

Bury Metropolitan Borough Council
Town Hall
Knowsley Street
Bury
Lancashire
BL9 0SW

Our ref: SO/2022/121922/04-L01
Your ref: 67946
Date: 15 June 2022

Dear Sir/Madam

EMAIL DATED 24 MAY- REPLACEMENT OF MILLTOWN STREET FOOTBRIDGE WITH NEW FOOT/CYCLE BRIDGE. LAND ON THE SOUTHEAST SIDE OF, MILLTOWN STREET, RADCLIFFE.

Thank you for referring further details (Email dated 24 May 2022) to the Environment Agency. We would wish to make the following comments (Highlighted in red) in the order in which they appear in the email.

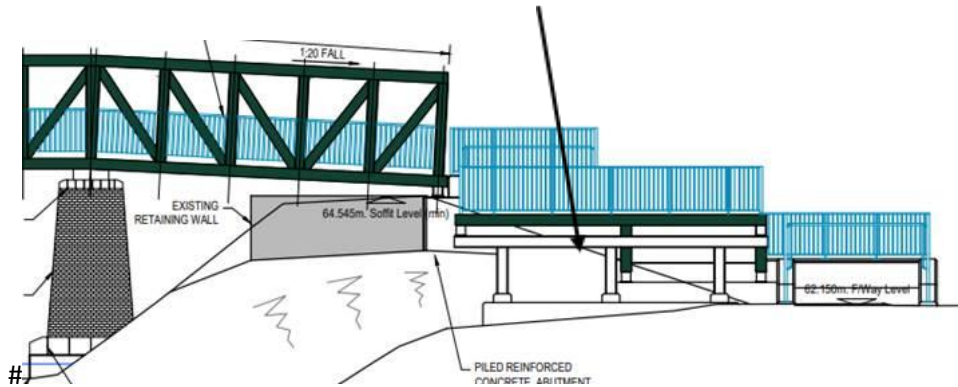
Environment Agency position

- a. Address flood risk mitigation measures for the lifetime of the development
 - The mitigation measures currently provided include the following:
 - Provision of 600mm freeboard above the 100year + 35% flood level, to the underside of the new bridge structure. As noted in the FRA, this was previously discussed and agreed with my colleague John Ruckledge.
 - As reflected on the attached drawing 660/024/002; an open access ramp of steel construction has been provided to the greater portion of the southern approach (see response to 'Item D' for further comments). **There needs to be adequate routes for overland flows to re-enter the watercourse. We need to ensure any bank raising provides routes for flows. (See screen shot)**
 - The proposed intermediate pier has been located over the southern bank, where it will be less of an obstruction to river flow.
 - The existing intermediate pier will be fully removed to bed level (see later comments)
 - Given the above, can you please advise what further flood risk mitigation measures you may be looking for?

Clarification needs to be provided on how much backfilling will be done, and where the water can re-enter the watercourse.

Environment Agency
Richard Fairclough House Knutsford Road, Warrington, WA4 1HT.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

