

Appendix G – Statutory Consultation Correspondence

Kevin Marshall

From: Wastewater Developer Services <WastewaterDeveloperServices@uuplc.co.uk>
Sent: 27 July 2021 11:09
To: Kevin Marshall
Cc: James Walsh; Leo Garner
Subject: 4200042129 Milltown Street Cycle Bridge M26 1WN

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Kevin

'I can confirm that we have no current record of sewer flooding within the vicinity of the proposed development.

Please note that United Utilities Water Limited (UUV) can only record and check flooding events which are reported to us and we have to comply with our Regulators instructions on the qualification of flooding events to place on the register.

Our response does not include:

- any sewer flooding events caused by blockages or collapses which are the result of third party actions, natural events or other actions over which UUV has no control and not a facet of sewer capacity; or
- any historical sewer flooding events that have been removed from the register as a result of investment in our infrastructure.

As with all development sites, we recommend you liaise with our water and wastewater engineers by contacting our Developer Services team so the details of your development proposal can be considered further. Details can be found at the following link.

<https://www.unitedutilities.com/services/builders-developers/>

Should you require any further information please do not hesitate to contact me.'

Kind regards Jill



Jill Ellis
Customer Advisor Advanced
Developer Services & Metering
Customer Services
Direct Tel: 01925 233 064
Tel: 0345 072 6067
[unitedutilities.com](https://www.unitedutilities.com)

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From: Kevin Marshall [mailto:kmarshall@wilde.uk.com]

Sent: 26 July 2021 17:19

To: Wastewater Developer Services <WastewaterDeveloperServices@uuplc.co.uk>

Cc: James Walsh <jwalsh@wilde.uk.com>; Leo Garner <lgarner@wilde.uk.com>

Subject: 660-021 - Milltown Street Cycle Bridge - Flood Risk Assessment & Preliminary Drainage Appraisal (to UU)

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Dear Sirs

We are currently preparing on behalf of Bury Council a 'Flood Risk Assessment and Preliminary Drainage Appraisal' for submission with a forthcoming planning application for the re-provision of the Milltown Street Cycle Bridge over the River Irwell. The proposed structure is to be provided in the vicinity of the former cycle bridge, which was damaged by high water in 2015 and subsequently removed.

The bridge, which links between Milltown Street and Rectory Lane is located in Radcliffe, approximately 3 miles to the South West of Bury Centre at grid reference 379110E 407240N. The nearest postcode is M26 1WN. The bridge location is also identified on drawings 660-019-LP01A; whilst the limit of works is identified on drawing B142-21-LoW – both drawings are attached.

A previous feasibility study has identified Option 4B presented on attached drawing 660-019-007P1 as the preferred option. This option is now being developed further.

We would be grateful if you could advise whether you have any records of flooding incidences at the site, or whether there are any known critical drainage issues in the area?

If you should have any queries or require further clarification regarding the above, please do not hesitate to get in touch.

Regards

Kevin Marshall

Associate Director



Civil and Structural Engineers
Stockport | Warrington | London

Wilde Consultants Ltd
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www.unitedutilities.com/subsidiaries

Kevin Marshall

From: GMMC Info Requests <InfoRequests.GMMC@environment-agency.gov.uk>
Sent: 05 August 2021 08:38
To: Kevin Marshall
Subject: GMMC227467AB Response attached from the Environment Agency
Attachments: 660-019-LP01A - Location Plan.pdf; B142-21-LoW.pdf; 660-019-007-Rev P1 - Option 4B.pdf; GMMC227467AB - DFM.PDF; GMMC227467AB - Table.pdf; GMMC227467AB - RFO2.pdf; GMMC227467AB - Table.pdf; GMMC227467AB - DFM.PDF; GMMC227467AB - RFO1.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Kevin,

Re: Milltown Street Cycle Bridge

Thank you for your enquiry which was received on 26/7/21.

We respond to requests under the Freedom of Information Act 2000 and Environmental Information Regulations 2004.

I enclose the data requested.

Defences - There are no flood defences in the vicinity of the site.

Please be aware you can check your risk of flooding on our external website <https://flood-warning-information.service.gov.uk/long-term-flood-risk/>

Here are some useful links below:

<https://www.gov.uk/guidance/flood-risk-assessment-local-planning-authorities>

<https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

Please refer to the [Open Government Licence](#) which explains the permitted use of this information.

Please get in touch if you have any further queries or contact us within two months if you'd like us to review the information we have sent.

Kind regards,

Anne Ball
Customer and Engagement Officer
Greater Manchester, Merseyside and Cheshire
Email: Inforequests.gmmc@environment-agency.gov.uk

From: Kevin Marshall [<mailto:kmarshall@wilde.uk.com>]
Sent: 26 July 2021 17:17
To: Enquiries, Unit <enquiries@environment-agency.gov.uk>

Cc: James Walsh <jwalsh@wilde.uk.com>; Leo Garner <lgarner@wilde.uk.com>

Subject: Ref 219730/ALC12 660-021 - Milltown Street Cycle Bridge - FRA / Preliminary Drainage Appraisal AND Request for River Irwell Model Data (to EA)

Dear Sirs

We are currently preparing on behalf of Bury Council a 'Flood Risk Assessment and Preliminary Drainage Appraisal' for submission with a forthcoming planning application for the re-provision of the Milltown Street Cycle Bridge over the River Irwell. The proposed structure is to be provided in the vicinity of the former cycle bridge, which was damaged by high water in 2015 and subsequently removed.

