Transport for
Greater Manchester

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Transport for Greater Manchester

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G.Bloomer	K.Williams	K.Hands	Oct 2014

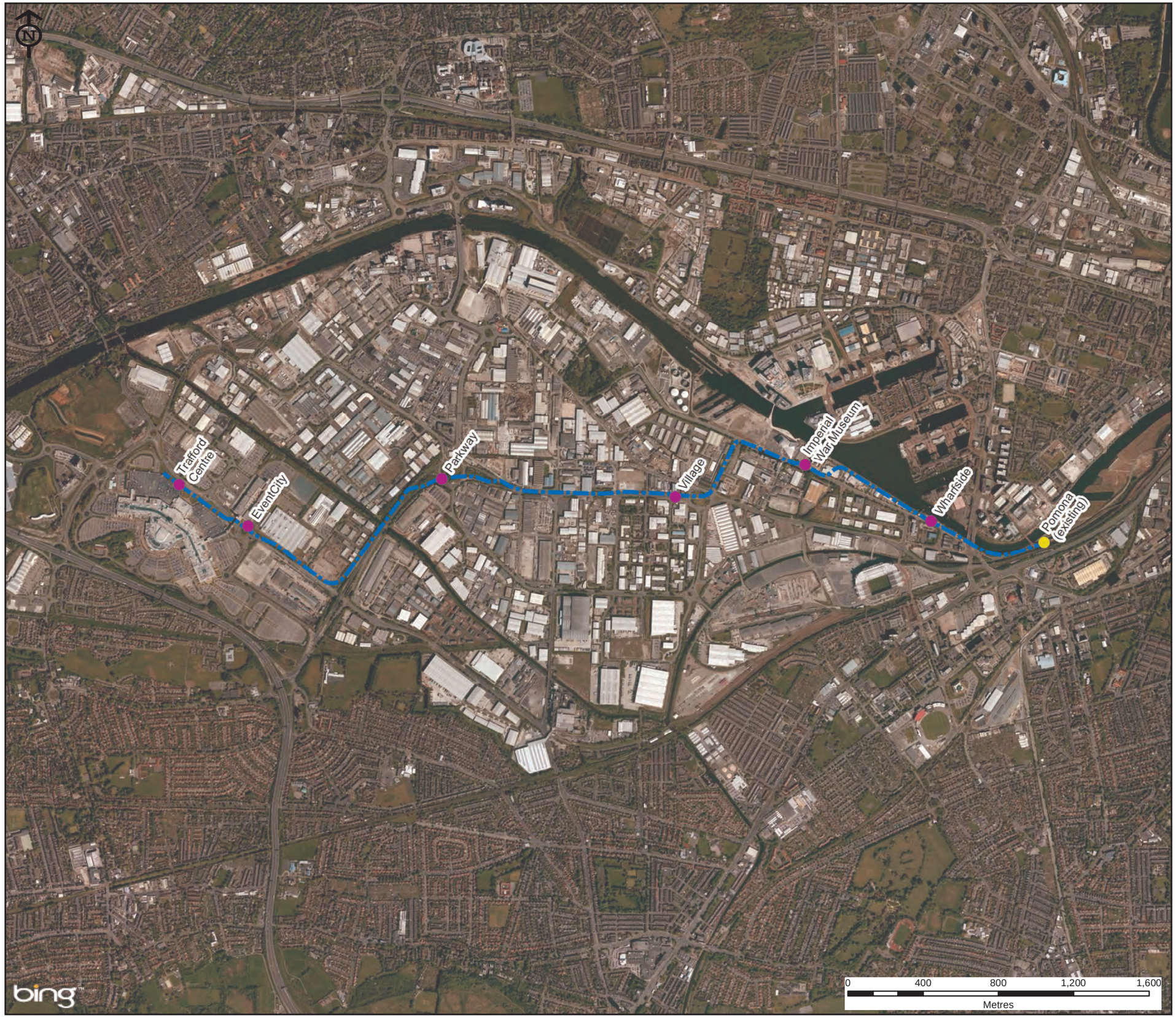
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 1.1

Figure Title:
LOCATION PLAN

Scale:	Original Size:
1:20,000	A3



Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Existing Stop Location
- Proposed Stop Location

Location of Metrolink Trafford Park Line

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Project:

TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

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FIGURE 1.2

Figure Title:

LOCATION PLAN (AERIAL PHOTOGRAPH)

Scale:	Original Size:
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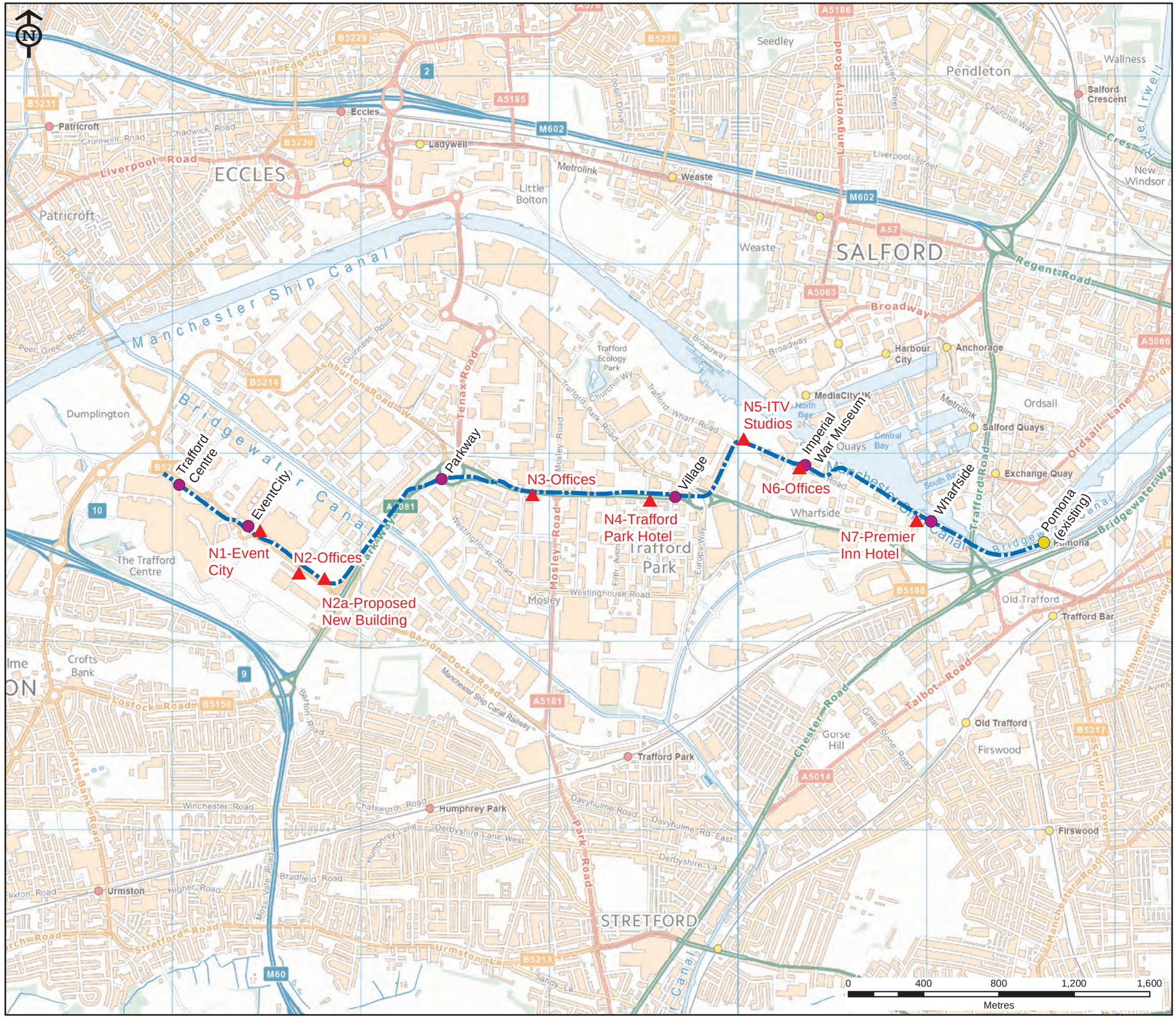

Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Existing Stop Location
- Proposed Stop Location
- Noise Monitoring Locations

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

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FIGURE 6.1

Figure Title:
MEASUREMENT LOCATIONS

Scale:	Original Size:
1:20,000	A3

Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Existing Stop Location
- Proposed Stop Location
- Noise Receptors

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

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Figure Number:
FIGURE 6.2

Figure Title:
RECEPTOR LOCATIONS

Scale:	Original Size:
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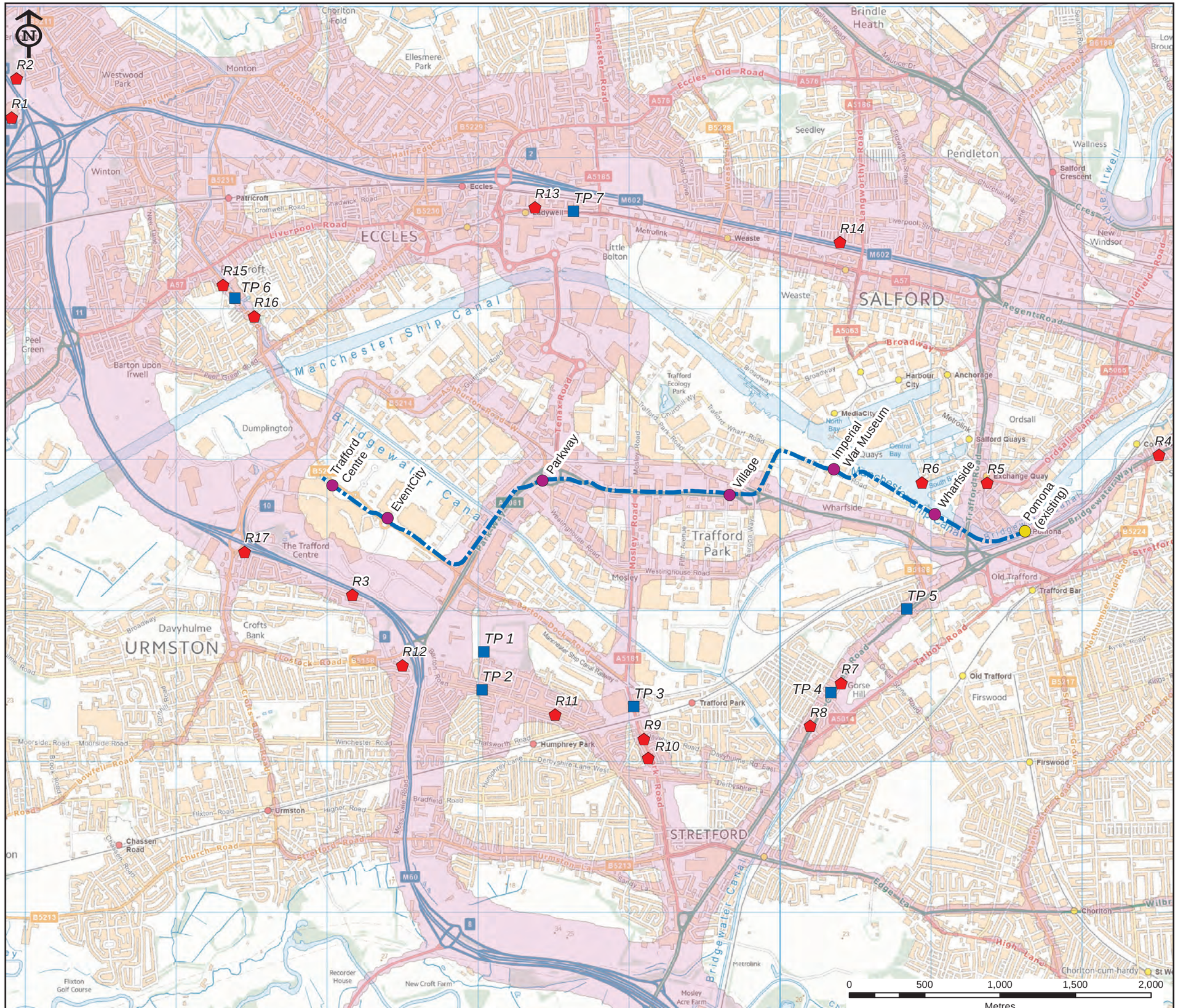

Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Existing Stop Location
- Proposed Stop Location
- Air Quality Managment Area
- Monitoring Locations
- Selected Receptors

