



- Council Boundary
- Ashton, Bridgewater and Rochdale Canals
- Manchester Ship Canal / Grey Inwell
- Other Waterbodies
- Potential Development Sites / Locations**
- Employment
- Housing
- Mixed Use
- Other
- Regional Centre Boundary
- Main Rivers (V8.0)**
- Culverted
- Open
- Digitised River Lines**
- Culverted
- Open

This map has been produced in accordance with PPS25: Development and Flood Risk and its Practice Guide.

The map shows estimated flood extents using the modelling outputs produced for this SFRA on the River Inwell, Grey Inwell, Irk, Medlock, Corn Brook, Mersey at Carrington and the Manchester Ship Canal. Beyond the modelled reaches, recent EA modelling of the Flood Zones have been used. Where climate change outlines do not exist, Flood Zone 2 was used as a proxy to represent how flood risk might increase in the future. The SFRA modelled reaches are shown on Figure 1.1 of the Maps Index.

The Main River information shown in the SFRA is provided by the Environment Agency; the centreline data may deviate from that shown on basemapping due to inherent differences in data resolution. Further information on Main Rivers is provided on the Environment Agency's website. The mapping of culverted sections of watercourse is a strategic screening only based upon Ordnance Survey 1:10,000 mapping and should be confirmed for more detailed studies such as site specific Flood Risk Assessment, but the modelled overtopping/breaching and hydraulic interactions with rivers and other waterbodies is complete and accurate as appropriate for a Strategic Flood Risk Assessment.

The River Inwell between Victoria Station and Pomona Island is not shown as a Main River on the Environment Agency's Flood Map although Flood Zones related to the river are. The same approach has been taken in this SFRA.

These maps should be used as an indication of areas in which fluvial flooding may increase in the future. These maps should be used to apply the Sequential Test and are also useful when reviewing which sites may require the Exception Test by Spatial Planners, Development Management and developers in assessing possible future fluvial risks. Emergency planners may also find them useful while designating access and egress routes.

The map should be used to apply the Sequential Test and Exception Test.

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for

Manchester City, Salford City and Trafford Councils Level 2 Hybrid SFRA

1 in 100 Year and 1 in 100 Year With Climate Change Flood Extents

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