The bridge, which links between Milltown Street and Rectory Lane is located in Radcliffe, approximately 3 miles to the South West of Bury Centre at grid reference 379110E 407240N. The nearest postcode is M26 1WN. The bridge location is also identified on drawings 660-019-LP01A; whilst the limit of works is identified on drawing B142-21-LoW – both drawings are attached.

A previous feasibility study has identified Option 4B presented on attached drawing 660-019-007P1 as the preferred option. This option is now being developed further.

We would be grateful if you could advise whether you have any records of flooding incidences at the site, or whether there are any known critical drainage issues in the area?

Although we have not seen sight of any previous correspondence, it is understood that Bury Council have previously liaised with yourselves to agree a soffit level for the proposed bridge. Nevertheless, as the focus of the FRA will be the provision of 600mm freeboard to the bridge soffit, we would **ALSO** request that you provide the relevant River Irwell model data, including Detailed Flood Map and Model Node Flood levels, etc.

If you should have any queries or require further clarification regarding the above, please do not hesitate to get in touch.

Regards

Kevin Marshall
Associate Director



Civil and Structural Engineers
Stockport | Warrington | London

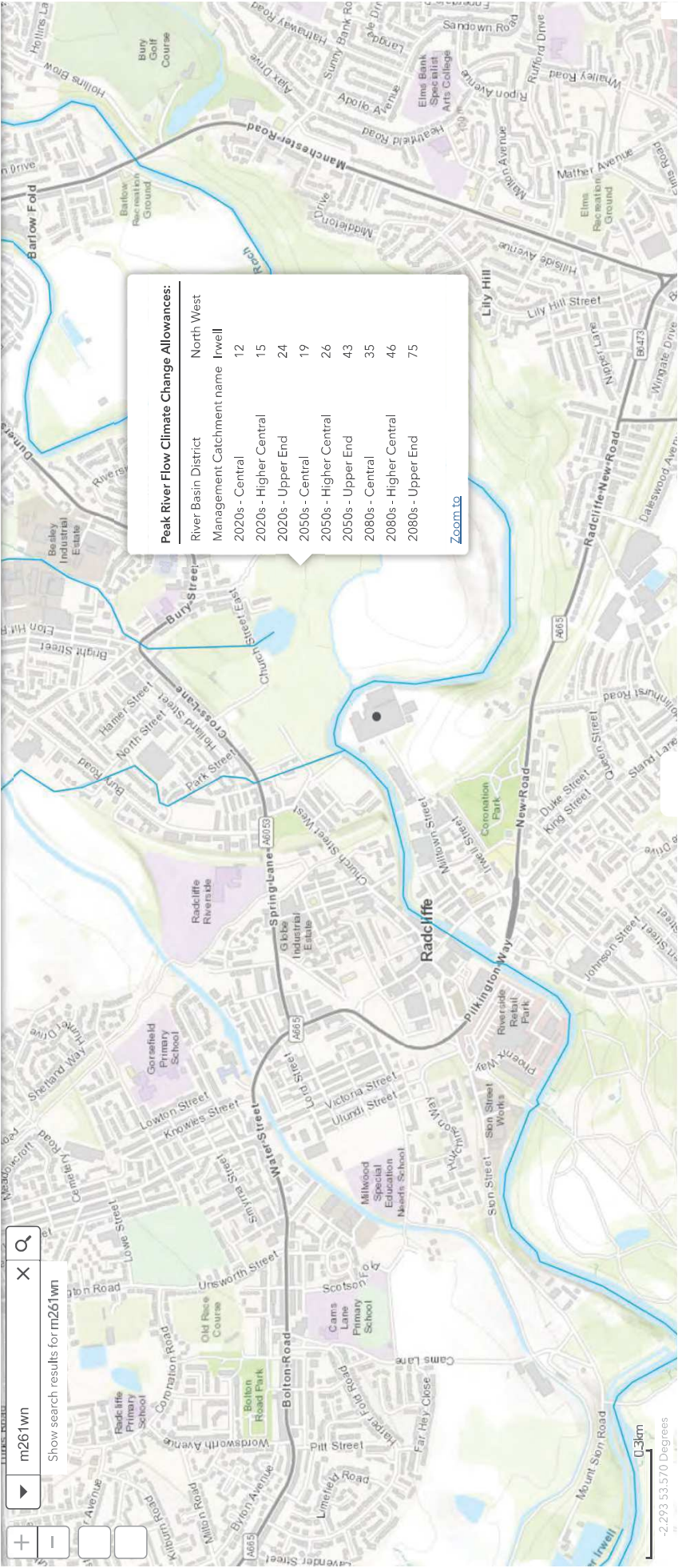
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Climate change allowances for peak river flow in England