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

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Figure Number:
FIGURE 7.1

Figure Title:
DIFFUSION TUBE LOCATIONS AND AIR QUALITY RECEPTOR LOCATIONS

Scale:	Original Size:
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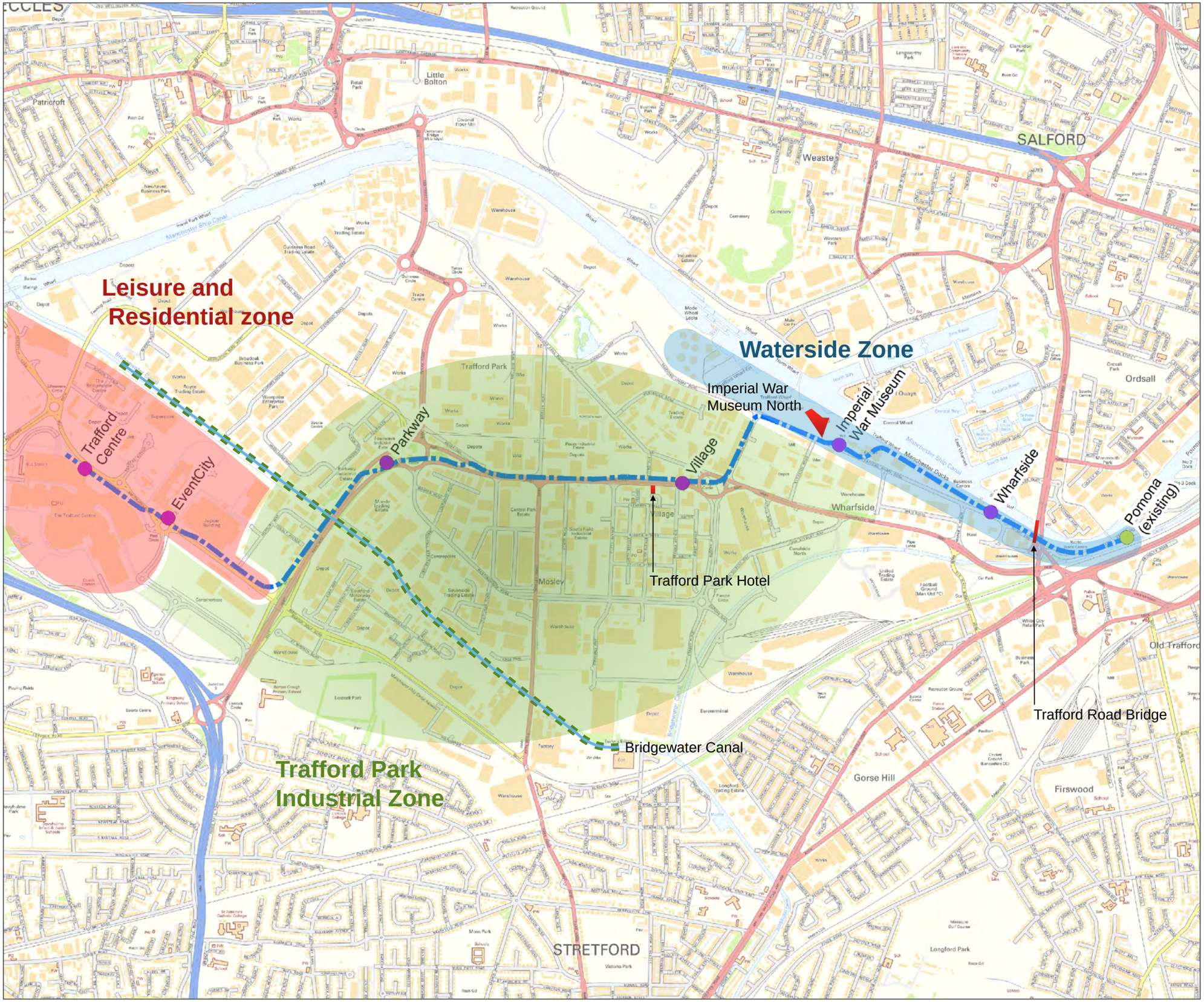

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Legend

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TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

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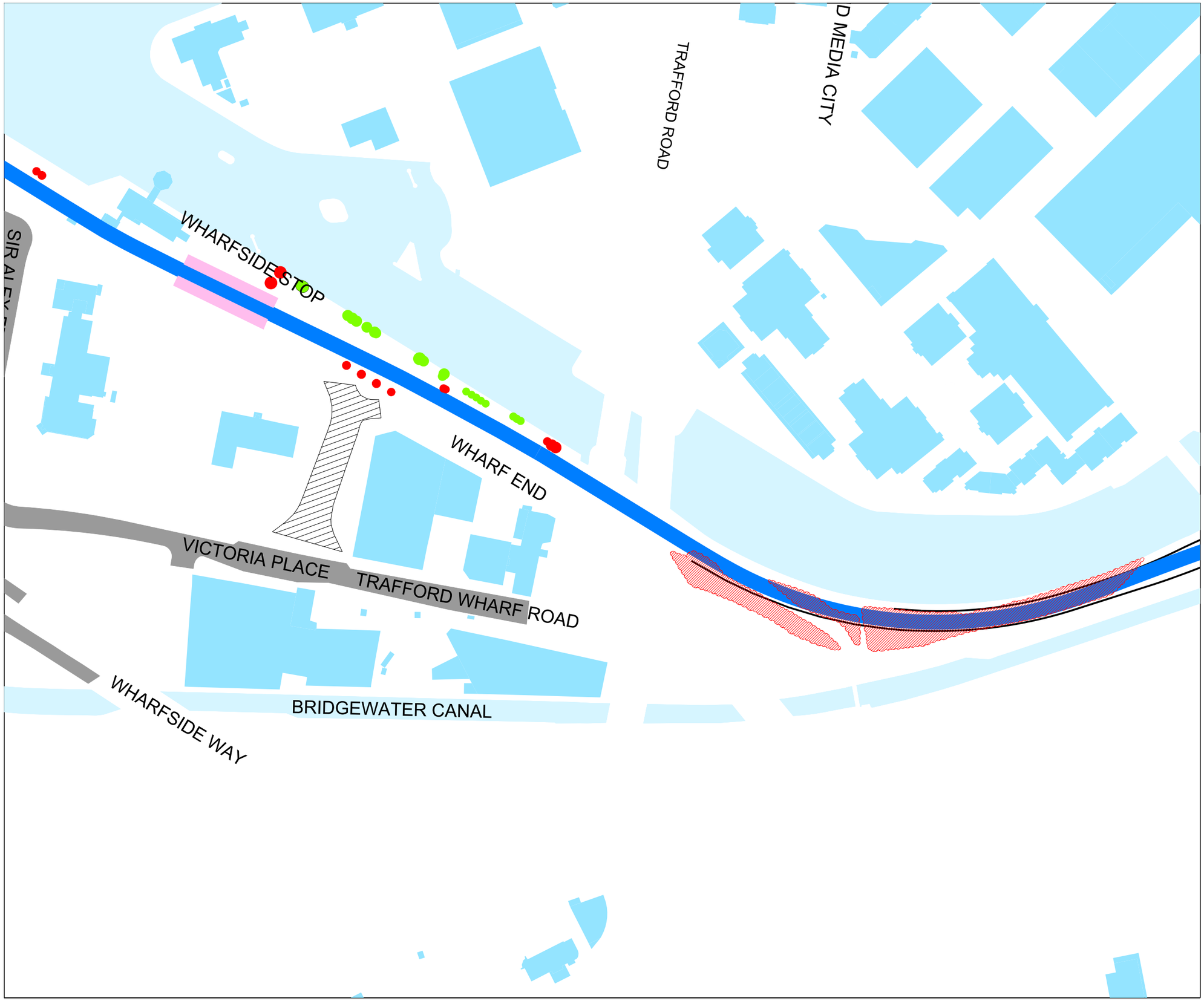
FIGURE 8.1

Figure Title:

CHARACTER AREAS

Scale:	Original Size:
1:20,000	A3



Transport for Greater Manchester

Legend

- Trees anticipated to be removed
- Trees anticipated to be retained
- Tree group anticipated to be removed
- Tree group anticipated to be retained
- Proposed track

Proposals are illustrative and subject to change

Drawn	Checked	Approved	Date
M.F.	C.M.		October 2014

Project:

TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION)

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FIgure Number:

8.2 (Sheet 1 of 8)

Figure Title:

TREE REMOVAL PLAN

Scale:	Original size:
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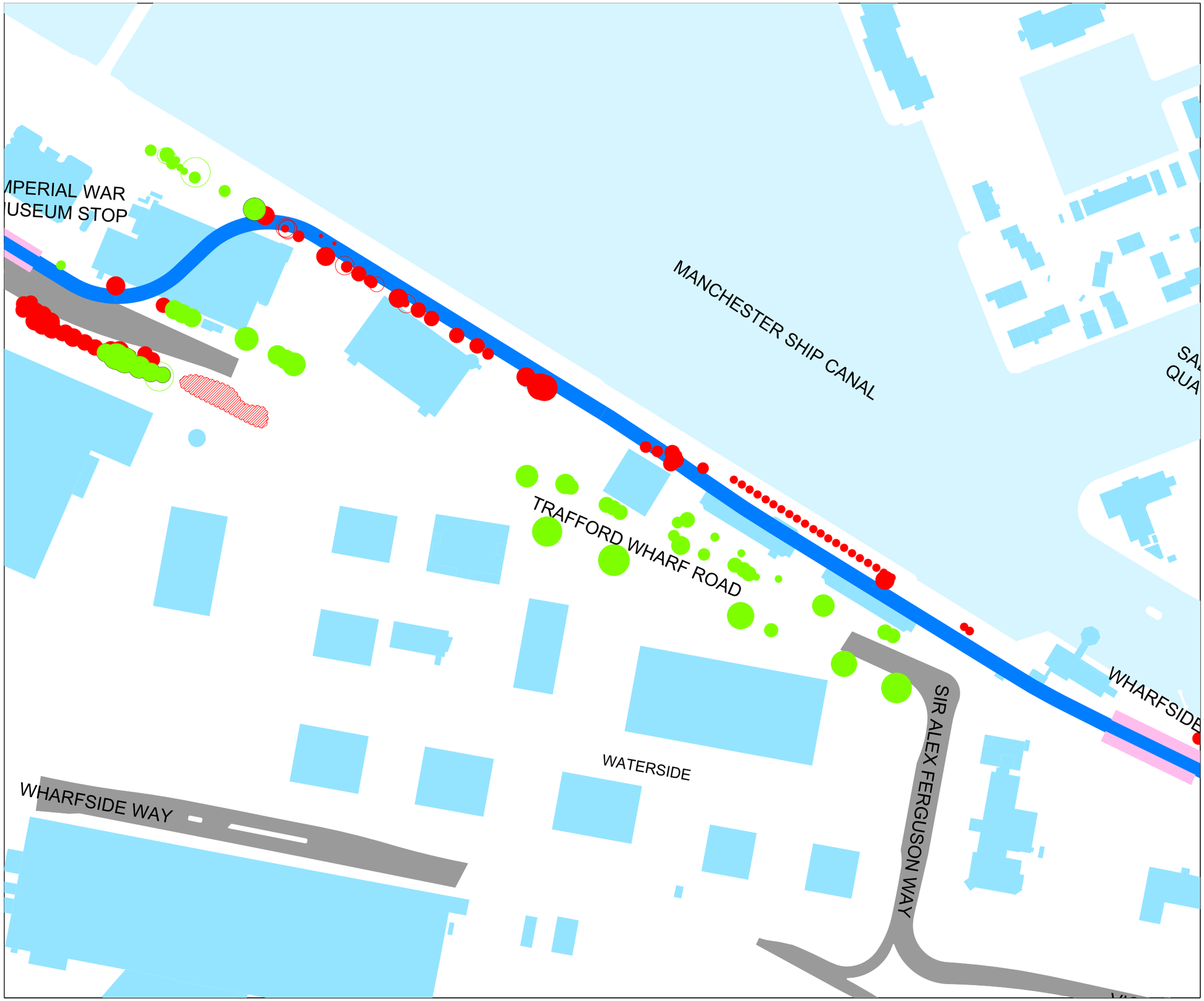

Transport for Greater Manchester

Legend

- Trees anticipated to be removed
- Trees anticipated to be retained
- Tree group anticipated to be removed
- Tree group anticipated to be retained
- Proposed track

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TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION)

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8.2 (Sheet 2 of 8)

Figure Title:

TREE REMOVAL PLAN

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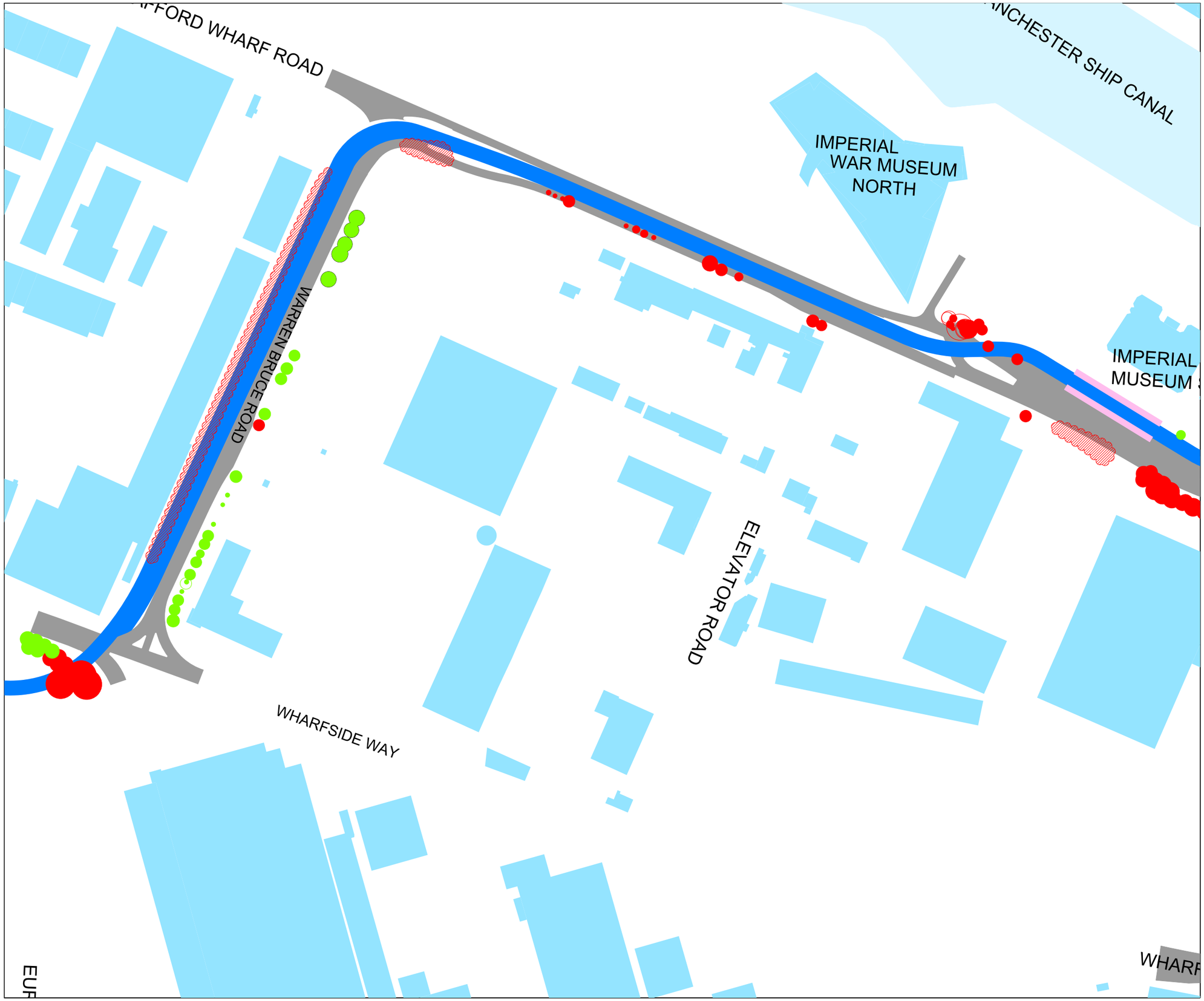

Transport for Greater Manchester

Legend

- Trees anticipated to be removed
- Trees anticipated to be retained
- Tree group anticipated to be removed
- Tree group anticipated to be retained
- Proposed track

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8.2 (Sheet 3 of 8)

Figure Title:

TREE REMOVAL PLAN

Scale:	Original size:
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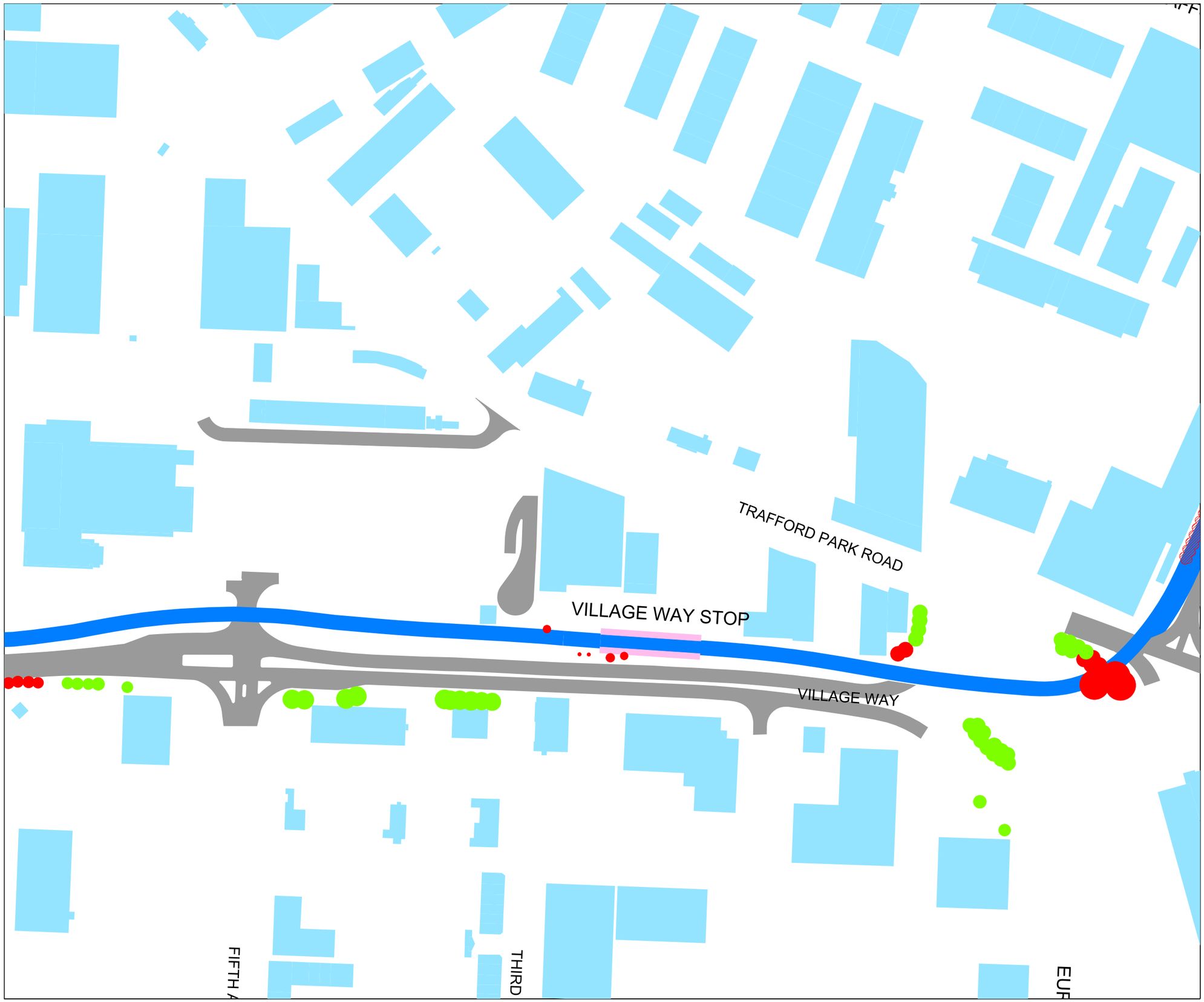

Transport for Greater Manchester

Legend

- Trees anticipated to be removed
- Trees anticipated to be retained
- Tree group anticipated to be removed
- Tree group anticipated to be retained
- Proposed track

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TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION)

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Figure Title:

TREE REMOVAL PLAN

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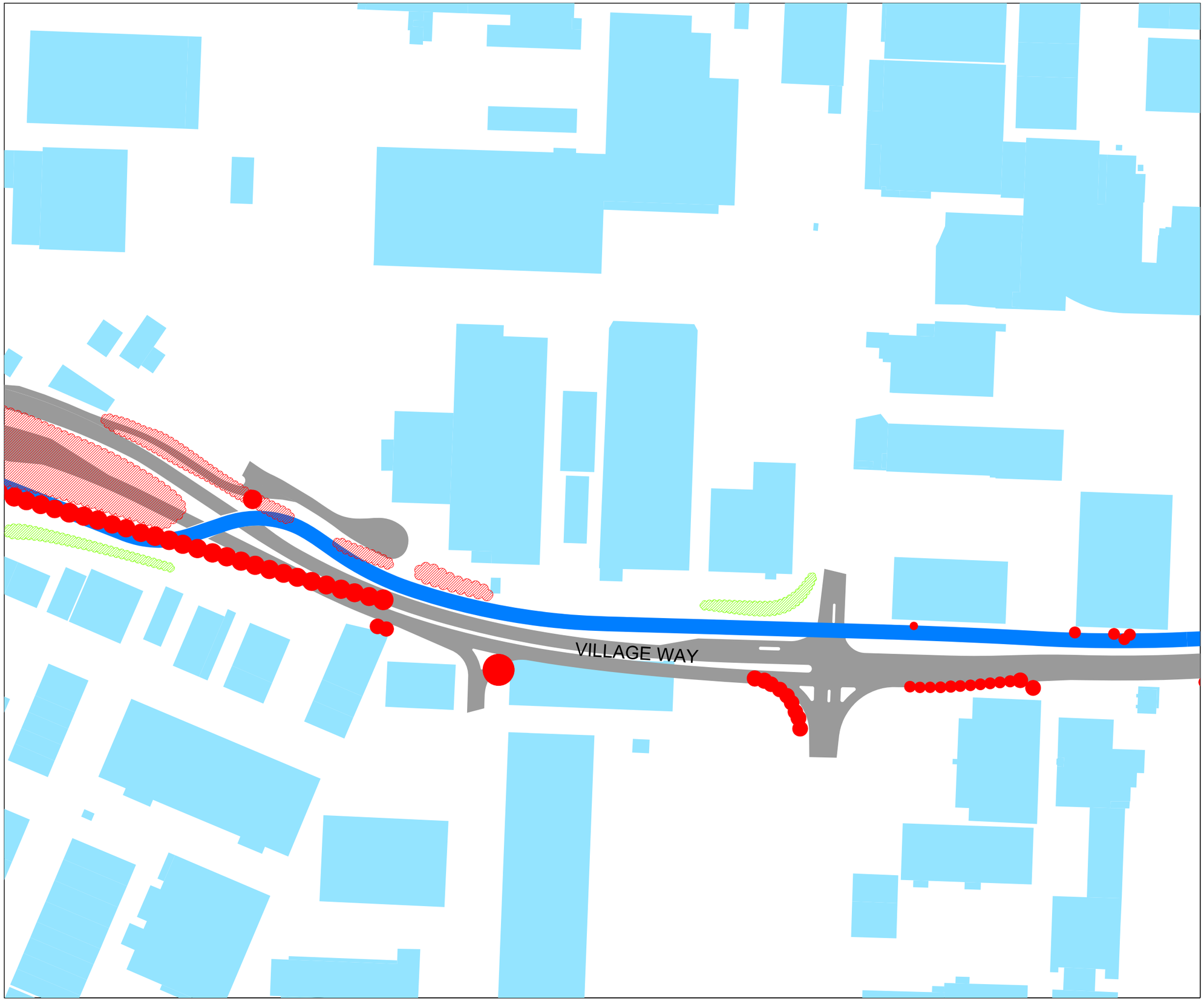

Transport for Greater Manchester

Legend

- Trees anticipated to be removed
- Trees anticipated to be retained
- Tree group anticipated to be removed
- Tree group anticipated to be retained
- Proposed track

Proposals are illustrative and subject to change

Drawn	Checked	Approved	Date
M.F.	C.M.		October 2014

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TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION)

