



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

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

The map identifies the estimated flood depths using the modelling outputs produced for this SFRA. 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. The canals layer does not necessarily cover all the canal arms, 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 map should be used to apply the Sequential Test and Exception Test.

JBA consulting

Other offices at Altherstone, Doncaster, Edinburgh, Haywards Heath, Limerick, Newcastle upon Tyne, Newport, Northallerton, Saltire, Skipton, Tadcaster & Wellingford

for

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

Fluvial 1 in 1000 Year Flood Depth

Drawn by: J Cheetham	Date: 25/11/2010	This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence number: 100016658 0/11
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