River Basin District (RBD) boundary			Management Catchment boundary			OS Open Rivers		
Options			Filter by map extent	Zoom to	Clear selection	Refresh		
River Basin District			Management Catchment name	2020s - Central (%)	2020s - Higher Central	2020s - Upper End	2050s - Central	2050s - Higher Central
North West			Irwell	12	15	24	19	26
							43	
								35
								46
								75



River Basin District (RBD) boundary			Management Catchment boundary		OS Open Rivers	
Options		Filter by map extent	Zoom to	Clear selection	Refresh	
OBJECTID	name1	IDENTIFIER	STARTNODE	ENDNODE	FORM	flow
115990	River Irwell	7B47A73C-8A3C-400C-B032-566F178743A7	CE90918C-30C9-46C9-8920-B8CBCF048A08	7726563E-9A7D-4CDE-9C41-B1E7EB32D9C5	inlandRiver	in direction
116011		5DC6ACE6-C1AB-4044-8SES-6DDC2055FDE3	9725FFEC-DDF5-45A5-9CB6-671D5EC86E56	CE90918C-30C9-46C9-8920-B8CBCF048A08	inlandRiver	in direction
116020	River Irwell	622DE151-6E48-4CD8-8D1E-BDF0746E85D6	B0152FD6-DFA2-4AA0-81DA-A870CF6678D9	CE90918C-30C9-46C9-8920-B8CBCF048A08	inlandRiver	in direction
116026	Hutchinson's Golt	CE9EAA91-16A7-4BF9-944A-CA4F3CED32E1	44B60EC2-A864-4264-8D22-CDD927840D5	D2C2A454-9271-4170-9233-6592CE3C1EB1	inlandRiver	in direction
116027		87668275-7871-4F31-9F1A-6D5455834907	D2C2A454-9271-4170-9233-6592CE3C1EB1	8216F65B-F5E4-4AA1-AE6B-5F053D9F551E	lake	in direction
5 features 0 selected						

Kevin Marshall

From: Kevin Marshall
Sent: 12 August 2021 16:58
To: Ruckledge, John
Cc: James Walsh; Leo Garner; a.m.southgate; Nightingale, Mark
Subject: RE: Milltown Street Footbridge, Radcliffe

John

Thank you for coming back to me so quickly and for provision of the link to the previous FRA for the East Lancs Paper Mill Development, which includes some of the updated model results. I have reviewed the report and identified where mention is made of the 64.600mAOD flood level for the 1% AEP + 35% C.C. event.

We note that this level is identified as being located 'adjacent to the proposed residential properties', which would be a short distance upstream of the replacement bridge location. Whilst it is likely that the flood levels at this downstream location will be slightly lower, it is considered following discussions with our structures team, that even given the constraints of the site, that it should be possible to lift the soffit level of the bridge to 65.200mAOD to provide 600mm freeboard to the above quoted 64.600m flood level. This would be 330mm higher than the previous design soffit level of 64.870m. We trust that this will be in order and will incorporate the above into both the FRA and our developed detailed designs.

Regards

Kevin Marshall
Associate Director



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From: Ruckledge, John <john.ruckledge@environment-agency.gov.uk>
Sent: 11 August 2021 14:58
To: Kevin Marshall <kmarshall@wilde.uk.com>
Cc: James Walsh <jjwalsh@wilde.uk.com>; Leo Garner <lgarner@wilde.uk.com>; a.m.southgate <a.m.southgate@bury.gov.uk>; Nightingale, Mark <M.W.Nightingale@bury.gov.uk>
Subject: RE: Lomax Street Footbridge, Radcliffe and Milltown Street Footbridge

Hello Kevin,

The Radcliffe & Redvales 2016 model results you have been provided with are the most recent we are using for data requests and is the baseline model being used to inform the on-going flood risk management scheme just upstream. Although the baseline model does not include climate change allowances it was also used in the flood risk assessment to support the adjoining East Lancs Paper Mill development. The applicant (Homes England and Bury Council) used the model to inform the FRA but also re-ran it to produce +35% and +70% results. These were referred to in the FRA a copy of which is available on Bury LPAs webpages:-

https://planning.bury.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=_BURY_DCAPR_53385

This suggests the 1% AEP +35% cc flood level adjoining the site would be 64.6m. Presumably the Council will have access to the detailed model results for you to confirm this. You may be aware that the [climate change guidance](#) has just been updated in July 2021 to include UKCP18 data. This suggests higher percentage increases are likely for the River Irwell catchment. Plus 35% is now the "central" allowance figure rather than the previous "higher central" allowance but would still be a valid design parameter for an imminent planning application. The "basic" assessment set out in the EA climate change guidance would not really be appropriate for the location based on the risks.

As the soffit of the main span is above that suggested for the ELPM development modelling, it still appears a reasonable design given the constraints of the site. I will ask our project management team for the flood alleviation scheme if they have any more recent modelling results with climate change results.

Hope that helps.