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TREE REMOVAL PLAN

Scale:	Original size:
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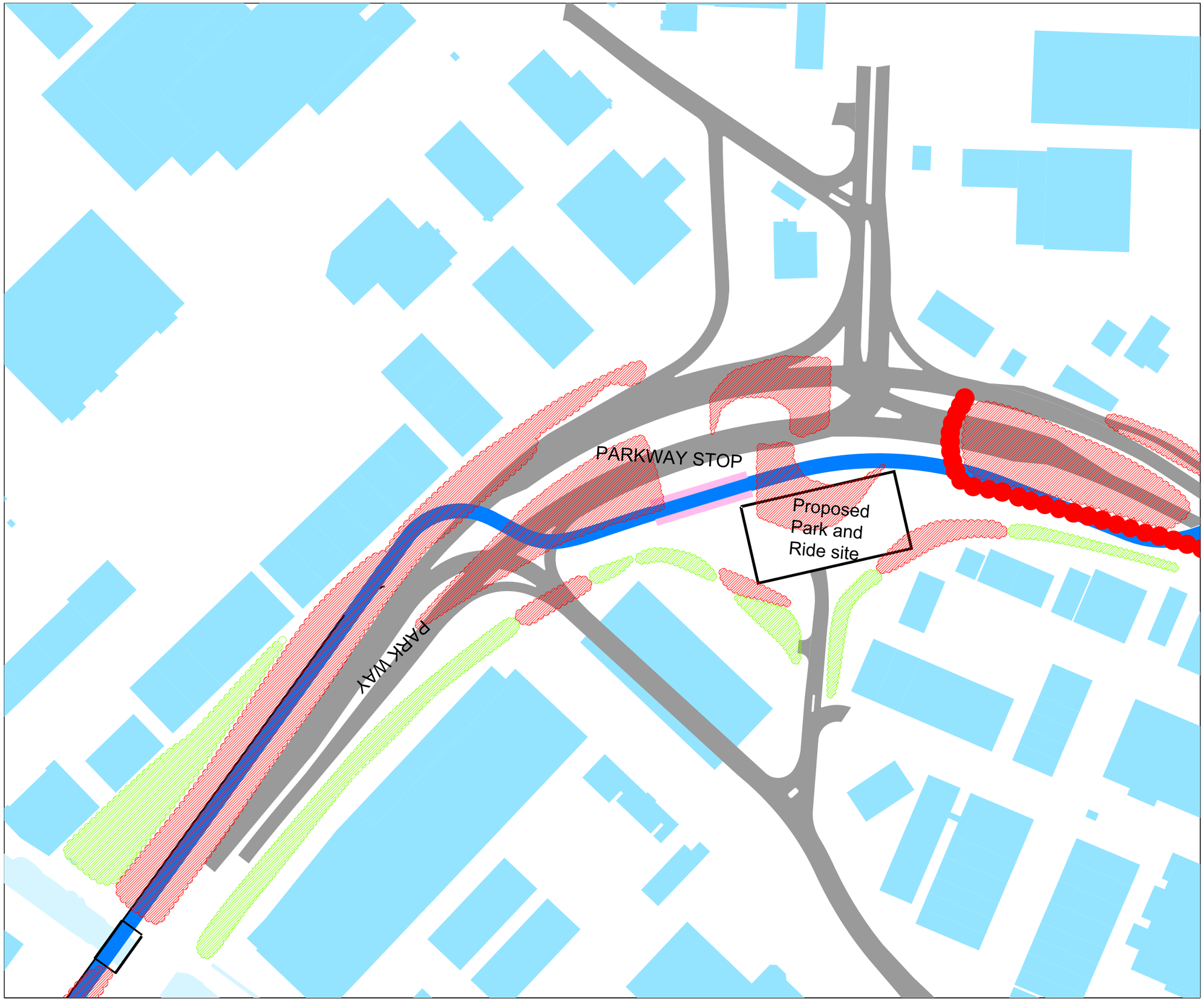

Transport for Greater Manchester

Legend

- Trees anticipated to be removed
- Trees anticipated to be retained
- Tree group anticipated to be removed
- Tree group anticipated to be retained
- Proposed track

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Project:

TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION)

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Figure Title:

TREE REMOVAL PLAN

Scale:	Original size:
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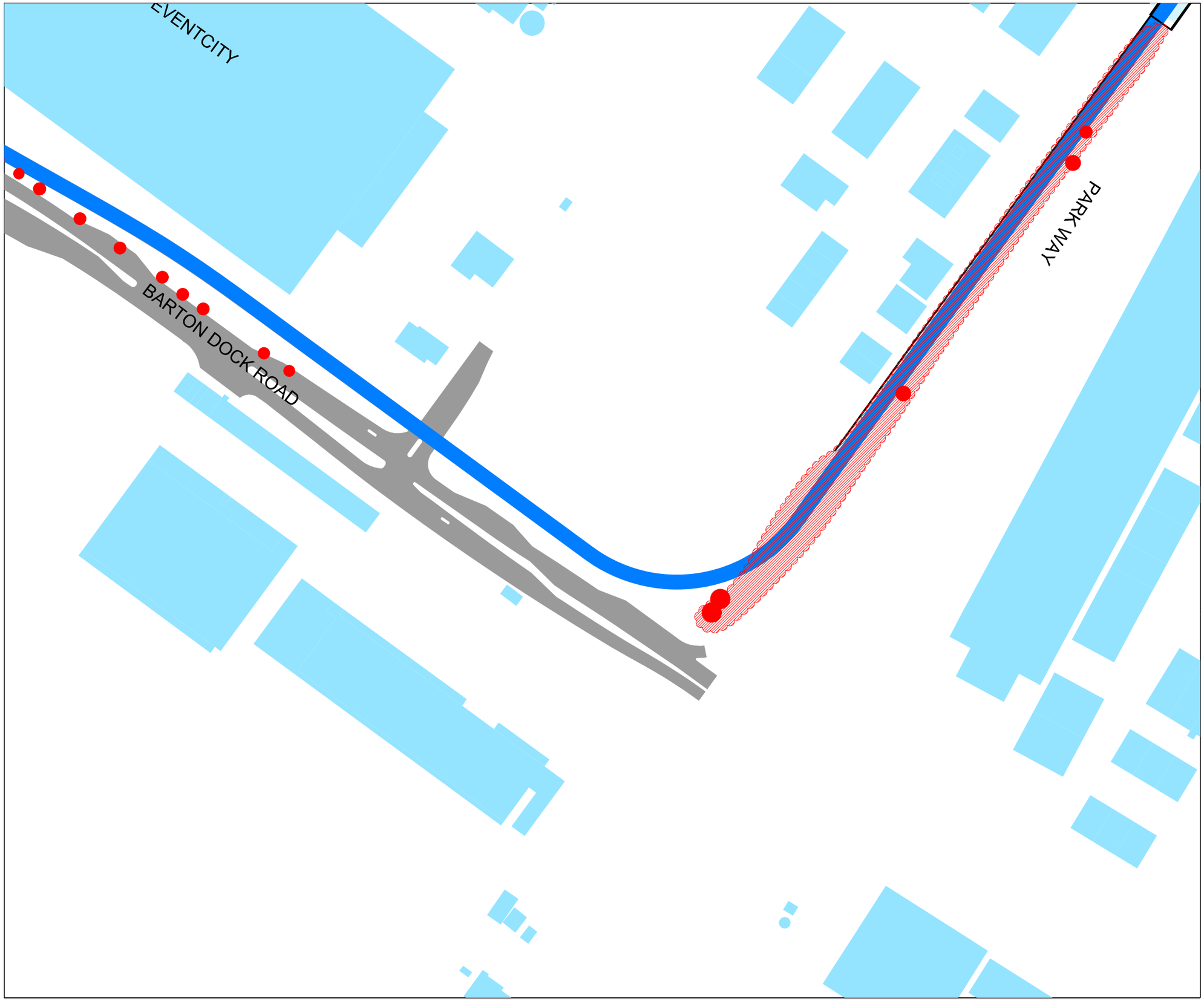

Transport for Greater Manchester

Legend

- Trees anticipated to be removed
- Trees anticipated to be retained
- Tree group anticipated to be removed
- Tree group anticipated to be retained
- Proposed track

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TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION)

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Figure Title:

TREE REMOVAL PLAN

Scale:	Original size:
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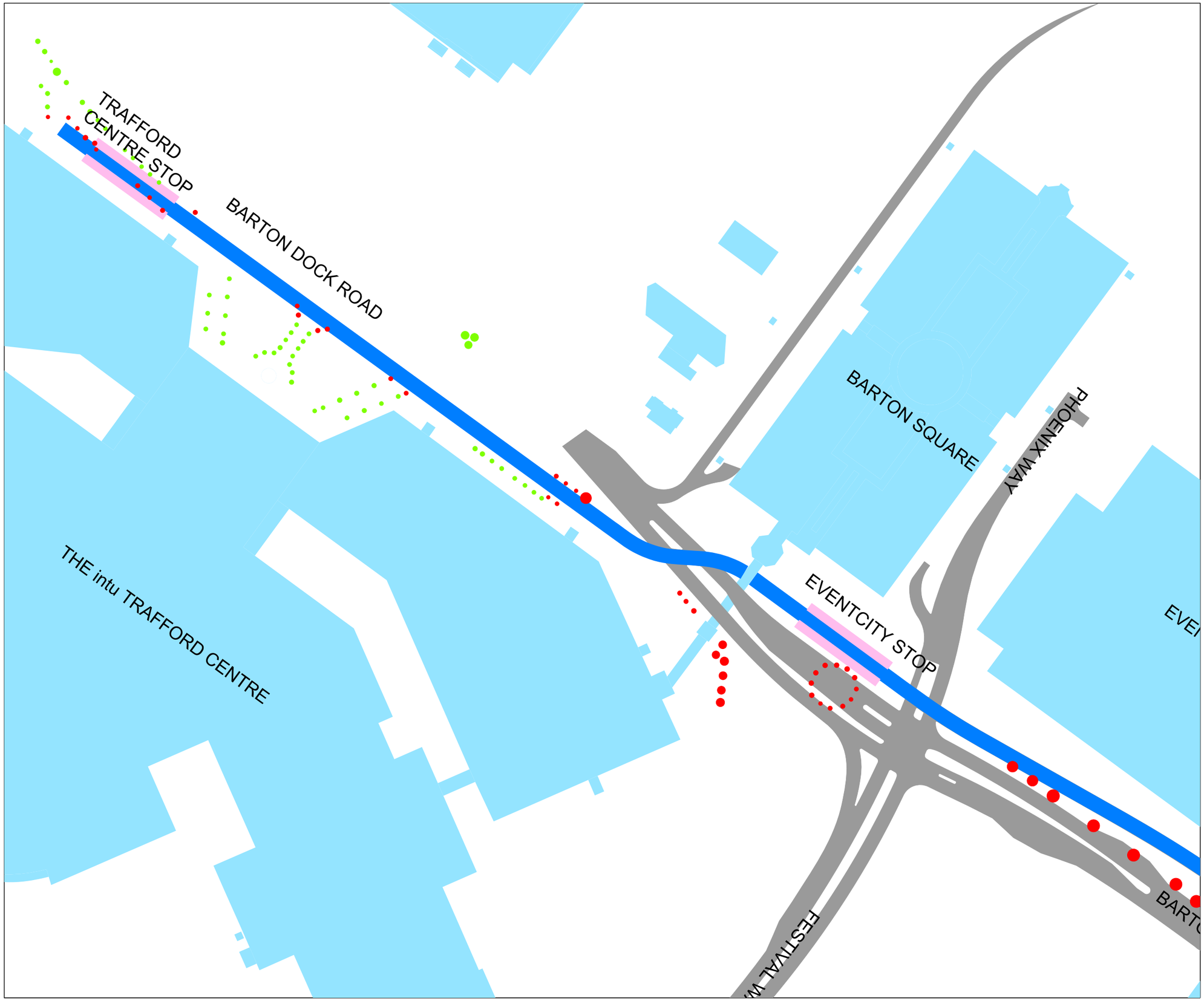

Transport for Greater Manchester

Legend

- Trees anticipated to be removed
- Trees anticipated to be retained
- Tree group anticipated to be removed
- Tree group anticipated to be retained
- Proposed track

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Figure Title:

TREE REMOVAL PLAN

Scale:	Original size:
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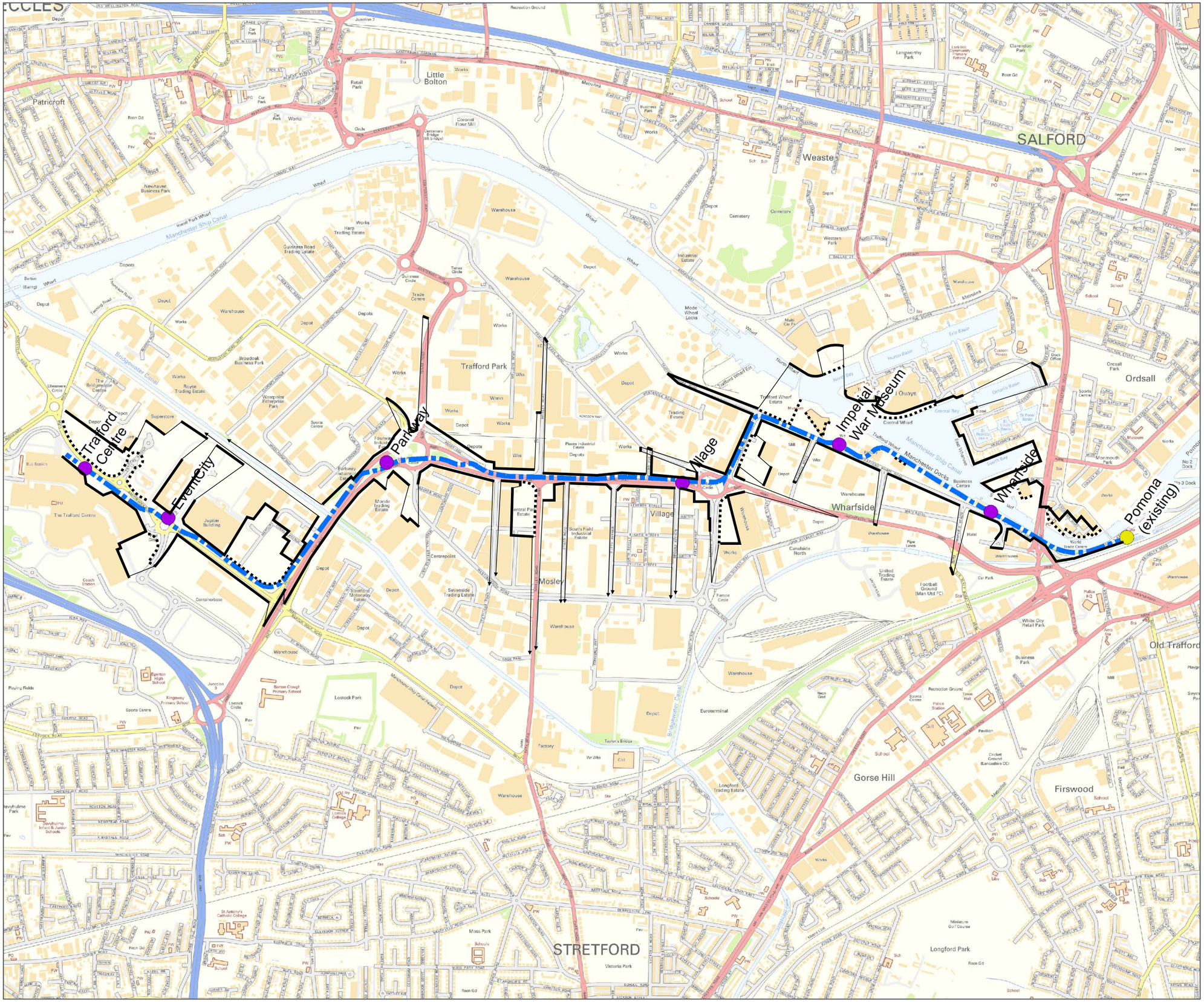

Transport for Greater Manchester

Legend

——— Ultimate horizon

..... Intermediate horizon

Drawn	Checked	Approved	Date
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TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

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Figure Number:

FIGURE 8.3

Figure Title:

VISUAL ENVELOPE MAP

Scale:	Original Size:
1:20,000	A3

Transport for Greater Manchester

Legend

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TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

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ENVIRONMENTAL STATEMENT

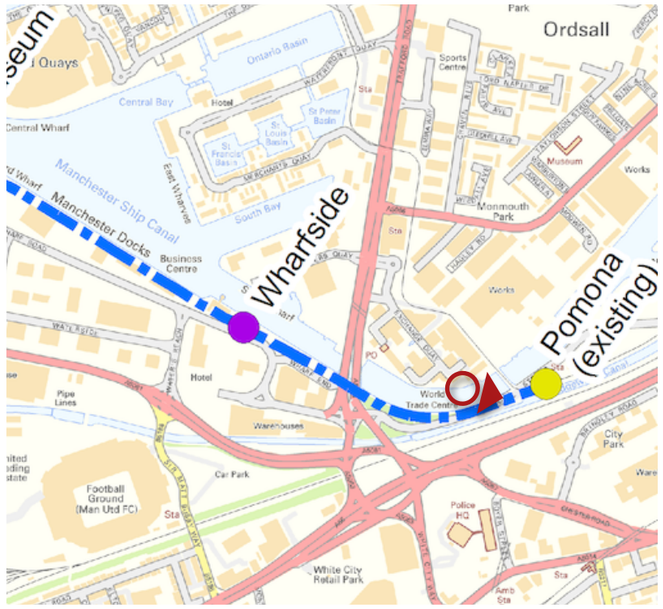
Figure Number:

FIGURE 8.4

Figure Title:

VIEWPOINT LOCATION PLAN

Scale:	Original Size:
1:20,000	A3



Viewpoint Location Plan

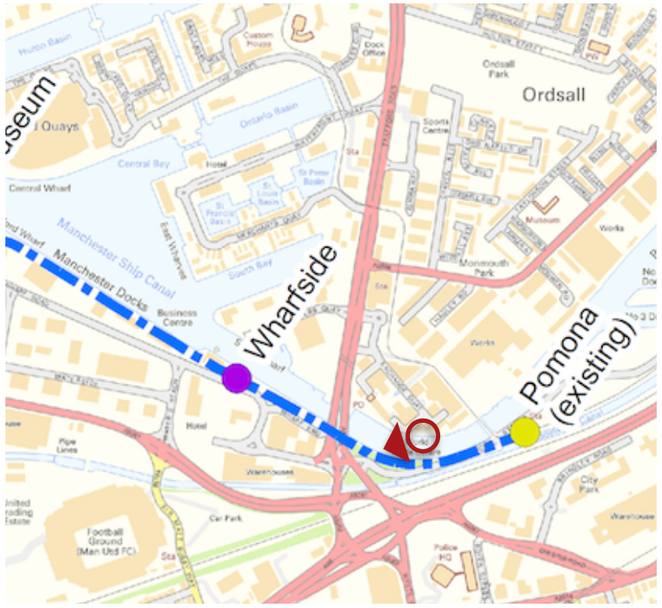
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 1**

View Description	View across the Ship Canal towards the Bridgewater Canal and Pomona Strand, immediately south of Exchange Quays. The stub end of the Pomona Viaduct is visible to the left. The parkland setting alongside the canal develops out of shot to the right.
View during Construction	The entire view across the canal would be dominated by the construction of the ramp structure and tram infrastructure as it falls from viaduct to canalside level. Many of the existing trees and parkland to the north of Pomona Strand would be lost.
View on Completion	The ramp, infrastructure and tram movement would remain the dominate element in the view across the river.
Mitigation Measures	The design and selection of materials of the ramp and landscape treatment would complement the existing structures and canalside setting.
Status of Effects	The loss of trees would be permanent, but other construction effects would be temporary in nature. On completion, effects would be permanent.
Magnitude of Effects	High - the loss of the trees and parkland would be fundamental to the view and irreversible.

Viewpoint Location	East to Pomona Viaduct from River Irwell towpath south of Exchange Quay.
Viewpoint Sensitivity	Medium - a busy recreational route on the River Irwell towpath, which forms part of the National Cycle Route No 556 from the Quays into the City Centre.

Visual Impact Assessment

Short term during Construction	Substantial Adverse
Residual during Operation	Substantial Adverse



Viewpoint Location Plan

Viewpoint Location	River Irwell towpath to east of Trafford Wharf Road Bridge.
Viewpoint Sensitivity	Medium - a busy recreational route on the River Irwell towpath, which forms part of the National Cycle Route No 556 from the Quays into the City Centre.

LANDSCAPE AND VISUAL ASSESSMENT VIEWPOINT 2

View Description	View from the River Irwell towpath across the Ship Canal to the modern southbound roadbridge over the canal. The existing opening within the northbound abutment, through which the tram would run, is visible beneath the bridge. The industrial units to the south of Wharf end are visible beyond the bridges, with the top of the chain sculpture rising above the nearest roofline.
View during Construction	Extensive tree losses would occur on the immediate canal side embankment, but trees would be retained beyond the alignment. the construction of the tramline would be a dominant part of the view,
View on Completion	The infrastructure and trams would dominate the foreground of the view, but would be in keeping with the character of the industrial area and canal bridge structures.
Mitigation Measures	The design and selection of materials of the tram infrastructure and landscape treatment would complement the existing structures and industrial canalside setting.
Status of Effects	The loss of trees would be permanent, but other construction effects would be temporary in nature. On completion, effects would be permanent.
Magnitude of Effects	Medium - The retention of trees immediately south of the alignment would reduce the magnitude of the visual effects through backgrounding the tramline.

Visual Impact Assessment

Short term during Construction	Moderate Adverse
Residual during Operation	Moderate Neutral

Viewpoint Location Plan

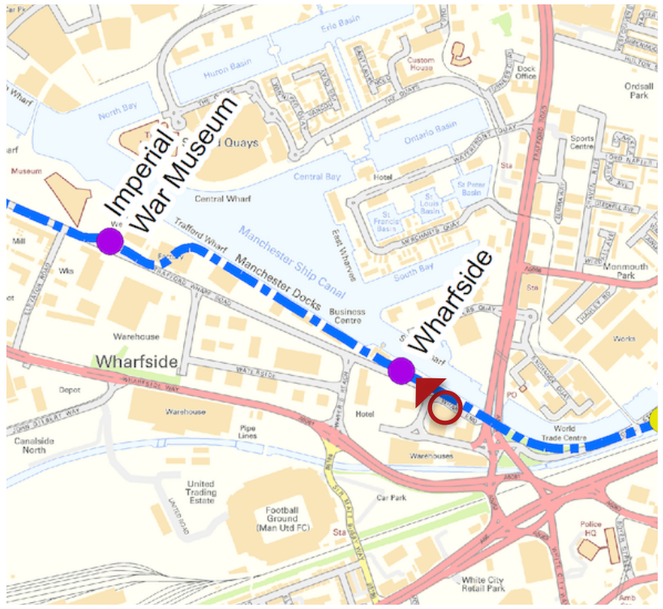
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 3**

View Description	View westward across the canal towards Sam Platts Public House. The upper level of Wharfside, mostly screened by trees and currently the car park for Sam Platts, would be the location of the Wharfside stop. Quay West, Rank Hovis and IWMN rise above Sam Platts. The Millennium Bridge is a strong landmark with the tall apartment blocks to the right on Salford Quays.
View during Construction	The entire Wharfside area, north of Wharf End and Trafford Wharf Road would be reconstructed, with the loss of some, but not all trees. Works would include the provision of improved access between the canalside walkway and the stop level. Sam Platts would be demolished revealing further demolitions beyond. The entire waterfront promenade would be a construction site.
View on Completion	A higher level of activity around the proposed stop would be apparent, with increased pedestrian movements along the canalside. The stop and tram infrastructure would be in keeping with the industrial nature of Wharfside. Key trees would be retained where possible and appropriate.
Mitigation Measures	The area of the stop would be designed as an integral part of the Wharfside landscape. New tree planting would be included around the stop and along Wharf End. The public realm of the waterfront promenade would be re-established and improved.
Status of Effects	Construction effects would be temporary in nature. On completion, effects would be permanent.
Magnitude of Effects	Low - changes would be in keeping with the urban waterfront setting, with enhanced landscape and human interaction. A number of trees would be retained, with opportunities for further tree planting.

Viewpoint Location	On northern end of Trafford Wharf Road Bridge.
Viewpoint Sensitivity	Medium - a busy route crossing the canal, particularly for vehicles, but frequently pedestrians.

Visual Impact Assessment

Short term during Construction	Substantial Adverse
Residual during Operation	Substantial Beneficial



Viewpoint Location Plan

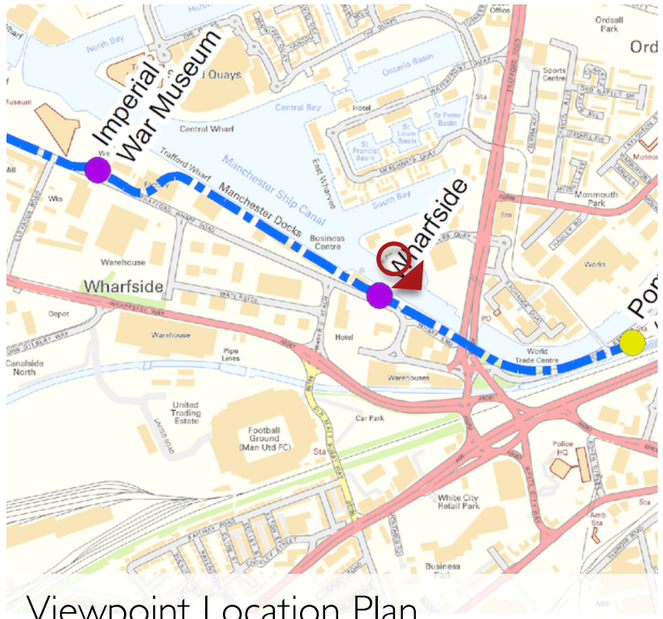
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 4**

View Description	View north-westward across the junction of Wharf End and Trafford Wharf Road, with the Sam Platts Public House forming the focus of the view. The high-rise apartments and commercial properties across the canal in Salford Quays create the backdrop. the slightly neglected and overgrown area of Sam Platts car park is visible to the right on a lower level to the pavement.
View during Construction	Trafford Wharf Road to the front of the pub would be pedestrianised and with the lower car park levels would become the setting for the Wharfside Stop. Trees to the upper level of Wharf End and the left of the photo would be substantially retained. Construction activity would dominate the view.
View on Completion	The immediate foreground and background views would be largely unaffected. A higher level of activity around the proposed stop would be apparent, with increased pedestrian movements along the canalside. The stop and tram infrastructure would be in keeping with the industrial heritage and character of Wharfside. Key trees would be retained where possible and appropriate.
Mitigation Measures	The area of the stop would be designed as an integral part of the Wharfside landscape. New tree planting would be included around the stop and along Wharf End.
Status of Effects	Construction effects would be temporary in nature. On completion, effects would be permanent.
Magnitude of Effects	Low - changes would be in keeping with the urban waterfront setting, with enhanced urban realm, landscape and human interaction. A number of trees would be retained, with opportunities for further tree planting.

