



Birmingham Eastside Extension

Environmental Statement Volume 2 Technical
Appendix F: EIA Consultation Information

MMD-300207-HS30-DOC-0000-1027

October 2016

West Midlands Combined Authority

Issue and revision record

Revision	Date	Originator	Checker	Coordinator	Approver	Description
A	October 2016	LM	KL	CS	KL	Final for submission

Information class: Standard

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1 Introduction

- 1.1.1 Consultation with statutory and non-statutory consultees has been undertaken throughout the EIA process to inform the BEE design, agree assessment methodology details, and discuss key issues and preliminary assessment findings.
- 1.1.2 Consultation responses received in addition to the Scoping Opinion (ES Volume 2 Technical Appendix I), during the EIA process is summarised in Table 1.1 and outlined per environmental topic in Chapters 2 to 6 in this document.

Table 1.1: Record of consultation

Topic and chapter in ES Volume 1: Main Statement	Relevant chapter in this technical appendix
Chapter 5: EIA Methodology	Chapter 2
Chapter 10: Noise and Vibration	Chapter 3
Chapter 13: Townscape and Visual Amenity	Chapter 4
Chapter 14: Historic Environment	Refer to Townscape and Visual Amenity Consultation
Chapter 16: Water Resources and Land Drainage	Chapter 5
Chapter 17: Ecology	Chapter 6

2 EIA Methodology

DRAFT

Worthington, Kelly

From: Nicholas Jackson <Nicholas.Jackson@birmingham.gov.uk>
Sent: 14 June 2016 15:51
To: Coffey, Luke C
Cc: Ellingham, Paul J
Subject: RE: Birmingham Eastside Extension - Committed Developments Schedule

Luke,

My only thoughts:

Note that the Beorma consent 2015/06678/PA expires on 8th Jan 2019.

Bull Ring Trading estate is 26th October this year.

Will you be mentioning Birmingham Smithfield ? (i.e. Wholesale Market) site. Demolition starts March '17. Part of it is likely to be under construction when you are constructing I would have thought – although no firm plans in place (other than masterplan).

Kind Regards,

Nick

Nicholas Jackson / Principal Planning Officer / City Centre Team

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Birmingham B4 7DJ

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From: Coffey, Luke C [<mailto:Luke.Coffey@mottmac.com>]
Sent: Tuesday, June 14, 2016 11:42 AM
To: Nicholas Jackson
Cc: Ellingham, Paul J
Subject: Birmingham Eastside Extension - Committed Developments Schedule

Nick

Further to our earlier correspondence – please find attached the committed developments schedule to included / excluded as committed development for the purpose of the Birmingham Eastside Extension cumulative impact assessment.

We would be grateful if you could review this information and please let us know if you have any comments.

If you have any queries, please contact Paul or myself on 0121 234 500.

Kind Regards,

Luke Coffey

BSc (Hons) MSc MRTPI
Senior Planning Consultant

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3 Noise and Vibration

DRAFT

Worthington, Kelly

From: Harrison, Dan
Sent: 31 May 2016 12:32
To: planningandregenerationenquiries@birmingham.gov.uk
Subject: Noise and Vibration Impact Assessments - Centro Tram Schemes

Dear planning department,

I am an Acoustic Engineer working for Mott MacDonald on behalf of our client Centro to carry out an environmental impact assessment and discharge noise and vibration planning conditions of the proposed Midland Metro tramway extensions. Specifically, the Birmingham Edgbaston Extension and the Birmingham Eastside Extension.

As part of our assessment we shall be outlining appropriate noise and vibration criteria in line with current national planning guidance including NPPF and NPSE as well as Birmingham City Council local policies.

I am trying to obtain a copy of the document entitled ***"Planning Consultation Guidance No1 Noise and Vibration' (draft), Birmingham City Council, 2013."***

The document contains various criteria proposed by Birmingham City Council relating to the impact and effects from noise and vibration during new developments in the city.

In addition, I am also trying to establish if this document is still in draft format or if it has been formally published, I'm hoping you can advise.