John Ruckledge

Flood Risk Officer

Greater Manchester, Merseyside & Cheshire Area

Environment Agency | Richard Fairclough House, Wash Lane, Latchford, Warrington, WA4 1HT

john.ruckledge@environment-agency.gov.uk

External: 020 302 50692



For further information on flood risk activity permits or activities affecting "main river" watercourses, please follow this link:-

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>



From: Kevin Marshall [<mailto:kmarshall@wilde.uk.com>]

Sent: 09 August 2021 10:29

To: Ruckledge, John <john.ruckledge@environment-agency.gov.uk>

Cc: James Walsh <jwalsh@wilde.uk.com>; Leo Garner <lgarner@wilde.uk.com>; a.m.southgate <a.m.southgate@bury.gov.uk>; Nightingale, Mark <M.W.Nightingale@bury.gov.uk>

Subject: RE: Lomax Street Footbridge, Radcliffe and Milltown Street Footbridge

Good morning John

As you will note from the email chain below; back in 2016 you provided advice to Mark Nightingale of Bury MBC regarding the required soffit level for the proposed replacement Milltown Street Cycle Bridge, which is to be provided in the vicinity of the former cycle bridge. As you will recollect this was damaged by high water in 2015 and subsequently removed.

Based on modelling (Irwell 2007), the advice received at this time confirmed that a soffit level of 64.870mAOD would provide 600mm freeboard above the 1% AEP flood level (including an allowance for climate change) – This would be circa 2.8m above the deck of the original bridge. The attached feasibility drawing 660-019-007P1 – 'Option

4B', is currently being developed further for submission with a planning application. As you will note, the suggested soffit level is achieved fully for the 42.1m main span, but will be slightly reduced for the shorter 12.8m span (from intermediate pier to the eastern bank-seat), which is detailed to slope down at 1in20 to reduce the required size of the approach ramps.

We have recently been commissioned by Bury MBC to produce a 'Flood Risk Assessment and Preliminary Drainage Appraisal' for submission with a forthcoming planning application. As part of this process, we had requested of your 'Info Requests' department that the relevant River Irwell model data, including Detailed Flood Map and Model Node Flood levels, be provided, to substantiate your earlier recommendations.

A copy of the consultation response received from Anne Ball is attached. Unfortunately the model data provided (Radcliffe & Redvales 2016 study), does not appear to include an allowance for climate change within the figures for the 1% AEP event. Excluding climate change, the flood level at Node 5 (undefended) is confirmed as 63.350mAOD for the 1% AEP event and 64.800mAOD for the 0.1% AEP event.

Your climate change guidance document suggested that for developments assessed as only requiring a 'basic' approach, it would be acceptable to make a local precautionary allowance of 0.48m for the 1% AEP event, which would increase the flood level to 63.830m and the required soffit level to 64.430mAOD; however I am not sure if the basic approach would be acceptable in this instance (ie a bridge located above Flood Zone 3b). Notwithstanding the above, it is noted that the adopted bridge soffit level of 64.870m AOD, would be marginally above the flood level of 64.800mAOD for the 0.1% AEP event.

Given the above, can you please confirm, whether the proposed soffit level of 64.870mAOD will remain acceptable and that you will be agreeable to the reduced level of the sloping smaller span, which is circa 0.45m lower above the eastern bank seat.

Your early response would be appreciated.

Regards

Kevin Marshall
Associate Director



Civil and Structural Engineers
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From: Nightingale, Mark <M.W.Nightingale@bury.gov.uk>
Sent: 09 August 2021 08:16
To: Kevin Marshall <kmarshall@wilde.uk.com>
Cc: James Walsh <jwalsh@wilde.uk.com>; Leo Garner <lgarner@wilde.uk.com>; Southgate, Andrew <A.M.Southgate@bury.gov.uk>
Subject: FW: Lomax Street Footbridge, Radcliffe and Milltown Street Footbridge

Morning Kevin, please find below the original E-mail from John Ruckledge (in reply to my original E-mail below it) in relation to the design levels at Milltown Street Cycle Bridge.

If you require any further details please let me know.

Regards

Mark Nightingale
Principal Engineer (Bridge Maintenance)
Bury MBC
3 Knowsley Place, Duke Street, Bury, BL9 0EJ

Tel – 0161 253 5795

From: Ruckledge, John <john.ruckledge@environment-agency.gov.uk>
Sent: 13 April 2016 14:53
To: Nightingale, Mark <M.W.Nightingale@bury.gov.uk>
Cc: Bridgeland, Jennifer <Jennifer.Bridgeland@environment-agency.gov.uk>; Sanders, Cath <cath.sanders@environment-agency.gov.uk>
Subject: RE: Lomax Street Footbridge, Radcliffe and Milltown Street Footbridge

Mark,

Lomax St

Are you working on the basis that the sewer will be completely separate from the bridge now or will the sewer be supported? Jon Moerschner of UU has asked me for a meeting and I'm seeing him on site tomorrow at 10.30.

For new bridges we look for soffit levels to be at least 600mm above the 1% AEP flood level (including an allowance for climate change). We did not record the flood level at this location from Boxing Day but from our modelling (Irwell 2007) this return period level is 61.79m. If you could achieve 62.39m or higher for as much of the span as possible that would be good. If existing levels on the Asda side would make this difficult to achieve, getting as close to it as possible should be aimed for. A single span structure with removal of the piers in the channel would clearly be preferred although. Would the piers remain to support the existing pipe crossing that survived the flood?