Viewpoint Location	The broad area of pavement to the south of Wharf End and Wharfside.
Viewpoint Sensitivity	Medium - receptors would mainly be pedestrian and car drivers on their way to work or supporters heading to the Old Trafford grounds. Recreational users of the canalside footpath could be redirected through this area during construction.

Visual Impact Assessment

Short term during Construction	Slight Adverse
Residual during Operation	Moderate Beneficial



Viewpoint Location Plan

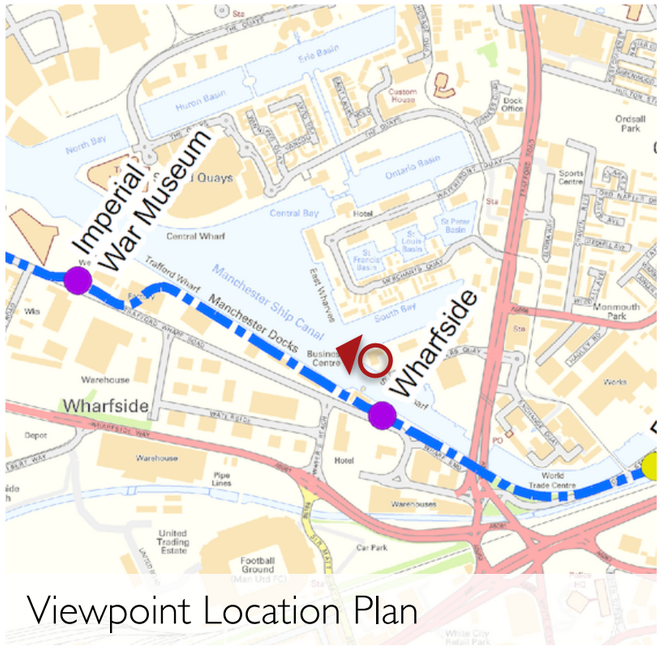
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 5**

View Description	View eastward over the canal to the southern abutment of the listed Trafford Road Bridge. The two joggers on the canalside walkway have just emerged through the opening in the bridge abutment. Dense tree cover is visible to the east of the bridge. Wharf End fall to the rear of the retaining structures of Wharfside. The roofed steel structure is the stair tower from canalside to bridge level.
View during Construction	Trees to the east and west of the bridge would be lost, but background trees would be retained. Works would extend along the entire waterfront and would be open and dominant from this viewpoint.
View on Completion	Unrestricted views of the tram would continue to dominate the view and tram infrastructure would noticeably alter and improve the setting of the listed bridge structure. The changes would be in keeping with the urban setting and industrial character of the bridge.
Mitigation Measures	The design and selection of materials of the tram infrastructure and landscape treatment would complement the existing structures and industrial canalside setting, with care taken over the fixing of elements to the listed bridge structure.
Status of Effects	The loss of trees would be permanent, but other construction effects would be temporary in nature. On completion, effects would be permanent.
Magnitude of Effects	Medium - The retention of trees immediately south of the alignment would reduce the magnitude and changes would be in keeping with the urban waterfront setting, with enhanced urban realm, landscape and human interaction. A number of trees would be retained, with opportunities for further tree planting.

Viewpoint Location	Towpath at Clipper's Quay, north of the Ship Canal.
Viewpoint Sensitivity	High - a busy and popular location on the towpath, which is a recognised recreational route. Trafford Road Bridge is also a listed structure.

Visual Impact Assessment

Short term during Construction	Slight Adverse
Residual during Operation	Substantial Beneficial



Viewpoint Location Plan

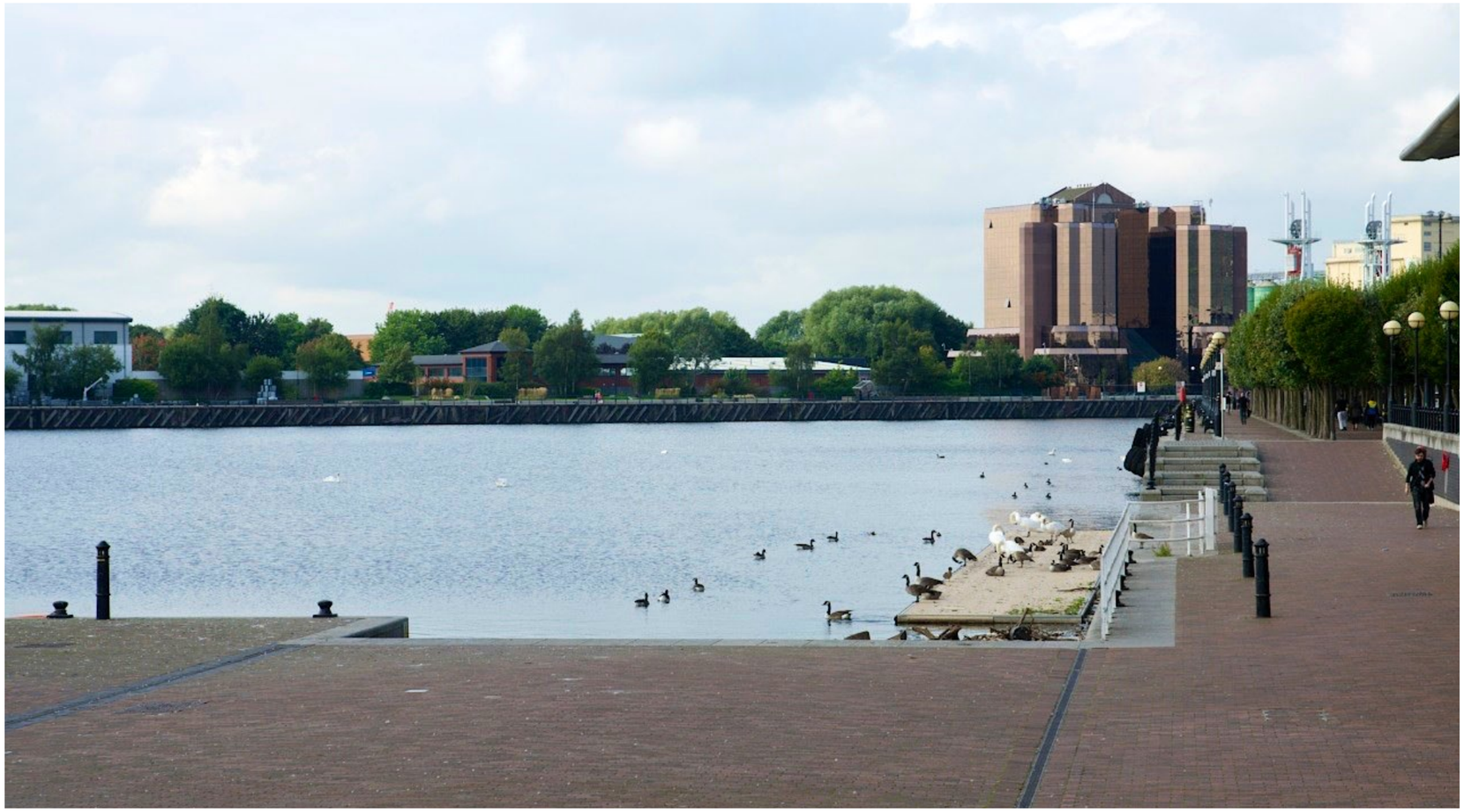
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 6**

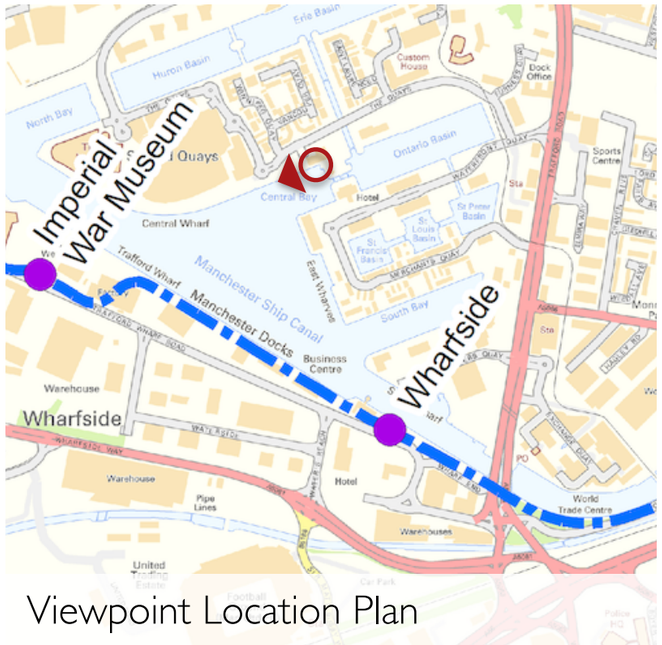
View Description	Westward towards Rank Hovis, Quay West and the Imperial War Museum North (IWMN), rising beyond the foreground industrial unit. The change in level of the waterside promenade is visible to the left. The promenade is backed by trees and vegetation, softening and screening the industrial units along Trafford Wharf Road.
View during Construction	The Data Centre (the silver industrial unit) to the waterfront would be retained, all other the waterfront units up to Quay West would be demolished and the landscape frontage to the units cleared. Construction activity would be readily apparent from across the canal.
View on Completion	Although the character of the waterfront would dramatically change on opening, with little structure to the back of the reconstructed promenade, as the landscape matures and new waterfront units address the promenade an improved elevation would be presented.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment and waterfront setting.
Status of Effects	Tree losses would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Medium - tree losses would alter the character of the promenade. However, the development of the tram would be entirely in keeping with the linear urban realm, the IWMN and new development that evolves along the waterfront.

Viewpoint Location	Clipper's Quay alongside South Bay, north of the Manchester Ship Canal.
Viewpoint Sensitivity	High - A popular area on the waterside walk and towpath. A recognised recreational route.

Visual Impact Assessment

Short term during Construction	Moderate Adverse
Residual during Operation	Slight Beneficial





Viewpoint Location Plan

Viewpoint Location	Salford Watersports Centre, adjacent to The Quays

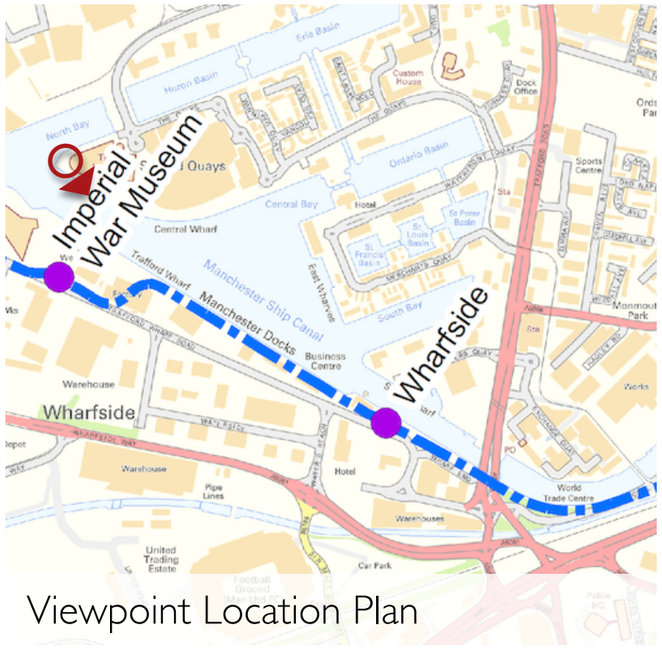
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 7**

View Description	Southwest over Central Bay towards Quay West and the Trafford Waterfront. The trees to the waterfront and particularly along Trafford Wharf Road are clearly visible and form the skyline, with the industrial units backing the promenade extending to the left.
View during Construction	With the exception of the Data Centre to the far left of the photo, all the waterfront units up to Quay West would be demolished and the landscape frontage to the units cleared. Construction activity would be readily apparent from across the canal and basin.
View on Completion	Although the character of the waterfront would dramatically change on opening, with little structure to the back of the reconstructed promenade, as the landscape matures and new waterfront units address the promenade an improved elevation would be presented.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment and waterfront setting.
Status of Effects	Tree losses would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Medium - tree losses would alter the character of the promenade. However, the development of the tram would be entirely in keeping with the linear urban realm and new development that evolves along the waterfront.