If you would like to discuss via a phone call I am happy to be contacted on 0121 234 1770. It would also welcome the chance for consultation regarding our assessment methodology with the planning depart or with the environmental health officer to raise any potential concerns prior to submission of any documents.

Your assistance regarding the above is appreciated, the contents of this document in particular is essential to ensuring consistency between our assessment and the policies of Birmingham City Council.

My contacts details are below, I look forward to you call or email.

Kind regards
Dan

Dan Harrison
Acoustic Engineer

T +44 (0)121 234 1500 F 44 (0)121 200 3295
dan.harrison@mottmac.com



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Worthington, Kelly

Subject: FW: BEE Council Contacts

From: Nicholas Jackson [<mailto:Nicholas.Jackson@birmingham.gov.uk>]
Sent: 08 July 2016 13:57
To: Dyne, Stuart J
Cc: Forni, Max S; Harrison, Dan; Nofal, Oliver; Gerg Jambor; Jane Dunsford; Gary Woodward
Subject: RE: BEE Council Contacts

Stuart,

Thanks for the email.

On the face of it your methodology appears to be sound for the baseline assessment and there are no additional comments from Reg Services.

I must re-iterate that we really do need to review the potential conditions to be attached to the deemed planning consent given a) lessons learnt ; and b) the previous conditions used on the 2005 TWA were written some time ago. I would have thought that you would have a view on this. Speaking with Gerg Jambor (Reg Services) he thinks there is room for improvement.

Regards,

Nick

Nicholas Jackson / Principal Planning Officer / City Centre Team

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From: Dyne, Stuart J [<mailto:stuart.dyne@mottmac.com>]
Sent: Wednesday, July 06, 2016 3:56 PM
To: Nicholas Jackson
Cc: Forni, Max S; Harrison, Dan; Nofal, Oliver
Subject: RE: BEE Council Contacts

Nick

I work with Dan Harrison with whom there has been previous correspondence over the Birmingham Edgbaston and Eastside Extension for the Centro Tram scheme. I am currently preparing the noise and vibration impact assessment for the Eastside Extension and would like to set out what we are doing in terms of baseline surveys for this and the methodology that we are applying for the assessment.

The methodology for noise is based on the IEMA Guidelines for Environmental Noise Impact Assessment. For operational noise we are using CRTN and CRN to estimate noise levels due to road and rail traffic (including trams) respectively. We're doing the modelling in CadnaA using traffic model data for Do Minimum (i.e. without the scheme) and Do Something (with the scheme) for 2021 and 2031 and we'll define the study area boundary as 100m from all routes that are subject to a noise increase or decrease of 1dB or more as well as in the vicinity of the new

section of track. We are including substation noise within the assessment based on noise measurements from existing substations. We will also consider the impact of substation noise on sensitive receptors in accordance with BS4142. We'll compare the model with a baseline survey that includes both short-term and long-term measurements along the new tram route. We'll also include the HS2 and Masshouse developments within our 2021 baseline as these will already be under construction and operational respectively. We'll consider other committed developments within a cumulative impacts section. For construction noise we shall do a BS5228, part 1 assessment using Example Method 2 – 5dB(A) change, for each stage of construction including plant, constructors' compounds, haulage and delivery vehicles.

For construction vibration we'll do a BS5228, part 2 assessment. For operational vibration we shall do measurements of PPV and VDV of the existing trams at Bilston Road, Wolverhampton – in the vicinity of the car dealers as this will provide us with an upper bound for vibration levels as the trams travel relatively quickly on this section.

For both construction and operational noise we'll define LOAEL and SOAEL values by reference to current policies and guidance and define an adverse impact as one in which there is a non-negligible increase in noise level with a residual level that exceeds LOAEL but is below SOAEL. Similarly we'll define a significant adverse impact as one in which there is a non-negligible increase in noise level and a residual level above SOAEL. We'll produce tables that show the number of receptors that are beneficially or adversely affected within the study area.

