number of detrimental impacts including on the landscape, heritage, drainage and ecology. However, Calderdale notes that the Technical Assessment requires any planning application to be accompanied by assessments of these impacts together with the implementation of a number of mitigation measures. Subject to any proposed development respecting the findings of these assessments and full implementation of the stated mitigation measures being achieved, Calderdale has no further comments to make.*

Regards  
John

[Redacted]

Principal Planner  
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