Viewpoint Sensitivity	High - A popular area on the waterside walk, at a recognised and well attended recreational resource.

Visual Impact Assessment

Short term during Construction	Moderate Adverse
Residual during Operation	Moderate Beneficial



Viewpoint Location Plan

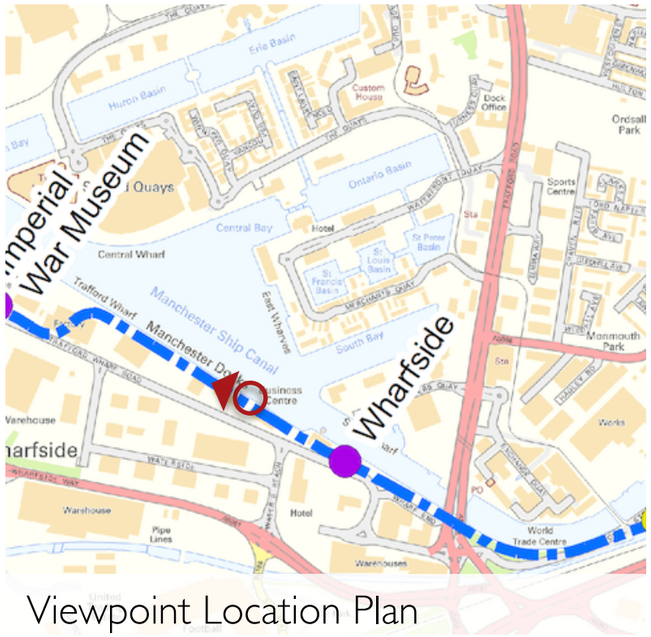
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 8**

View Description	Views southeast beneath the Millennium Lifting Bridge towards the Trafford waterfront promenade; the bridge and Lifting towers are a striking landmark. Old Trafford Stadium is visible on the skyline behind the lifting towers.Industrial units are occasionally visible through the landscape frontage onto the promenade.
View during Construction	With the exception of the Data Centre, which is not visible through the trees, all the industrial and commercial units fronting the promenade would be demolished and the landscape removed. Construction activity would be readily apparent from across the canal and basin, although the landscape along Trafford Wharf would create a new background to the works.
View on Completion	Although the character of the waterfront would dramatically change on opening, with little structure to the back of the reconstructed promenade, as the landscape matures and new waterfront units address the promenade an improved elevation would be presented. Until such time, the landscape along Trafford Wharf Road would continue to form the backdrop to the scheme.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment and waterfront setting.
Status of Effects	Tree losses would be permanent and largely irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Medium - tree losses would alter the character of the promenade. However, the development of the tram would be entirely in keeping with the linear urban realm and new development that evolves along the waterfront.

Viewpoint Location	The Lowry frontage
Viewpoint Sensitivity	Moderate - A popular area on the Salford Quays waterside, to the frontage of The Lowry

Visual Impact Assessment

Short term during Construction	Moderate Adverse
Residual during Operation	Moderate Beneficial



Viewpoint Location Plan

LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 9**

View Description	Westward along the Trafford promenade towards the southern lifting tower of the Millennium Bridge. Quay West is visible above the trees and the Data Centre building through the trees to the far left. A shard of the IWMN is just discernible against the sky. The art installation "Silent Cargo" is to the left and as can be seen, the promenade is a popular cycling and walking route.
View during Construction	The entire promenade area would be a construction site, including the removal of the landscape screen fronting the Data Centre, which would be retained. The removal of the landscape frontage would reveal the demolitions up to Quay West ."Silent Cargo" would need relocating.
View on Completion	The promenade would be completely rebuilt and the popular cycling and walking route retained along the waterfront. Voids in development would be apparent at opening year, but as new development ensues, active frontages onto the promenade would enhance the promenade.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment and setting of the promenade.
Status of Effects	Tree losses would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	High - tree losses and demolitions would dramatically alter the character of the existing promenade however, the development of the tram would be entirely in keeping with the linear urban realm and the voids created by the demolitions are reversible and potentially an enhancement.

Viewpoint Location	Trafford waterfront promenade, east of 'Silent Cargo'.
Viewpoint Sensitivity	High - An important and popular section of urban realm, for both the cycling and pedestrian commute to work and for recreational purposes.

Visual Impact Assessment

Short term during Construction	Substantial Adverse
Residual during Operation	Moderate Beneficial

Viewpoint Location Plan

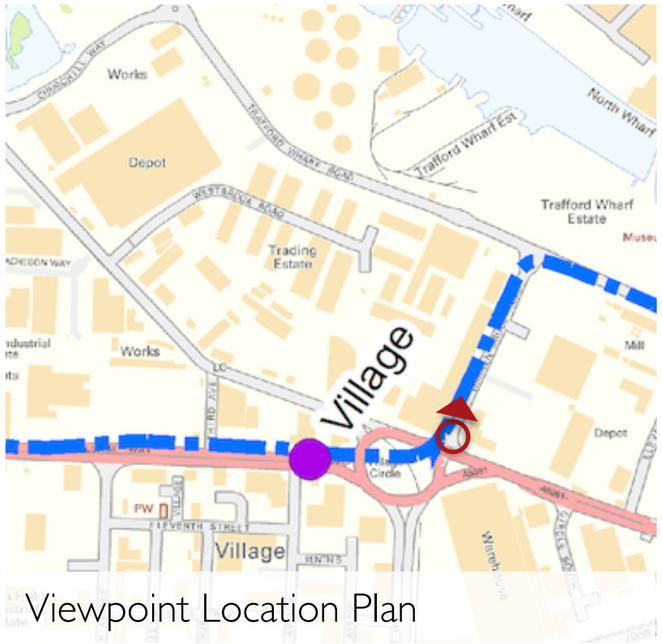
LANDSCAPE AND VISUAL ASSESSMENT VIEWPOINT 10

View Description	Westward along the linear Trafford Wharf Road towards Quay West and the Imperial War Museum North (IWMN). The brick factory unit is visible behind the fence, with an apartment block on Salford Quays rising beyond.
View during Construction	The factory unit would be demolished and the landscape frontage to the Quay West car park and factory building would be removed as the tram swings from the waterfront to the Imperial War stop to the north of Trafford Wharf Road.
View on Completion	The character of the road corridor would alter, with the loss of the landscape frontage to Quay West. The tram and new stop would be appropriate introduction to the urban environment and landscape setting of the IWMN and would settle into the townscape.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment and setting of the IWMN.
Status of Effects	Tree losses would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Medium - tree losses would alter the character of the existing road corridor, however, the development of the tram would be entirely in keeping with the linear urban working environment, the IWMN and transport corridor.

Viewpoint Location	South of Trafford Wharf Road, east of Waterside
Viewpoint Sensitivity	Medium - the majority of receptors would be visitors or workers travelling along the road in cars.

Visual Impact Assessment

Short term during Construction	Moderate Adverse
Residual during Operation	Slight Beneficial



Viewpoint Location Plan

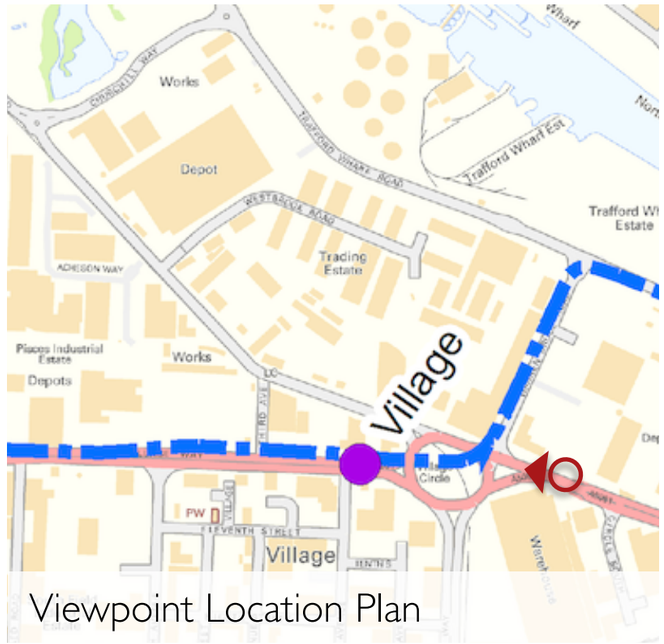
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 11**

View Description	Granada Studios terminates the view at the end of Warren Bruce Lane, beyond the junction with Trafford Wharf Way. The high rise blocks to the north of the canal at Salford Quays dominate the skyline. The mature tree belt to the west of the road screens the ageing industrial units.
View during Construction	The alignment would require the removal of the tree belt to the west of the road exposing the industrial units beyond. Works would be visible along the entire length of the road.
View on Completion	The view would be substantively altered through the removal of the tree screen, however the tram would be an appropriate introduction into the urban environment and streetscape. As the industrial estate is redeveloped over time to front onto the tram and road, the quality of the view along the road corridor would improve.
Mitigation Measures	Due to the narrowness of the road corridor there is little scope for replacement screen planting to the industrial units and consideration will need to be given to the treatment of the boundary.
Status of Effects	Tree losses would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Medium to high - tree losses would substantially alter the character of the existing road corridor, however, the development of the tram would be entirely in keeping with the linear urban working environment and transport corridor.

Viewpoint Location	East of Warren Bruce Lane towards the junction with Wharfside Way.
Viewpoint Sensitivity	Medium - the majority of receptors would be visitors or workers travelling along the road in cars.

Visual Impact Assessment

Short term during Construction	Substantial Adverse
Residual during Operation	Mod. Ad (ST) Mod. Ben (MT)



Viewpoint Location Plan

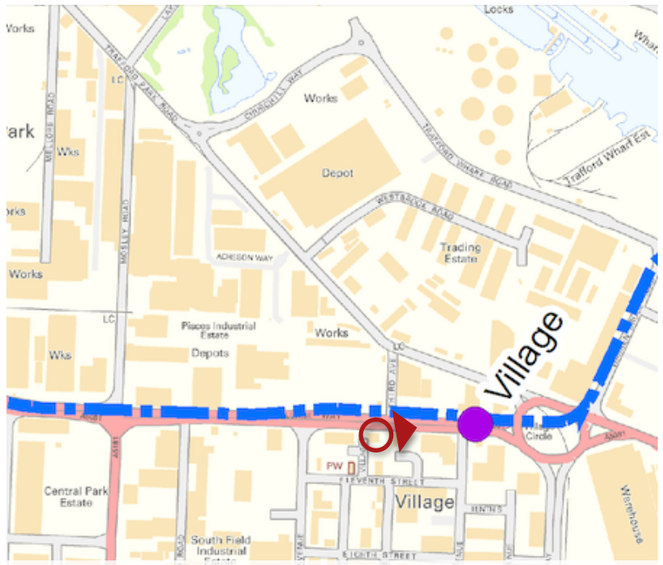
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 12**

View Description	The view of the Village Way roundabout is dominated by the group of black poplars. The industrial units along Village Way to the left and Trafford Park Road to the right are visible. The tram would enter the view from the right and curve across the centre of the roundabout to exit along Village Way.
View during Construction	The alignment would require the removal of the poplars, significantly altering the character of the view. The tree groups on the roundabout to the right and left would be retained. Construction activity would dominate the view from the surrounding road network.
View on Completion	Whilst the nature of the view would alter, the tram would be an appropriate component of the urban business environment and would quickly settle into the town and streetscape.
Mitigation Measures	Additional tree planting on the roundabout would reinforce the existing retained groups of trees and help mitigate losses both at the roundabout and elsewhere along the route.
Status of Effects	Along with other construction impacts, tree losses would be temporary and reversible in this location. On completion, effects would be permanent.
Magnitude of Effects	Medium to High - The loss of the major poplar group would be a significant alteration to the view at a prominent location, however, the tram would be considered an appropriate introduction into the urban townscape character.

Viewpoint Location	North of Wharfside Way to the east of the junction with Warren Bruce Lane.
Viewpoint Sensitivity	Medium - the receptors would generally be visitors and workers travelling along the road in cars.