I can provide more details on any of the above but didn't want to swamp you with too much information in a first email!

Can you please let me know if you have areas of concern either about the proposed methodology or about any particular local issues or receptors that should be included in our assessment. I'd also be happy to host a conference call with you and/or the environmental health department and our team if that would be helpful.

Best wishes

Stuart

Stuart Dyne

Technical Director (Acoustics)

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From: Nicholas Jackson [<mailto:Nicholas.Jackson@birmingham.gov.uk>]
Sent: 15 June 2016 09:17
To: Harrison, Dan <Dan.Harrison@mottmac.com>; Gerg Jambor <Gerg.Jambor@birmingham.gov.uk>
Subject: RE: Gerg,FW: Noise and Vibration Impact Assessments - Centro Tram Schemes

Dan,

Whilst I note that this is a snap shot, like Gerg, I think that your strategy is valid and agree providing that there is some reference to the 2003 data in the analysis.

Regards,

Nick

Nicholas Jackson / Principal Planning Officer / City Centre Team

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From: Harrison, Dan [<mailto:Dan.Harrison@mottmac.com>]
Sent: Tuesday, June 14, 2016 5:59 PM
To: Nicholas Jackson; Gerg Jambor
Subject: RE: Gerg,FW: Noise and Vibration Impact Assessments - Centro Tram Schemes

Nick,

Thanks for getting back to me so quickly.

I include an extract from the 2003 Environmental Statement with the noise levels on Broad Street and some more detailed data from the Appendix. Measures are between 15 – 20minutes.

L_{Aeq} noise levels generally range between 69 and 71 dB with the odd exception. I also include an extract of our measurement data for comparison which was recorded in 15 minutes measurements during the day and for the entire night time period to capture noise levels overnight.

A comparison of the data shows a good level of consistency with the ES data particularly during daytime around 70dB.

The night time noise levels are slightly lower than the original survey however the 2016 levels were measured at 1st / 2nd floor using overnight monitoring equipment which could account for the discrepancy.

Our assessment will likely make reference to both sets of data with your agreement however if we consider the lower ambient noise level data from our 2016 survey then this will provide a more worst case assessment as Planning Condition 10 looks at the level of change between pre and post implementation of the scheme.

Please let me know your thoughts or if you require any additional information.

Kind regards
Dan

2003 ES Measurement Data from report

Broad Street to Hagley Road (via Five Ways)

7) Broad Street Birmingham Symphony Hall	71	61	68	53
2) Broad Street (north east)	71	63	69	58
1) Broad Street (south west)	71	66	68	57

2003 ES Measurement Detailed data from Appendix

Position	Time	L _{Amax}	L _{Aeq}	L _{A10}	L _{A90}	Comments
Symphony Hall	16:25	79	69	72.3	61.4	
	16:30	93.4	71	72.9	60.4	Wheel squeal from bus
	16:35	95.1	76.1	74.9	63.7	Ambulance siren
	16:40	80.3	68.7	71.5	61.2	
Broad Street SW	19:05	79	71.2	73.8	66.1	Breezy
	19:10	80.3	71.6	74.5	64.7	Still rather breezy
	19:22	79.6	71.3	74.3	66	
	19:27	79.6	71.4	74.4	66	
Broad Street NE	19:45	92	70.1	70.3	62.5	Bottles being
	19:50	87	69.9	73	63.2	Music from nearby bar
	20:10	73.2	61.6	63.8	58.3	

Mott MacDonald Noise Survey Data Feb / March 2016

Location	Measurement Position	Baseline noise level L _{Aeq} dB	
		Daytime 07:00 to 23:00	Night time 23:00 to 07:00
ICC / Symphony Hall	ST1	70.3	-
Free Radio	ST3	69.6	-
Jurys Inn	ST4	66.6	-
Novotel	LT2	65.9	63.0
The Square Offices	ST5	70.2	-
Fiveways	ST6	70.8	-
Tricorn House	ST7	69.5	-
Marriott Hotel	LT3	65.2	63.3
Hagley House	ST9	73.4	-
Barclays	ST10	66.8	-
Hyatt Hotel	LT1	62.4	68

Dan Harrison

Acoustic Engineer

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From: Nicholas Jackson [<mailto:Nicholas.Jackson@birmingham.gov.uk>]
Sent: 14 June 2016 16:11
To: Harrison, Dan; Gerg Jambor
Subject: RE: Gerg,FW: Noise and Vibration Impact Assessments - Centro Tram Schemes

Dan,

Our of interest do you have a comparison between the latest data and the 2003 data?

