

Site	Gypsy and Traveller Transit Site – Sharneyford
Heritage assets potentially affected	Grade II – Boundary Stone Opposite Number 278 at NGR SD 887245 Grade II – Toll House
Significance	<p>Boundary stone, later C19. Round-headed slab facing road, painted white, with vertical line scored in the centre and incised lettering parallel with this: "BOROUGH OF on the left, and "BOROUGH OF TODMORDEN" BACUP" on the right, a bench mark above the word Bacup. Stone probably set up at time of incorporation of Bacup 1883.</p> <p>Former toll house on turnpike road, C18. White painted roughcast, presumably over sandstone, tiled roof with chimney at left gable. Double pile, one bay. Two storeys: in the centre a 2-storey canted bay, the roof carried down over it, with a window on each floor to the front and smaller windows on each floor at the sides, all with altered glazing; right of this bay is a boarded door. Small lean-to at left end, with a boarded door, two 1st floor windows in left return wall, one ground floor window in right return wall, and, set back, a modern 2-storey extension. Included for its historical interest.</p>
Contribution site makes to significance	<p>The proposed gypsy and traveller site sits opposite the stated listed assets. There are no concerns in respects to the listed boundary stone as it will in no way be affected by the proposed.</p> <p>The former Quarry site does sit within the setting of the Toll House. The Quarry site does form a part of the historic context of the area and the Toll House is of the 18th century and predates the Quarry site. The Toll House is more associated to the old trackway which now forms the A681 and also the surrounding moorland and grasslands. The Quarry site while formatively being a hive of activity has now reverted to nature and forms a part of the moorland fringe landscaping.</p>
Possible impact of loss of site and development on significance of asset	<p>The proposed site sits in the setting of the Toll House, however the area does benefit from some changes in levels which means the Toll House has glimpse views of the quarry area. The entrance area and track into the quarry do have direct sight lines onto the Toll House. There is a short run of 4 trees to the front boundary wall of the Quarry site which does go some way to assist with buffering to the area. With the parking of vehicles and caravans this will create a very moderate negative visual impact onto the setting of the Toll House. This is considered to be very moderate, given the intervening</p>

	distance between the Toll House and the proposed siting of the caravans/associated infrastructure.
Secondary effects e.g. increased traffic movement	There is likely at periods to be increased traffic movement to the area at times when traffic is moving in and out of the site and there will also be the presence of vehicles on the site. There will also likely be some lighting and signage required, which depending on how it is designed, may have a moderate negative impact.
Public benefits	Enable the provision of a permanent managed Transit Site with facilities which will prevent the need for unauthorised encampments and also addresses an identified need for this type of accommodation.
Opportunities for development to enhance or better reveal significance	No benefits to enhance or better reveal the significance, however, the site entrance has become a dumping area of which is a negative feature and there is the opportunity as part of the scheme to tidy the area and ensure this does not continue, thereby removing this current negative impact.
Possible mitigation measures	
Design requirements. Form and appearance of development: Prominence, scale and massing, materials, density, number, layout and heights of buildings	Care will need to be taken as to where travellers vehicles and caravans and associated vehicles will be allowed to be pitched/ parked. There should be no allowance for pitches between the northern mound wall of the former Quarry and Todmorden Road which should be retained as a buffer zone in consideration of the setting of the Listed Toll House. (See attached image for reference). The road surface to be used shall not be of standard tarmac, but shall be akin to Turf Stone, sunken stone mesh which can then be planted and grown over. This will ensure a less harsh visual impact. There shall also be consideration to the treatment of the entrance area. There are existing gates however it would be an improvement to replace these with timber gates. Heights of the gates would be restricted and there would have to be careful consideration to any form of future boundary treatments, if required. All work should be designed so as to minimise the visual impact.
Relocation of development within the site: Topography, open space, landscaping, protection of key views, visibility.	All plots for travellers should be sited within the existing former Quarry walls, (refer to the stated image). As noted there are existing trees flanking the entrance way. As part of any approval, if so minded to be granted, additional tree planting could soften and break up any visual impact. This would also be positive for the local ecology as well as providing the necessary mitigation.
Acceptable/unacceptable in accordance with Planning (Listed Buildings and Conservation Areas) Act 1990 & NPPF (with any necessary mitigation measures)	Acceptable, so long as the following mitigation is adhered to. There should be no allowance for pitches to the front of the site (between the northern quarry wall and the highway) which should be retained as a buffer zone in consideration of the setting of the Listed Toll House. (See attached image for reference, denoting the line of start of development). No development shall be forward of this

(Conserve and enhance and presumption in favour of sustainable development)

line. The road surface to be used shall not be of standard tarmac, but shall be akin to Turf stone, sunken stone mesh which can then be planted and grown over. This will ensure a less harsh visual impact while allowing for greater usage. There shall also be consideration to the treatment of the entrance area. There are existing gates however it would be an improvement to replace these with timber gates. Heights of the gates would be restricted (not greater than existing) and careful consideration should be given to appropriate types of future boundary treatments, if they are required. There shall be a restriction on the amount of signage permitted, only the minimum required.

All plots for travellers should be sited within the quarry and not between the northern mound wall of the quarry and the highway, (refer to the stated image). As noted there are existing trees flanking the entrance way. As part of any approval, if so minded to be granted additional tree planting could soften and break up and visual impact. This would also be positive for the local ecology as well as providing mitigation. Ideally, these shall be of native species to be appropriate for this location.

See below for image of site showing no siting of development forward of the red line which is in line within the northern mound of the quarry.