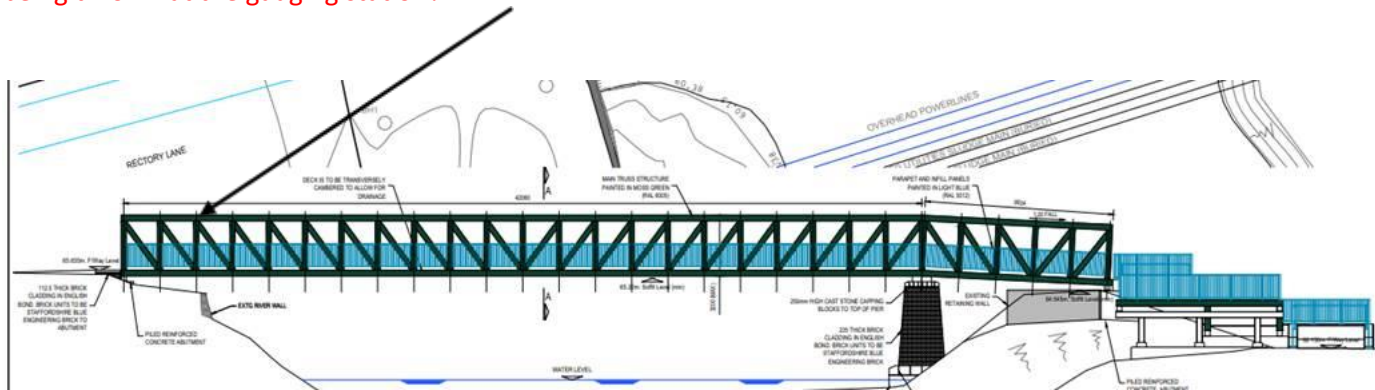
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- b. The proposed designs need to demonstrate that they will ~~not~~ make the development resilient to the flood.
- We assume that the inclusion of the word 'not' is a typographic error?
 - Given the flood risk mitigation measures summarised in Item A, it is considered that the proposal will be resilient to flood. We are therefore unclear as to what further measures could be implemented – Could you please advise? **Apologies, this should not have been included in our response, it was an error on our part.**
- c. Reference to the full removal of the existing bridge support. Document 660-023- 001 confirms the “Existing bridge pier and remaining span to be taken down to riverbed level and removed off site to tip”, but the FRA states in section 4.2 that the pier will be “taken down to top of ~~culvert~~ **cutwater**” subject to Environment Agency approval. The Environment Agency would require a full removal to bed level of any redundant in channel structures, which needs to be reflected in the FRA.
- We note your comments and will update section 4.2 of the FRA to reflect full removal to bed level of the redundant in channel pier structure.
- d. Confirmation in the FRA is required to support an “open stair way” on the southern bank, as agreed in pre application discussions with the applicant, to unimpeded overland flow routes.
- As noted in our response to 'Item A', an open access ramp of steel construction has been provided to the greater portion of the southern approach. This will allow the free flow of water around the structure and minimise reduction in storage volume. Whilst the initial ramped section will be of solid R.C. construction; as can be seen from elevation A-A, there is insufficient construction depth to provide an open structure in this area. It is however considered that this element of the access ramp will have minimal impact on storage volumes and that removal of adjacent topsoil mounding will more than compensate.
 - If the above was stated in the report, would this satisfy your requirements? **Happy with that confirmation.**
- e. The new structure could potentially be the source of vandalism to the gauging station located on the north bank, and additionally, no reference is made to the access requirements the environment Agency will require during and after construction.
- The gauging station and surrounding palisade fence is indicated in the attached pictures. As can be seen, pedestrian access to the gauging station remains possible from Rectory Lane, which will remain unaffected by the proposed works. As part of the proposed bridge works there is no intention to remove Rectory Lane, although it will become largely redundant once the new access path is provided to the northern bridge abutment. It will also be written into the tender documents, that the appointed contractor will maintain access throughout the construction works.
 - Regarding the potential for vandalism of the gauging station once the new bridge is constructed, it is noted that at its closest the palisade fence to the gauging station will be circa 6m away from the edge of the bridge, with a level difference of circa 3.5m from bridge deck to gauging station ground level. It is also noted that the existing palisade fencing

around the gauging station is only in the order of 1.8m high, with lower metal railing above the existing banking/retaining to the north. Given the above, it is not considered that provision of a new bridge, albeit at an elevated level, will significantly increase the potential for vandalism.

We were referring to items being thrown from the top of the bridge onto the top of our gauging station. With there, only being a waist height barrier from the bridge, items could have the potential to be thrown. Would it be possible to encapsulate the Rectory Lane side of the bridge to full height? See screen shot below. Would it be possible to raise the rail to full bridge height, to deter objects being thrown at the gauging station?



Advice for the Applicant

Please note we operate a voluntary charged-for service to recover costs where we can provide more detailed planning advice. As part of this service we can provide a dedicated project manager to act as a single point of contact to coordinate any review of technical documents. Should you or the developer want us to undertake a detailed review of any documentation or meet with us to discuss any of the above we can do this as part of our charged service.

The cost is £100 per hour plus vat. Please see the following link for further details
<https://www.gov.uk/government/publications/planning-and-marine-licence-advice-standard-terms-for-our-charges>

I trust you find these comments useful.

Yours faithfully

Mrs SYLVIA WHITTINGHAM
Planning Advisor

Direct dial 0203 0251059
Direct e-mail sylvia.whittingham@environment-agency.gov.uk