Is there a broad pattern? Had Broad Street got louder or quieter? Is there a simple table that you could share?

Once I have the above I will discuss with Gerg and revert back to you.

Thanks,

Nick

Nicholas Jackson / Principal Planning Officer / City Centre Team

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From: Harrison, Dan [<mailto:Dan.Harrison@mottmac.com>]
Sent: Tuesday, June 14, 2016 3:59 PM
To: Gerg Jambor; Nicholas Jackson
Subject: RE: Gerg,FW: Noise and Vibration Impact Assessments - Centro Tram Schemes

Dear Gerg,

Thank you for sending this information through and thanks for speaking we me on the phone the other day.
As discussed on the phone, one of the projects we are currently working on is the discharge of noise related
planning conditions associated with the Birmingham Edgbaston Extension phase of the Birmingham City Centre
Tram Extension.

Condition 10 - attached to the planning permission states that:

To minimise impact from airborne noise caused by the running of trams:

*'the development shall be designed and operated in accordance with the Midland Metro Extension Noise and
Vibration Policy 2003. For the purposes of Section 5 of the policy, Noise Mitigation at Source, the pre-existing
ambient noise levels shall be those in Table 6.16 of the environmental statement, or from any later survey which has
been agreed in writing by the local planning authority'*

In particular, the planning condition requires written confirmation from the local authority for the use any later
noise surveys in addition to the original data given in the 2003 Environmental Statement.
I believe in our conversation the other day we concluded that it was your colleague Nick Jackson who would need to
provide any correspondence agreeing to the use of newer survey data in our assessment.

Nick – if you are able to confirm the following is acceptable, it would much appreciated.

Mott MacDonald is commissioned to carry out an assessment based on predicted airborne noise impacts in order to verify compliance of the Edgbaston Extension with Planning Condition 10 which is designed to minimise impact from airborne noise caused by the running of tram.

In 2015 / 2016 Mott MacDonald carried out noise monitoring surveys at the nearest noise sensitive receptors along the proposed route of the Birmingham Edgbaston Extension. Noise sensitive receptors were identified along the route and included hotels, offices, residential units, the ICC / Symphony Hall and the Fiveways leisure complex. These locations were consistent with the original noise survey carried out during the 2003 environmental impact assessment.

Attended noise measurements were carried out during the day and supplemented by unattended overnight measurements installed along the route to capture both the day and night time ambient noise levels.

Noise measurement data recorded during the surveys will be used as part of the assessment to determine the pre-existing ambient noise levels as per Condition 10 above in conjunction with reference to the previous 2003 survey.

Given the time since the original assessment, the additional noise surveys are considered essential in both verifying the original 2003 data is still representative and also in identifying if there have been any significant changes to the noise environment since.

I appreciate your assistance with this, if you could confirm the above is acceptable or if you have any questions please let me know.

Kind regards
Dan

Dan Harrison

Acoustic Engineer

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dan.harrison@mottmac.com



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From: Gerg Jambor [<mailto:Gerg.Jambor@birmingham.gov.uk>]

Sent: 07 June 2016 15:41

To: Harrison, Dan

Cc: Nicholas Jackson

Subject: RE: Gerg,FW: Noise and Vibration Impact Assessments - Centro Tram Schemes

Dear Dan

Please find attached latest version of said document, and also the 2013 version.

Do not hesitate to contact me if you have any questions.

