



# **Rochdale & Littleborough Flood Risk Management Scheme – Phase 1a Littleborough**

## **Environmental Statement Addendum**

IMNW000100-JAC-ZZ-4B0-RP-EN-1215

**P02 – July 2025**

We are the Environment Agency. We protect and improve the environment and make it a better place for people and wildlife.

We operate at the place where environmental change has its greatest impact on people's lives. We reduce the risks to people and properties from flooding; make sure there is enough water for people and wildlife; protect and improve air, land and water quality and apply the environmental standards within which industry can operate.

Acting to reduce climate change and helping people and wildlife adapt to its consequences are at the heart of all that we do.

We cannot do this alone. We work closely with a wide range of partners including government, business, local authorities, other agencies, civil society groups and the communities we serve.

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## Quality Assurance

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## Approvals

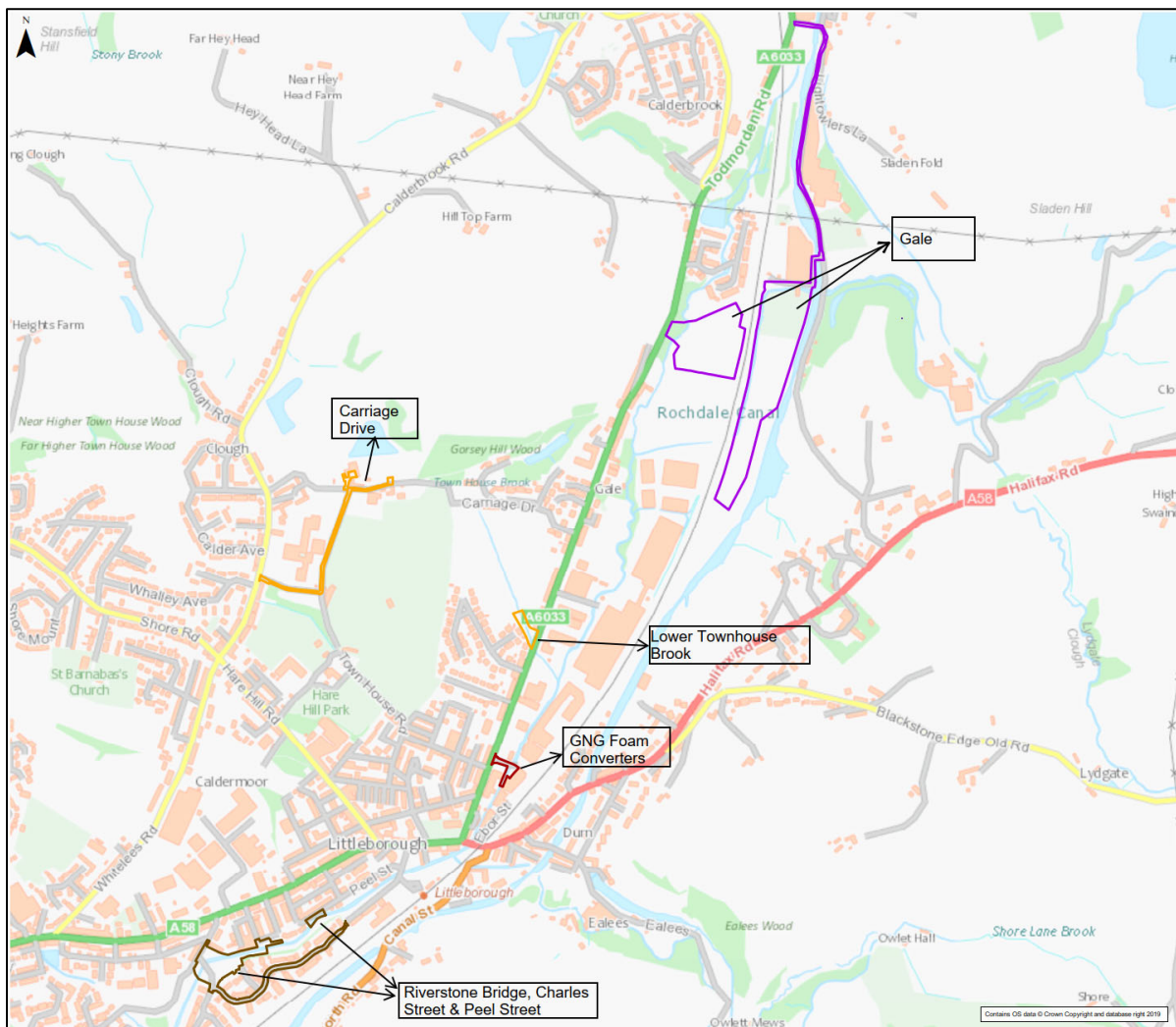
| Name      | Signature | Title [complete using 497-10 as guidance] | Date     | Version |
|-----------|-----------|-------------------------------------------|----------|---------|
| P Thomson | P Thomson | Project Manager                           | 13/01/25 | P01     |
| P Thomson | P Thomson | Project Manager                           | 18/06/25 | P02     |
|           |           |                                           |          |         |



