

FLOOD RISK ASSESSMENT

For First Manchester Ltd

Rossendale Transport Depot
Corporation Road
Rochdale
OL11 4EY

This Flood Risk Assessment was prepared by Janus Architecture.

Date Prepared: October 2023

Revision: Rev.A - 31.10.2023

1.0 INTRODUCTION

Janus Architecture have prepared this Flood Risk Assessment for the proposed single-bay workshop installation at the existing Rossendale Transport site in Rochdale.

FirstBus will be taking over operations at the Rossendale Transport site from April 2024 as part of the Transport for Greater Manchester franchise deals for the Bee Network buses. As part of the contract, FirstBus will be required to operate double deck buses from the existing depot site. However, the current facilities on site only have vertical clearance to enable the maintenance of single-deck vehicles.

FirstBus have reviewed numerous options for the maintenance requirements, including lifting the roof on the existing workshop building, but unfortunately this was not feasible due to the condition of the existing structure. The remaining option involves the installation of a 'long term temporary' building which can accommodate a single double-deck vehicle being lifted. This building forms the basis of this application.

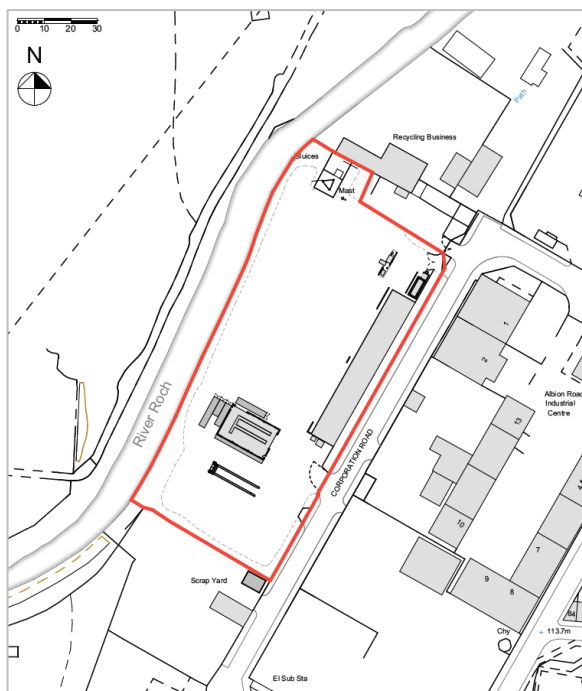
2.0 EXISTING SITE

The current site is an operational Bus Depot. It is located in a predominantly industrial area and abuts the River Roch to the Northwest. The site is generally flat and is surfaced in a mixture of concrete and rolled compacted hardcore.

3.0 PROPOSED SITE

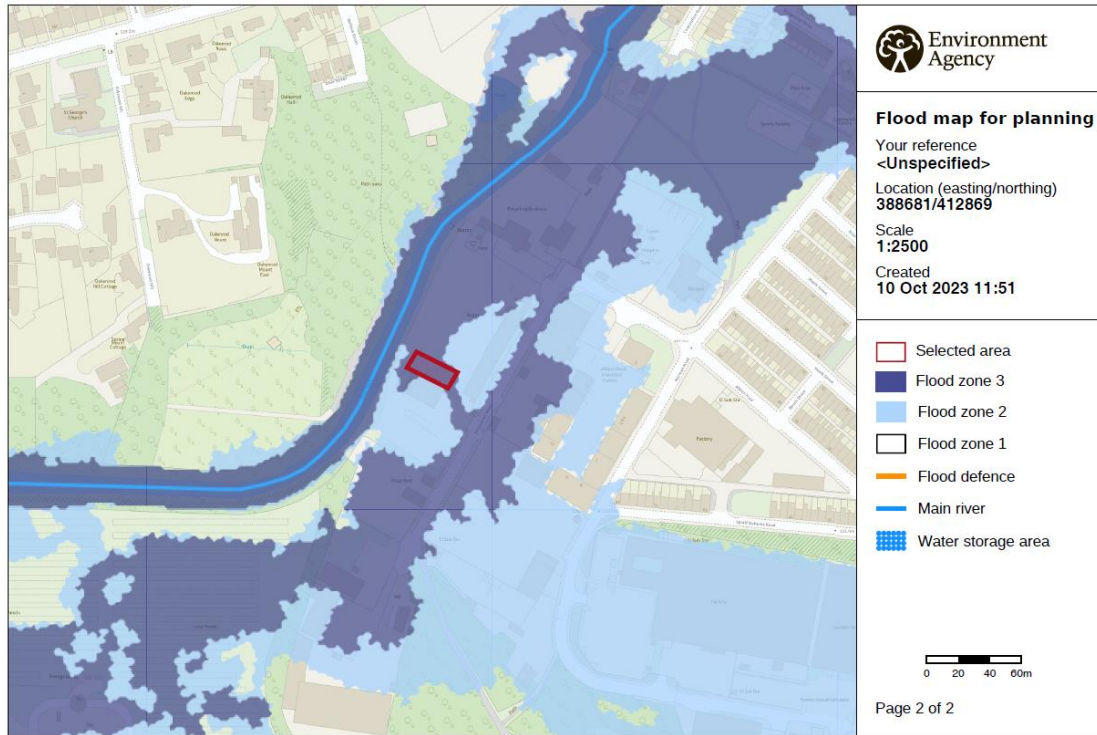
The proposal is for a new single-bay double-deck-bus workshop to be constructed upon the existing site. The area of development is central within the existing site and will have no impact on the boundaries.