Best Regards,

Mr Gerg Jambor
Environmental Protection Officer
Birmingham City Council
Tel: (0121) 303 9975

Postal Address: Environmental Health, Manor House, PO Box 16977, Birmingham, B2 2AE
Office Site: Environmental Protection, 1st Floor, 40 Moat Lane, Birmingham, B5 5BD

From: Harrison, Dan [<mailto:Dan.Harrison@mottmac.com>]
Sent: Tuesday, May 31, 2016 12:32 PM
To: PlanningandRegenerationEnquiries
Subject: Noise and Vibration Impact Assessments - Centro Tram Schemes

Dear planning department,

I am an Acoustic Engineer working for Mott McDonald on behalf of our client Centro to carry out an environmental impact assessment and discharge noise and vibration planning conditions of the proposed Midland Metro tramway extensions. Specifically, the Birmingham Edgbaston Extension and the Birmingham Eastside Extension.

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In addition, I am also trying to establish if this document is still in draft format or if it has been formally published, I'm hoping you can advise.

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Your assistance regarding the above is appreciated, the contents of this document in particular is essential to ensuring consistency between our assessment and the policies of Birmingham City Council.

My contacts details are below, I look forward to you call or email.

Kind regards
Dan

Dan Harrison
Acoustic Engineer

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dan.harrison@mottmac.com



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4 Townscape and Visual Amenity

DRAFT

From: [Riccoboni, Paul M](#)
To: [Nofal, Oliver](#)
Subject: FW: BEE High Street Deritend Trees - CONSERVATION OFFICER RESPONSE TO CONSULTATION
Date: 14 June 2016 11:07:15
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image002.png](#)
[image007.jpg](#)

From: Itrakjy, Noor A
Sent: 01 June 2016 17:09
To: Riccoboni, Paul M <Paul.Riccoboni@mottmac.com>
Cc: Morrison, Josephine V <jo.morrison@mottmac.com>; Meek, Lorna J <Lorna.Meek@mottmac.com>
Subject: FW: BEE High Street Deritend Trees

All,

See Andrew's response below.

Thanks,



Noor Itrakjy

Chartered Landscape Architect BA (Hons) MLA, CMLI

Mott MacDonald

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From: Andrew Fuller [<mailto:Andrew.Fuller@birmingham.gov.uk>]

Sent: 01 June 2016 17:06

To: Itrakjy, Noor A

Cc: Gary Woodward; Nicholas Jackson

Subject: RE: BEE High Street Deritend Trees

Noor,

As discussed on the phone, I have no problems with trees along Digbeth High Street as this is along the edge of the conservation area and forms a principal artery running into the city centre with buildings of civic scale lining it. Other street, within the conservation area should retain their industrial character and not be tree lined.

I am concerned that the trees appear to extend across the south-east bound carriageway and need deleting. Would it not, however, be better to reduce the wider of this street (which is never that busy) and widen the footpaths and plant the trees in the pathways along either side of the carriageway rather than in the middle.



Email: andrew.fuller@birmingham.gov.uk | Call: 0121 4647794 | Web:
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From: Itrakjy, Noor A [<mailto:Noor.Itrakjy@mottmac.com>]
Sent: Wednesday, June 01, 2016 4:25 PM
To: Andrew Fuller
Cc: Morrison, Josephine V; Riccoboni, Paul M; Meek, Lorna J; Andrew Wayro
Subject: BEE High Street Deritend Trees

Dear Andrew,

Following our telephone conversation earlier, I have had a further conversation with the Mott MacDonald heritage team (carrying out the Heritage Assessment) regarding the question of tree planting along Meriden Street/New Canal. As the Digbeth, Deritend and Bordesley High Streets (Digbeth/Deritend) Conservation Area Appraisal for the area specifically states that trees would be uncharacteristic in the conservation area we have decided to omit these from our plans as they would be out of keeping with the character area and would also potentially generate a new adverse effect in the Heritage Assessment.

Within the Birmingham Eastside Urban Design Strategy, we are showing pleached trees down the central reservation of High Street Deritend. This is outside the Digbeth Conservation Area boundary and therefore these trees do not conflict with policy. I have attached a draft plan and cross section showing this. At this stage these proposals are illustrative.