## 1.0 Introduction and outline of proposal

### 1.1 Introduction

- 1.1.1 This Environmental Statement (ES) Addendum has been prepared on behalf of the Environment Agency (the Applicant) in support of a planning application made to Rochdale Borough Council (RBC) for Phase 1a of the Rochdale and Littleborough Flood Risk Management Scheme (Ref: 20/00082/FUL). Construction is underway for a second phase (Phase 1b) and a further phase (Phase 2, Rochdale), will be delivered through a separate planning application.
- 1.1.2 The Scheme is located in the town of Littleborough to the northeast of Rochdale, within the Rochdale Metropolitan Borough of Greater Manchester (see Figure 1).



**Figure 1 - Study Area**

- 1.1.3 The Scheme already benefits from planning permission which was granted on 7<sup>th</sup> May 2020. This is hereafter referred to as the 'Approved Scheme'. However, due to river engineering requirements and constructability concerns, the Applicant needs to make some limited design amendments to a number of Approved Scheme elements at Riverstone Bridge, Charles Street

and Todmorden Road which, despite comprising modest changes, fall beyond the scope of the current outline permissions, as it is defined in the planning conditions. As such, the Applicant has been required to seek approval for the changes via formal planning processes, specifically in an application made under section 73 of the Town and Country Planning Act 1990.

1.1.4 This ES Addendum considers the following design changes to the Approved Scheme, hereby referred to as the 'Amended Scheme':

- **Riverstone bridge**

- The junction has been slightly widened and lane markings were moved to optimise the operation of the junction due to the Road Safety Audit picked up an issue with the vehicle tracking at the junction of Riverstone Bridge and Stubley Mill Lane.
- Walls have changed alignment to become straighter due to unexpected foundations, creating a visual improvement.
- Some additional rock rolls were used to anchor the river bank sides of the coir matting over the low flow berm. Note there is still riprap (soiled and planted over) placed on the 1:2 re-aligned river bank on the southern side (Left bank)
- New tree to be moved from the right bank to the left bank due to engineering design changes. In addition, the following requirements of local residents were taken into consideration; maintaining visibility splays and screening planting in front of windows to block car lights.
- A change was made to the layout of the junction to address some safety concerns raised by a resident with a driveway close to the existing junction. The road was re-aligned and changes made to immediately adjacent planting to improve his sight lines and reduce the turning radius to his driveway. The Road Safety Audit was undertaken of the whole road layout and has been signed off.
- A visible change in sheet piling at the upstream end of the re-aligned sloping river bank on the south (left) bank where poor ground conditions and concern about the stability of the adjacent upstream river wall meant that the proposed gabion transition detail was changed to a sheet pile end to the sloping bank which tied into the existing river wall. The short section of piled wall is only visible at the end of the sloping river bank from ground level at the top of the bank to about 2m at the base of the bank. There is no cladding or capping to the piles.

- **Charles Street**

- Wall foundations are narrower in comparison to the previous design as the wall foundations of the existing bridge were different than expected.
- Trees have moved on the left bank, further away from river edge as the bridge footings were in the way.

- **Todmorden road**

- Private steps were not replaced as they impacted on the Public Right of Way (PRoW), at the request of the Council PRoW officer.
- Trash posts were installed as designed, however the design changed after planning and they are installed diagonally to help clearance of debris.
- Fencing has changed from bow top railings to timber railings. Originally bow top railings were proposed on the flood wall as well as timber handrail up the

PRoW ramp, however only the handrail was put in as the railings weren't required for fall protection.

- 1.1.5 Details of the changes can be viewed in the planning support statement (IMNW000100-JAC-ZZ-4B0-RP-PL-0019) and supporting figures (IMNW000100-JAC-ZZ-4B0-DR-PL-7308-PSS Fig 1 - Locations.pdf; IMNW000100-JAC-ZZ-4B0-DR-PL-7309-PSS Fig 2 Tod Rd etc. changes.pdf; IMNW000100-JAC-ZZ-4B0-DR-PL-7310-PSS Fig 3 RSB changes.pdf).

## 2.0 Summary of effects

### 2.1 Introduction

- 2.1.1 This ES Addendum sets out whether the delivery of the Amended Scheme affects the conclusions of the original ES produced for the Approved Scheme.