The proposed workshop will be constructed upon an existing area of concrete yard, and the rainwater disposal will re-use the existing yard drainage system.



4.0 FLOOD RISK VULNERABILITY CLASSIFICATION

The proposed site is entirely shown in flood zone 3. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.



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With reference to 'Table 2' of the NPPF Technical Guidance, the proposed development of a bus depot and office classifies as 'Less Vulnerable'.

With reference to 'Table 3' of the technical guide, developments with 'Less Vulnerable' classifications within Flood Zone 3a are considered appropriate.

Table 3: Flood risk vulnerability and flood zone 'compatibility'

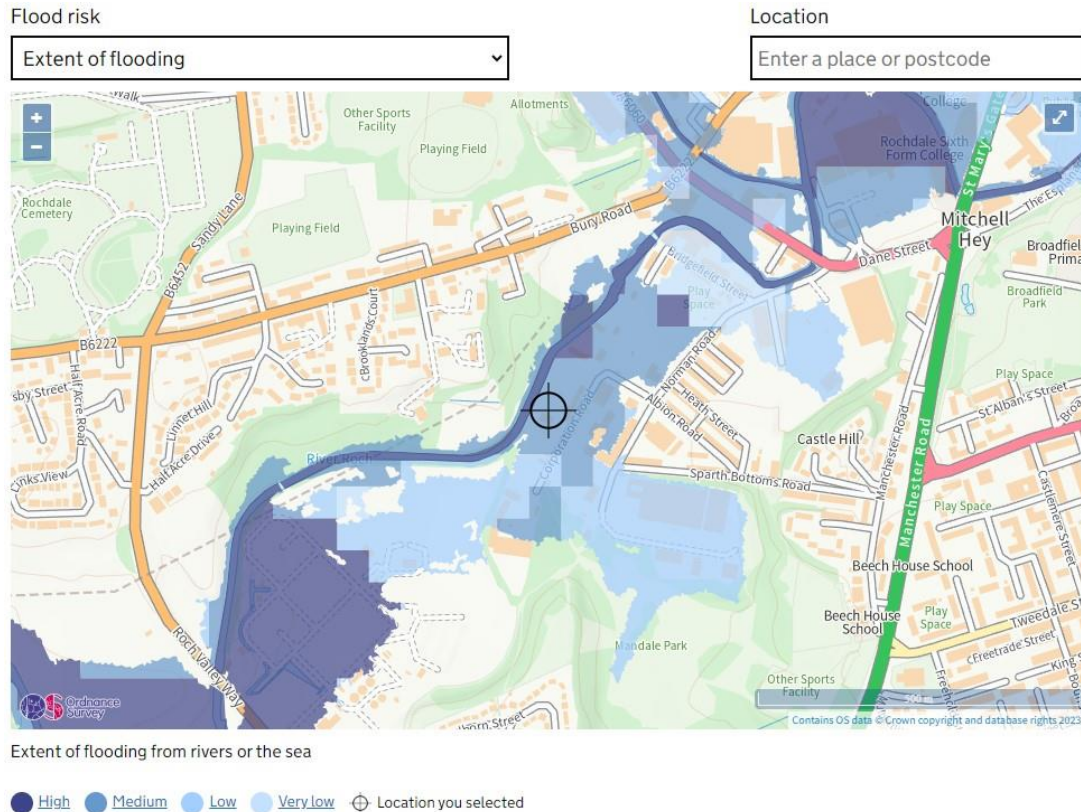
Flood risk vulnerability classification (see table 2)		Essential infrastructure	Water compatible	Highly vulnerable	More vulnerable	Less vulnerable
Flood zone (see table 1)	Zone 1	✓	✓	✓	✓	✓
	Zone 2	✓	✓	Exception Test required	✓	✓
	Zone 3a	Exception Test required	✓	✗	Exception Test required	✓
	Zone 3b functional floodplain	Exception Test required	✓	✗	✗	✗