Your comments on the above would be greatly welcomed. I spoke to Andy Wayro yesterday who confirmed the principle of a boulevard approach to Digbeth High Street has been agreed as a way forward for this area by the City - it would be good to get your confirmation also.

Best regards,

Noor Itrakjy

Senior Landscape Architect

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From: [Itrakji, Noor A](#)
To: [Andrew Wayro \(Andrew.Wayro@birmingham.gov.uk\)](mailto:Andrew.Wayro@birmingham.gov.uk)
Cc: [Morrison, Josephine V](#)
Subject: BEE: Townscape Viewpoints and Ur
Date: 11 April 2016 10:03:00
Attachments: [image003.jpg](#)
[image002.png](#)
[image007.jpg](#)

Morning Andrew,

BEE TVIA

Hope all is well, I will be completing the BEE Townscape and Visual Impact Assessment, from desk based and site survey we have identified the following visual receptors;

- 1) Users of Corporation Street Shops
- 2) Users of Bull Street Shops and fast food restaurants
- 3) Guests at Travelodge
- 4) Road users of Moor Street Queensway
- 5) Guests at Hotel La Tour, Park Street
- 6) Users of Park Street Gardens
- 7) Users of Eastside City Park
- 8) Residents at the Woodman Public House, New Canal Street
- 9) Users of Retail and take-away buildings along New Canal Street and Meriden Street
- 10) Office staff in industrial buildings along New Canal Street and Meriden Street
- 11) Road users of High Street Deritend
- 12) Residents in upper floors of shops along High Street Deritend
- 13) Users of music venues, pubs and bars along High Street Deritend (Plug Live, The Kerryman, Big Bulls Head, The Custard Factory, The Old Crown, The Irish Centre).

Do you have any comments on the above visual receptors? Or have any additional receptors you want us to include in the TVIA?

BEE UDS

Following on from our telephone conversation on Thursday 7th April, do you want us to show the plan (within the UDS) for Eastside City Park to be in keeping with the below HS2 plan. The plan shows the area outside the proposed HS2 station to be landscaped.

We look forward to receiving your comments.

Best regards,

Noor

Noor Itrakjy



Chartered Landscape Architect BA (Hons) MLA, CMLA

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From: Itrakjy, Noor A
Sent: 22 March 2016 11:40
To: Andrew Wayro (Andrew.Wayro@birmingham.gov.uk)
Cc: Morrison, Josephine V
Subject: BEE UDS_ locations for visualisations

Morning Andrew,

Hope all is well, apologies for the delay in getting these over to you.

Please see our indicative locations for the visualisations. What are your thoughts? Do you mind sending those documents referring to BCC's ideas for urban design in the study area? Additionally can you send the images for the temporary open space at Albert Street that we discussed?

Best regards,

Noor Itrakjy



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5 Water Resources and Land Drainage

DRAFT

From: [Meek, Lorna J](#)
To: [Nofal, Oliver](#)
Subject: FW: Our Ref. 12369 (Reply due: 23 May) - Eastside of Central Birmingham
Date: 13 June 2016 11:18:45
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.jpg](#)
[image007.jpg](#)
[image010.png](#)

From: He, Mengshu
Sent: 13 June 2016 11:08
To: Searson, Christopher M; Meek, Lorna J; Pong, Rebecca
Cc: Chung, Terry
Subject: FW: Our Ref. 12369 (Reply due: 23 May) - Eastside of Central Birmingham

Dear All,

Good Morning!

The EA has confirmed that it is not considered necessary to further modelling with 50% cc allowance, only based on the condition that the proposed level for the tramline will not be raised up. For further details, please see the reply from the EA in the following.