Milltown St

I appreciate this site is likely to be more difficult. From our modelling (Irwell 2007) 1% AEP flood level (including an allowance for climate change) level is 64.27m. We recorded a level of 63.5m for the boxing day event on Rectory Lane. We would expect the new bridge to have its soffit as close to the design level of 64.87m as possible. Looking long-term, in any redevelopment of the former paper mill site we would look for changes in bank levels i.e. lowered to assist with channel capacity. However, development levels would need to be higher to mitigate risk. Accordingly, a wider bridge span would be preferred with any new abutments set back from the existing river wall.

Happy to look on site with you if you wish.

Thanks,

John Ruckledge
Flood Risk Officer
Partnerships & Strategic Overview Team
(Greater Manchester, Merseyside and Cheshire Area)

Environment Agency, Richard Fairclough House, Knutsford Road, Warrington WA4 1HT
Tel: 02030 250692 | Fax: 01925 415961 |

Flood defence consent applications have now been incorporated into the environmental permitting framework.

As of 6th April 2016 you may require a permit to carry out works or activities affecting "main river" watercourses. Details of this can be found at:-

www.gov.uk/guidance/changes-to-your-flood-defence-consent-after-6-april-2016

ARE YOU PREPARE

From: Nightingale, Mark [<mailto:M.W.Nightingale@bury.gov.uk>]

Sent: 13 April 2016 12:07

To: Ruckledge, John

Subject: Lomax Street Footbridge, Raddiffe and Milltown Street Footbridge

Hi John, following our conversation on Milltown Street Footbridge and the design levels for the replacement superstructure, I am now also looking at the feasibility/initial design stage for the replacement of Lomax Street Footbridge (the one that got washed away) as it now look likely that United Utilities will not be leading on the replacement of the footbridge as had been previously discussed. Hence, can you please let me have your initial comments on my thoughts below.

Lomax Street Footbridge

As with the proposed replacement of Milltown Street Footbridge, I appreciate we should be looking to increase the clearance below deck level for Lomax Street Footbridge.

From the videos I have seen, it appears the highest water level on the 26/12/15 was at pretty much at the underside of the deck on the superstructure that was in place at the time. My initial thoughts are to raise the height of the existing abutments by approximately 1m and include a camber (say 0.4m) to a single span superstructure, thus increasing the head room on the bridge by 1.4m at centre span.

I called down to Lomax Street this week and observed the adjacent ground level to Lomax Street/the industrial park is only a little higher than the existing abutments, hence, this area would flood out before river levels reached the proposed level for the superstructure so that even in extreme flood conditions above the record levels experienced on the 26th December, water levels would not reach the proposed bridge.

Do you feel this is a reasonable basis to commence initial design? If not can you please advise what levels I should be designing to.

Milltown Street Footbridge

As mentioned in our telephone conversation I am looking at replacing the existing superstructure with a single span bridge. Given that a large area around the bridge was flooded out on the 26th December 2105, can you please advise on design levels for the new superstructure. I appreciate the flood levels were significantly higher than the existing deck level to the bridge but would it be acceptable to limit the increase in deck level to the Pioneer Mill side of the bridge (the inside of the river bend) as there is limited room for an access ramp to this end of the bridge. The maximum gradient of an access ramp is 1:20 or 1:12 dependent on the length of the ramp, hence a 1m rise in deck level would require a minimum of a 12m ramp.

If you could let me have your comments on the above or forward this on to a member of you team for comment it would be appreciated.

I am available most days if you would like a site visit to discuss our options.