Key: ✓ Development is appropriate.
 ✗ Development should not be permitted.

Flooding from Rivers or the Sea

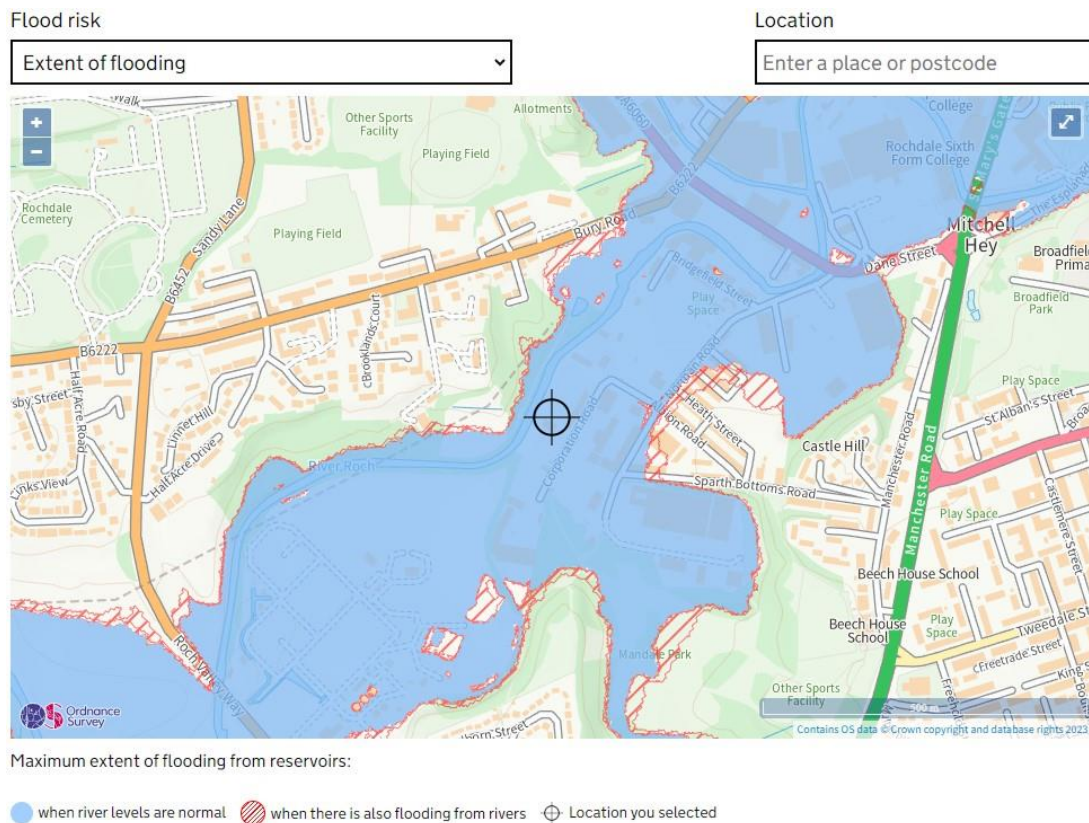
The Environment Agency flood risk map below shows that the entire site is at 'Medium' risk of Flooding from River or seas.