Thank you!
Kind Regards,

Mengshu He
Graduate Civil Engineer

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mengshu.he@mottmac.com



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From: Dingley, John [<mailto:john.dingley@environment-agency.gov.uk>]
Sent: 09 June 2016 15:31
To: He, Mengshu <Mengshu.He@mottmac.com>
Subject: RE: Our Ref. 12369 (Reply due: 23 May) - Eastside of Central Birmingham

Hi Mengshu,

I have been passed your e-mail below and asked to respond. We apologise for the delay in getting back to you.

Having reviewed the information submitted we would not consider that further modelling needs to be undertaken to assess the impact of the new 50% climate change allowance. However, this is only if there are to be no ground raising works whatsoever.

Obviously, if the new allowance was considered the extent and depth of flooding may increase. Nevertheless, if ground levels aren't being raised there will be no loss in floodplain storage as a result of this development and therefore no increase in flood risk elsewhere.

Where levels are being lowered, you may need to consider the impact on both fluvial and pluvial flood flow routes.

We agree with the need for some form of flood warning / evacuation plan. Thank you for confirming the track would be closed if / when flooding occurs.

You may also wish to speak to Birmingham City Council regarding any surface water drainage requirements.

Thanks,

John Dingley

From: He, Mengshu [<mailto:Mengshu.He@mottmac.com>]

Sent: 11 May 2016 16:15

To: SWWMcustomers

Cc: Chung, Terry; Meek, Lorna J; Searson, Christopher M; Pong, Rebecca

Subject: RE: Our Ref. 10156 - Eastside of Central Birmingham

Dear Diane,

Thank you for your reply and the provided flood levels.

Although the proposed tramline extension lies partly in Flood Zone 2 and partly in Flood Zone 3, as it should be classified as "Essential Infrastructure", according to the NPPF, it should be allowed to be within these high risk flood zone areas subject to passing the Exception Test.

Our assessment so far conducted suggests that with the average reduction in finish level compared to the existing level within the tramline corridor, there will be an increase in flood storage within both the Flood Zone 2 and 3 areas. The section of the tramline including the proposed stop within the high risk flood area will cease to operate during flood events and a warning system is being considered for advising the tram operator and users under this situation. The tramline infrastructure will also be designed with appropriate flood resilience measures. We believe it could pass the Exception Test.

On climate change allowance, for this area in the Humber Basin, the new recommendation is 50% for essential infrastructures in Flood Zone 3 area. Based on the provided flood levels at node point 9005 (at High Street Deritend),

1 in 100yr – 102.26

1 in 100yr + 20% cc – 103.7

1 in 1000yr – 104.24

it is likely that the flood level for 1 in 100yr + 50% will increase above 104 or even 105mAOD. Taking the worst situation, Flood Zone 3 might extend to Meriden Street. However, this should make no

difference to the mitigation measures and only the length of the tramline that will be put into temporary suspension would be longer if the flood event did affect the section of the tramline along Meriden Street. No flood storage depletion would occur along this section of tramline corridor as there is also a reduction in finish levels within the tramline corridor. Based on this, we do not consider the further modelling for assessing the 50% climate change is necessary for this project.

The above will be elaborated in detail in the Flood Risk Assessment report but we would be grateful if you could provide your initial comment on this principle of assessment.

Thank you!
Kind Regards,

Mengshu He

MEng (Hons)
Graduate Civil Engineer



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cid:image003.jpg@01D10C3D.B44DF000



From: SWWMcustomers [<mailto:SWWMcustomers@environment-agency.gov.uk>]

Sent: 10 May 2016 14:09

To: He, Mengshu <Mengshu.He@mottmac.com>

Subject: Our Ref. 10156 - Eastside of Central Birmingham

Dear Mengshu He

Please find attached our reply to your enquiry.

In addition we would be really grateful if you could spare five minutes to help us improve our service. Please click on the link below and fill in our survey – we use every piece of feedback we receive.