### 2.2 Biodiversity

- 2.2.1 The changes in alignment and widening at Riverstone Bridge would have negligible impact in terms of extra take of surrounding green space.
- 2.2.2 However, the conclusions of the Biodiversity assessment as set out in Chapter 9 of the Original ES (IMNW000100-JAC-ZZ-4B0-RP-EN-0035) and supporting Technical Appendices A.9.1 – A.9.6 (IMNW000100-JAC-ZZ-4B0-RP-EN-0008, IMNW000100-JAC-ZZ-4B0-RP-EN-00014, IMNW000100-JAC-ZZ-4B0-RP-EN-0015, IMNW000100-JAC-ZZ-4B0-RP-EN-0017, IMNW000100-JAC-ZZ-4B0-RP-EN-0016, IMNW000100-JAC-ZZ-4B0-RP-EN-0009, IMNW000100-JAC-ZZ-4B0-RP-EN-0004, IMNW000100-JAC-ZZ-4B0-RP-EN-0005, IMNW000100-JAC-ZZ-4B0-RP-EN-0011, IMNW000100-JAC-ZZ-4B0-RP-EN-0018) remain materially unchanged by the proposed amendments at Riverstone Bridge, Charles Street and Todmorden road.

### 2.3 Historic Environment

- 2.3.1 The conclusions of the Historic Environment assessment as set out in Chapter 11 of the Original ES (IMNW000100-JAC-ZZ-4B0-RP-EN-0024) and supporting Technical Appendices A.11.1 – A.11.3 (IMNW000100-JAC-ZZ-4B0-RP-EN-0071-75 and IMNW000100-JAC-ZZ-4B0-RP-EN-0030) remain materially unchanged by the proposed amendments due to none of the changes at Riverstone Bridge, Charles Street and Todmorden road being located within a conservation area or within the vicinity of a designated heritage asset.

### 2.4 Landscape and Visual

- 2.4.1 The conclusions of the Landscape and Visual assessment as set out in Chapter 10 of the Original ES (IMNW000100-JAC-ZZ-4B0-RP-EN-0036) and supporting Technical Appendices A.10.1 – A.10.4 (IMNW000100-JAC-ZZ-4B0-RP-EN-0063-64 and IMNW000100-JAC-ZZ-4B0-RP-EN-0079-81) remain materially unchanged by the proposed amendments at Riverstone Bridge, Charles Street and Todmorden road.

### 2.5 Air Quality

- 2.5.1 The conclusions of the Air Quality assessment as set out in Chapter 14 of the Original ES (IMNW000100-JAC-ZZ-4B0-RP-EN-0031) and supporting Technical Appendix A.14.1 (IMNW000100-JAC-ZZ-4B0-RP-EN-0048) remain materially unchanged by the proposed amendments at Riverstone Bridge, Charles Street and Todmorden road.
- 2.5.2 The dust assessment guidance has changed since the original assessment, though the assigned dusk risks remain valid.

### 2.6 Noise and Vibration

- 2.6.1 The conclusions of the Noise and Vibration assessment as set out in Chapter 15 of the Original ES (IMNW000100-JAC-ZZ-4B0-RP-EN-0038) and supporting Technical Appendix A.15.1 (IMNW000100-JAC-ZZ-4B0-RP-EN-0070) remain materially unchanged by the proposed amendments at Riverstone Bridge, Charles Street and Todmorden road.

### 2.7 Access and Transport

- 2.7.1 The conclusions of the Access and Transport assessment as set out in Chapter 16 the Original ES (IMNW000100-JAC-ZZ-4B0-RP-EN-0029) remain materially unchanged by the proposed amendments at Riverstone Bridge, Charles Street and Todmorden road as there will be no change in traffic flows and the vehicle routing will remain the same despite the changes in alignment, which are minor.

## 2.8 Geology, Soils and Groundwater

- 2.8.1 The conclusions of the Geology, Soils and Groundwater assessment as set out in Chapter 12 of the Original ES (IMNW000100-JAC-ZZ-4B0-RP-EN-0037) and supporting Technical Appendices A.12.1-3 (IMNW000100-JAC-ZZ-4B0-RP-EN-0053-55) remain materially unchanged by the proposed amendments given that there is no significant additional below ground excavation proposed at Riverstone Bridge, Charles Street and Todmorden road.

## 2.9 Surface Water Environment

- 2.9.1 The conclusions of the Surface Water Environment assessment as set out in Chapter 8 of the Original ES (IMNW000100-JAC-ZZ-4B0-RP-EN-0034) and supporting Technical Appendix A.8.1 (IMNW000100-JAC-ZZ-4B0-RP-EN-0062) remain materially unchanged by the proposed amendments at Riverstone Bridge, Charles Street and Todmorden road.

## 2.10 Land Use and Recreation

- 2.10.1 The conclusions of the Land Use and Recreation assessment as set out in Chapter 13 of the Original ES (IMNW000100-JAC-ZZ-4B0-RP-EN-0020) remain materially unchanged by the proposed amendments at Riverstone Bridge, Charles Street and Todmorden road.

## 2.11 Summary

- 2.11.1 In considering the findings of this ES Addendum it can be concluded that the proposed design amendments do not materially change the conclusions of the Original ES.
- 2.11.2 The Original ES concluded that there would be no residual significant adverse effects that would result from the Approved Scheme. The assessment of the Amended Scheme, included with this ES Addendum, reaffirms this position.