Regards

Mark Nightingale
Principal Engineer (Bridge Maintenance)
Bury Council

Tel: 0161 253 5795

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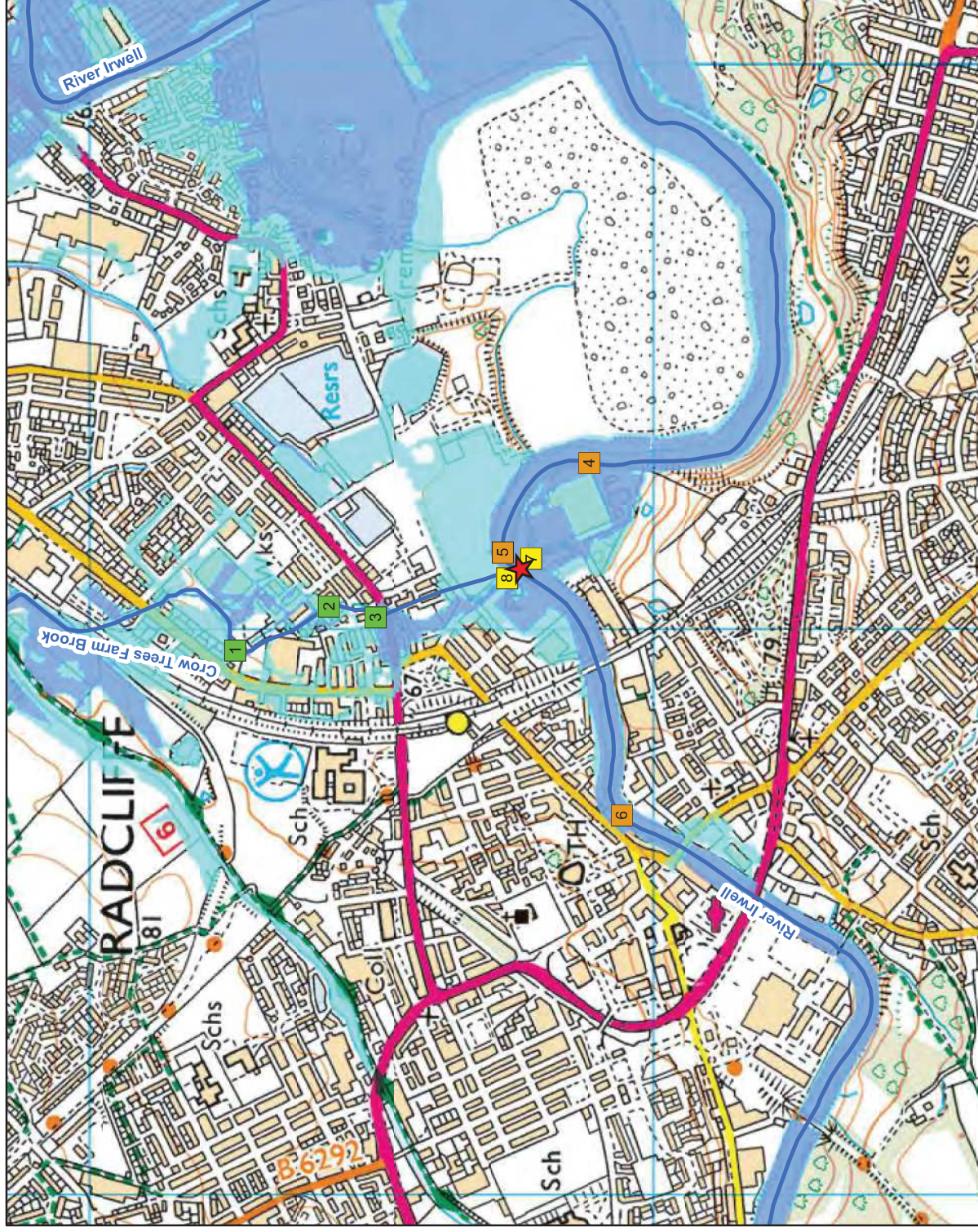
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Appendix H – EA Flood Modelling Data

Detailed Flood Map centred on Rectory Lane, Radcliffe, M26 1WN. Created on 04/08/2021 [GMMC227467AB]





1:10,001

N

Legend

- ★ Site Location
- Crow Trees
- Radcliffe & Redvales
- 2D Level
- Main River
- Flood Zone 3
- Flood Zone 2

Step Difference	As-built Noise Reference	Rating	Rating	Date	Unassessed									
1	05_LFA_L200TL_0001	3766A	427162	Modelled Noise Level (in north)	10 % AEP (1 in 10 years)	4 % AEP (1 in 20 years)	2 % AEP (1 in 50 years)	1 % AEP (1 in 100 years)	0.5 % AEP (1 in 200 years)	0.1 % AEP (in 1000 years)				
					63.04	61.09	60.13	60.14	60.18	60.19	60.34	60.38	60.58	60.92
2	05_LFA_L200TL_0003	3766C	427382	Modelled Noise Level (in north)	64.81	63.11	62.27	62.44	62.49	62.51	62.67	62.68	62.88	63.21
					66.19	64.21	63.48	63.69	63.71	63.80	64.03	64.04	64.28	64.61
3	05_LFA_L200TL_0004	3766C	427162	Modelled Noise Level (in north)	65.06	63.52	62.63	62.84	62.87	62.90	63.14	63.15	63.42	63.75
					66.44	64.50	63.74	63.93	63.95	64.03	64.27	64.28	64.55	64.88

Modelled noise from City of Perth Bus Stop Black 05 Bus Stop

AEP - Annual Exceedance Probability

in north - oriented above oriented station North

curves - cubic metres per second

Notes: "Climate Change Scenario" - 30% and 70% increases in low likelihood of the 2050, 2070-2100. Please see <https://www.gmmc.org.au/resources/road-transport-noise-impact-assessment> for more information regarding the noise change pathways.
The location of the site and the type and quality of development determine the noise change allowances to consider in any final risk assessment.