<http://www.smartsurvey.co.uk/s/EnvironmentAgencyCustomerSurvey/?a=SWWM>

Kind Regards

Diane Edwards
Customers & Engagement Officer



02030 252977 (Internal 52977)



swwmcustomers@environment-agency.gov.uk



Environment Agency, 9 Wellington Crescent, Fradley Park, Lichfield, Staffordshire, WS13 8RR



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From: [He, Mengshu](#)
To: enquiries@environment-agency.gov.uk
Cc: [Chung, Terry](#)
Subject: Flood level data request for eastside of central Birmingham
Date: 14 April 2016 11:55:00
Attachments: [Project plan.pdf](#)
[image001.jpg](#)
[image002.jpg](#)

Dear Officer,

We are working on an Environmental Impact Assessment (EIA) for the Birmingham Eastside Extension of the tramline in the Birmingham town centre. Please see the attached plan for the proposed alignment of the tram route extension. The route of the extension is predominantly within Flood Zone 1, with some parts of the extension route on the South side crossing Zone 3 and Zone 2 adjacent to the River Rea. The closest post code for this route is B5 6DY. As requested in NPPF with such condition, we are preparing a Flood Risk Assessment (FRA) as part of the EIA.

We would like to request for the flood levels of the section of the River Rea (1 in 100yr, 1 in 100yr plus cc and 1 in 1000yr) within the attached plan area from you and any past flood events for this site.

We look forward to hearing from you.

Thank you very much!

Kind Regards

Mengshu He

MEng (Hons)

Graduate Civil Engineer



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6 Ecology

DRAFT

Worthington, Kelly

From: Oliver, Tom I
Sent: 24 June 2016 16:51
To: Nofal, Oliver
Cc: Meek, Lorna J
Subject: FW: Birmingham Eastside Tramway Extension

Follow Up Flag: Follow up
Flag Status: Flagged

From: Simon Needle [mailto:Simon.Needle@birmingham.gov.uk]
Sent: 24 June 2016 06:39
To: Oliver, Tom I <Tom.Oliver@mottmac.com>
Subject: RE: Birmingham Eastside Tramway Extension

Hi Tom

Thanks for your email. Originally I had only outline details of what was planned which included the demolition of some buildings,
as this area does have records of bats and Black Redstart I needed to know that these had been considered.
Based on your comments below I don't think I have any further concerns at present.

regards

Simon Needle

Simon Needle TechArborA. PTI
Ecologist

Birmingham City Council
Sustainability Team, (formerly Climate Change & Environment)
PO Box 14439, 1 Lancaster Circus, Birmingham B2 2JE

For sat nav & location map, use B4 7DJ

simon.needle@birmingham.gov.uk

Tel Mob: 07884 113 894 –

alternatively

contact Nicola Farrin at nicola.farrin@birmingham.gov.uk or Mob: 07766 925 281

Please note that I currently work Mondays and Fridays

[Linkedin](#)



From: Oliver, Tom I [<mailto:Tom.Oliver@mottmac.com>]
Sent: Wednesday, June 15, 2016 10:29 AM
To: Simon Needle
Cc: Nicola Farrin
Subject: Birmingham Eastside Tramway Extension

Dear Simon,

I am currently writing the EcIA for the Environmental Statement for the Birmingham Eastside Extension. Due to the negligible ecological impacts the proposed development was having I had originally looked to scope out ecology from the EIA; however, following your comments on bats and birds in the scoping opinion the project solicitors felt a chapter should be included.

As a result of your scoping opinion we are undertaking bat activity surveys of the route, on a monthly basis up until the submission date. We have already undertaken bat surveys in May and June, with a further survey in July likely before submission. So far, no bats have been recorded during the May and June surveys, and I do not anticipate finding anything different in July. A concern was also raised regarding black redstarts; however, given that no nesting sites will be impacted for this species or any other birds (the buildings and trees are unsuitable) we have not pursued a full breeding bird survey. Instead we will look to assess the impact on potentially breeding birds through any increases in lighting.

Do you have any other issues you feel need to be addressed within the EcIA? Given that the entire route (bar c.100m through amenity grassland) travels through existing roads, and a very high level of street lighting already the impacts are likely to be negligible.

Kind regards,

Tom Oliver
Senior Ecologist

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