Medium risk means that this area has a chance of flooding of between 1% and 3.3% each year. Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast. In addition, local features can greatly affect the chance and severity of flooding.



Flooding from Reservoirs

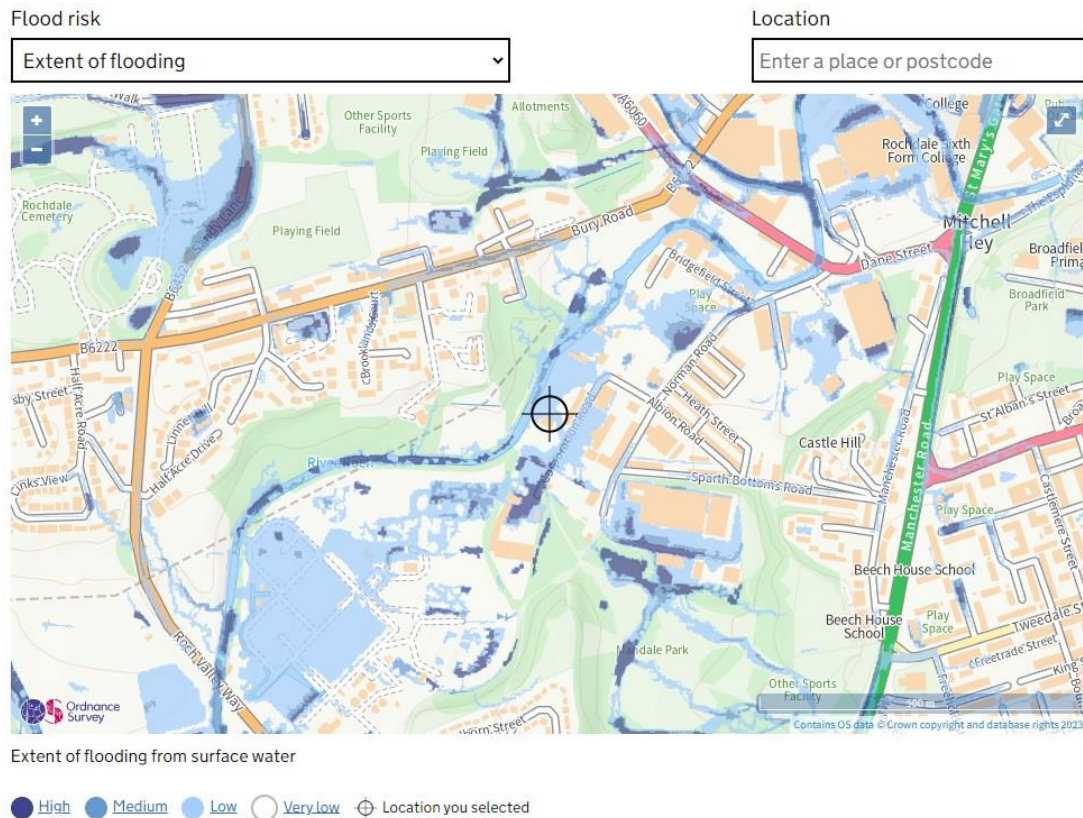
The Environment Agency flood risk map below shows that the entire site is at risk of flooding from reservoirs.



Flooding from Surface Water

The Environment Agency flood risk map below shows that the majority of the site is at 'low' risk of surface water flooding

Low risk means that this area has a chance of flooding of between 0.1% and 1% each year. Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast. In addition, local features can greatly affect the chance and severity of flooding.



5.0 SUMMARY

Although the site is considered as Flood Zone 3, the proposed development will not create any habitable areas and will only provide bus maintenance facilities to the existing operational bus depot. The proposed workshop will have pedestrian and vehicle doors and would be considered permeable in a flood event. Therefore, the proposal will not displace large volumes of flood waters.

In accordance with the NPPF, the proposed development is acceptable.

6.0 DRAINAGE STRATEGY STATEMENT

No works are to be carried out to the existing drainage system as part of this application. The area of the proposed workshop is currently hardstanding with existing surface water drainage channels and chambers. The proposed workshop will drain onto this existing yard, therefore, no additional rainwater will enter the sewage system.