Step Difference	As-built Noise Reference	Rating	Rating	Date	Unassessed									
4	05_LFA_L200TL_0001	3762B	427116	Modelled Noise Level (in north)	10 % AEP (1 in 10 years)	4 % AEP (1 in 20 years)	2 % AEP (1 in 50 years)	1 % AEP (1 in 100 years)	0.5 % AEP (1 in 200 years)	0.1 % AEP (in 1000 years)				
					64.49	61.49	60.64	60.68	60.72	60.73	60.88	60.92	61.11	61.45
5	05_LFA_L200TL_0003	3761A	427264	Modelled Noise Level (in north)	65.72	63.68	62.82	62.98	63.01	63.08	63.32	63.33	63.60	63.93
					67.07	64.97	64.09	64.26	64.28	64.35	64.59	64.60	64.87	65.20
6	05_LFA_L200TL_0003	3761C	427058	Modelled Noise Level (in north)	65.84	63.47	62.59	62.76	62.78	62.85	63.09	63.10	63.37	63.70
					67.12	64.71	63.83	64.00	64.02	64.09	64.33	64.34	64.61	64.94

Step Difference	As-built Noise Reference	Rating	Rating	Date	Unassessed									
7	2D Level	376127	427214	Modelled Water Level (in north)	10 % AEP (1 in 10 years)	4 % AEP (1 in 20 years)	2 % AEP (1 in 50 years)	1 % AEP (1 in 100 years)	0.5 % AEP (1 in 200 years)	0.1 % AEP (in 1000 years)				
					61.58	62.44	63.13	63.38	63.40	63.48	63.72	63.73	64.00	64.33

Modelled noise from Road Fr 4, Roadside 2018 Bus Stop

AEP - Annual Exceedance Probability

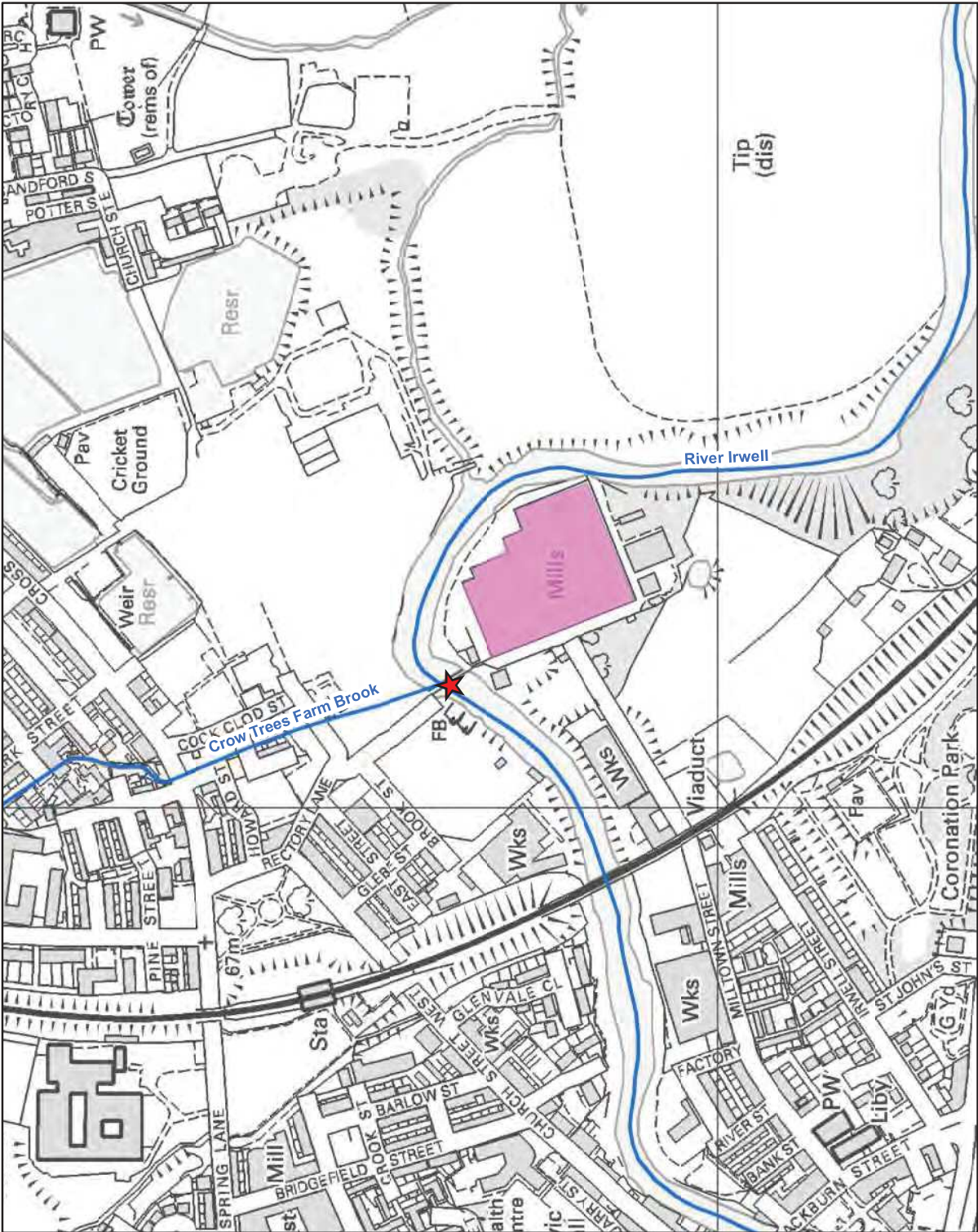
in north - oriented above oriented station North

curves - cubic metres per second

Notes: "Climate Change Scenario" - With an NMI greater change measurements at this location. For future guidance on future change with the GMMC area please see the document "Roadside 2018 bus stop assessment".

As-built Road Details	As-built Road Details	As-built Road Details	As-built Road Details	As-built Road Details	As-built Road Details
As-built Road Code	Name	Star Date	Star Date	Star Date	Star Date
10075	10075	2015/10/08	2015/10/08	2015/10/08	2015/10/08
427067	427067	2015/10/15	2015/10/15	2015/10/15	2015/10/15

Recorded Flood Outline Map centred on Rectory Lane, Radcliffe, M26 1WN. Created on 04/08/2021 [GMMC227467AB]





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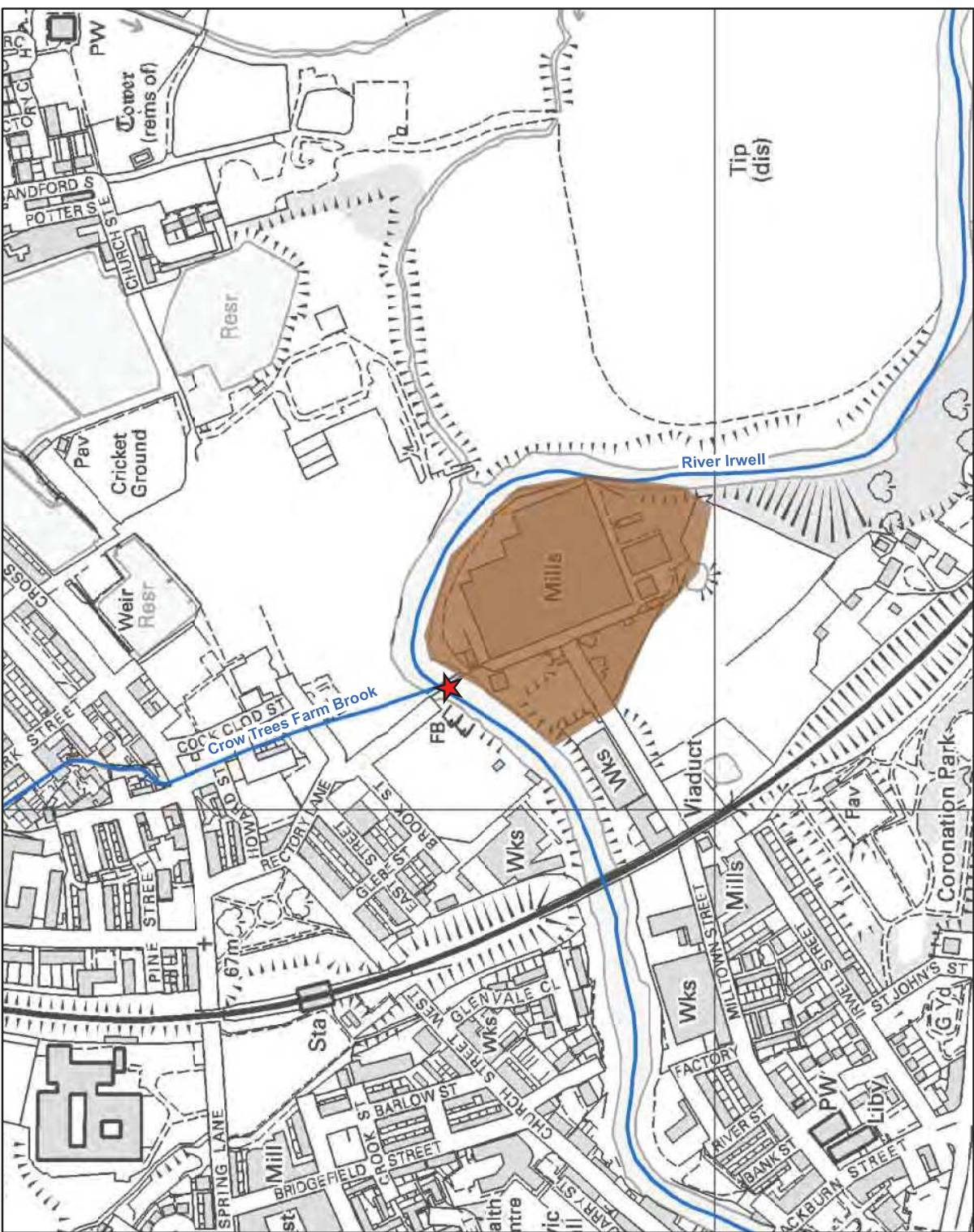
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Legend

-  Site Location
- Recorded Flood Outline**
- Start Date**
 23/10/1998
-  Main River

Recorded Flood Outline Map centred on Rectory Lane, Radcliffe, M26 1WN. Created on 04/08/2021 [GMMC227467AB]





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Legend

★ Site Location

Recorded Flood Outline

Start Date

26/12/2015

Main River