Visual Impact Assessment

Short term during Construction	Moderate Adverse
Residual during Operation	Slight Beneficial



Viewpoint Location Plan

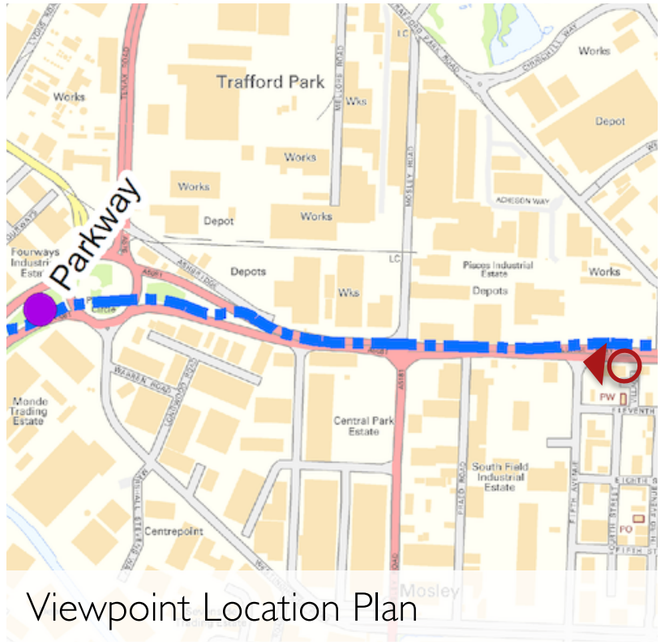
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 13**

View Description	View looking eastward along Village Way towards Village Circle roundabout (the stand of black poplars is clearly visible). The listed Trafford Park Hotel is to the right of the photograph. The route would run to the north of the road within the landscape strip, with the Village stop extending eastward from the grass area visible across the road.
View during Construction	Views of construction would be immediately apparent to receptors on Village Way and the works would require the loss of the majority of trees and soft landscaping to the verge to the north.
View on Completion	Whilst the nature of the view would alter, the tram would be an appropriate component of the urban business environment and would quickly settle into the town and streetscape. For similar reasons, although the tram would be within the setting of the hotel, it would be separated from it by the busy road and would be in keeping with the character of the road corridor.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment. Particular attention would be taken to reduce visual clutter and reduce the impact of signage.
Status of Effects	Tree losses would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Medium to Low - whilst there would be loss of roadside vegetation, the existing buildings lining the road assert a stronger presence and influence on the character. The development would be in keeping with this character and the effects on the listed hotel would be negligible.

Viewpoint Location	South of village Way to the immediate west of the Grade II listed Trafford Park Hotel.
Viewpoint Sensitivity	Medium - the receptors would generally be visitors and workers travelling along the road in cars, although the tram and stop would be within the setting of a listed structure.

Visual Impact Assessment

Short term during Construction	Slight Adverse
Residual during Operation	Slight Beneficial



Viewpoint Location Plan

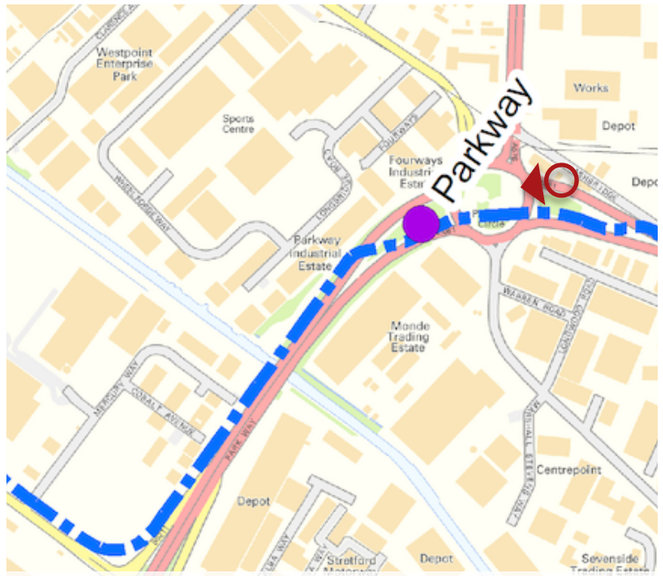
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 14**

View Description	A representative image of the character of Village Way, looking westward, with industrial and commercial units lining a busy road. Roadside vegetation tends to be within curtilage to the south (left) and within a landscape verge to the north. The alignment would be located within this verge. The wooded roundabout of Parkway Circle terminates the view.
View during Construction	Views of construction would be immediately apparent to receptors on Village Way and the works would require the loss of the majority of trees and soft landscaping to the verge to the north.
View on Completion	Whilst the nature of the view would alter, the tram would be an appropriate component of the urban business environment and would quickly settle into the town and streetscape. The tram would be in keeping with the character of the road corridor.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment. Particular attention would be taken to reduce visual clutter and reduce the impact of signage.
Status of Effects	Tree losses would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Low - whilst there would be loss of roadside vegetation, the existing buildings lining the road assert a stronger presence and influence on the character. The development would be in keeping with this character.

Viewpoint Location	Village Way, immediately east of the junction with Fifth Avenue.
Viewpoint Sensitivity	Medium - the receptors would generally be visitors and workers travelling along the road in cars.

Visual Impact Assessment

Short term during Construction	Slight Adverse
Residual during Operation	Slight Beneficial



Viewpoint Location Plan

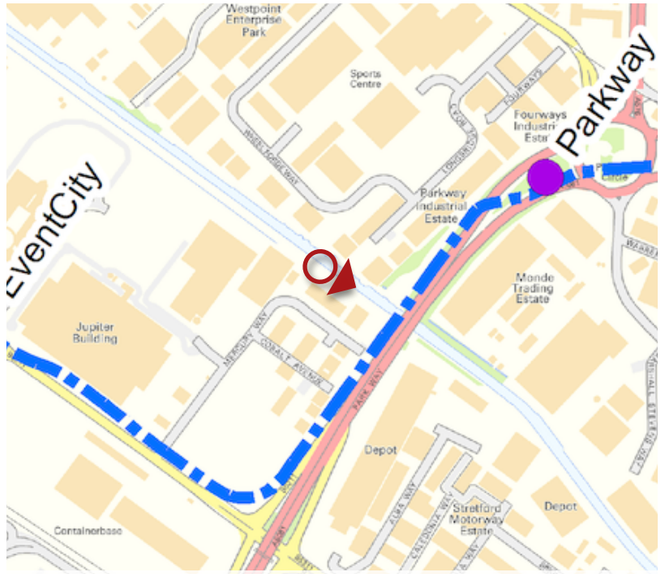
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 15**

View Description	Southwestward towards the well-wooded roundabout from Village Way. Both the roundabout and the approaches are well vegetated with mature trees. The tram would run to the south of the roundabout, but the junction reconfiguration would remove most of the existing vegetation. Parkway stop and park and ride would be visible across the new junction.
View during Construction	Significant visual disruption would be apparent as the majority of vegetation is cleared to make way for the tram and new junction.
View on Completion	The nature of the view would change fundamentally with the construction of a new controlled junction. The infrastructure and components of the tram and Park and Ride would be visible as the aspect would be more open and large scale.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment. Particular attention would be taken to reduce visual clutter and reduce the impact of signage. The new junction arrangement and Park and Ride affords opportunities for tree planting.
Status of Effects	The loss of dense tree planting would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Moderate to High - the loss of the mass of tree planting would be a fundamental and irreversible change.

Viewpoint Location	Northeast of the Parkway Circle Roundabout.
Viewpoint Sensitivity	Medium - receptors would generally be visitors and workers travelling along the road in cars.

Visual Impact Assessment

Short term during Construction	Substantial Adverse
Residual during Operation	Slight Adverse



Viewpoint Location Plan

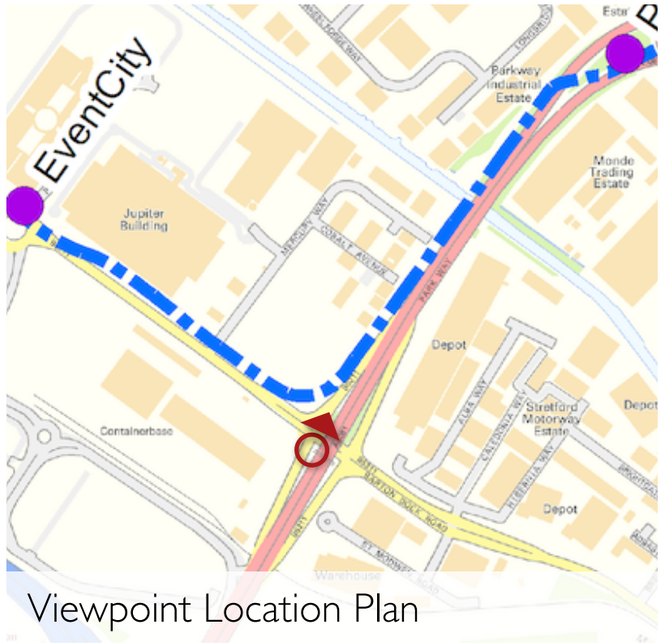
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 16**

View Description	Industrial units are visible beyond the bridge, but the canal corridor is generally well-vegetated and visually tranquil. the proposed tram alignment would be facilitated on a new bridge structure to the west of, and immediately adjacent to, the existing bridge.
View during Construction	Significant visual disruption would occur with the construction of the new bridge structure and loss of vegetation to both banks of the canal.
View on Completion	Although localised effects, the bridge is apparent for a distance along the canal and is the focus of the view. OHLE equipment would be visible on the skyline and the length of the tunnel effect beneath the bridges would be increased.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment. Particular attention would be taken to reduce visual clutter read on the skyline and ensure the colour is appropriate. The underpass of the bridge needs to address perceptions of personal security for the users of the towpath.
Status of Effects	The loss of trees would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Medium - effects are localised, but as the bridge is approached from the west in particular the introduction of the new bridge and infrastructure would be prominent.

Viewpoint Location	On the towpath south of the Bridgewater Canal, to the west of the Parkway viaduct.
Viewpoint Sensitivity	High - the Bridgewater Canal is a recognised recreation and ecology corridor, with policy in place to improve and enhance.

Visual Impact Assessment

Short term during Construction	Substantial Adverse
Residual during Operation	Substantial Adverse



Viewpoint Location Plan

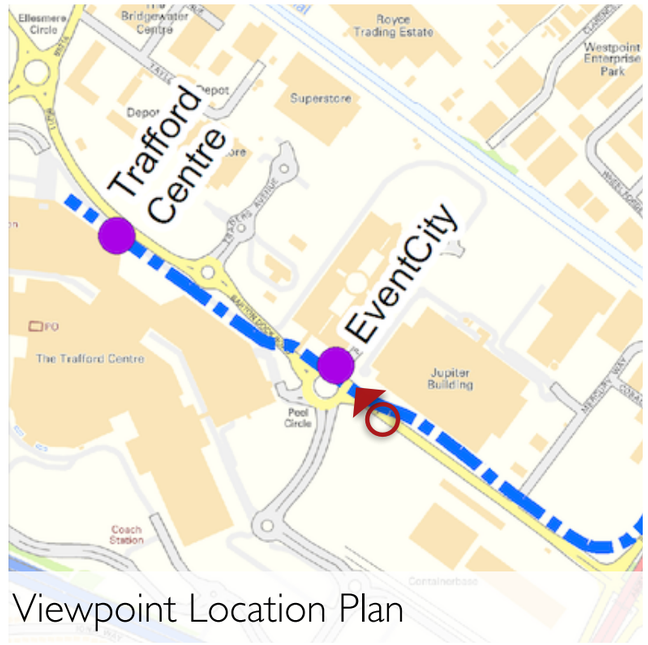
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 17**

View Description	View northwards up the Parkway on-slip. The industrial units off Mercury Way are just visible through the gap in the tree screen to the left. Hotel and commercial development is consented on this site. Parkway up to Parkway Circle is well vegetated with mature tree belts. The alignment would run to the west (left) of the slip road and require the removal of all the trees within the screen.
View during Construction	Construction operations would be immediately apparent with significant change resulting from the removal of the existing tree belt. Depending on timing with respect to the adjacent redevelopment of the former Kratos site, this could either open up views of the existing industrial estate or coincide with the area regeneration.
View on Completion	Again, there would be significant alteration in the character of the views with the loss of the screening tree belt, but the tram would be an appropriate addition to the scene, particularly in conjunction with the redevelopment of the former Kratos site.
Mitigation Measures	The tram would create a new and appropriate frontage to the adjacent regeneration site and if development programmes coincide, mutual benefit would ensue from a consolidated design approach.
Status of Effects	The loss of tree planting would be permanent and irreversible, other construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Medium to High - the loss of the tree belt would bring about a major change in the quality of the view, opening up the industrial estate to view and placing OHLE on the skyline.

Viewpoint Location	On Barton Dock Road, at the base of the Parkway slip road.
Viewpoint Sensitivity	Medium - receptors would generally be visitors and workers travelling along the road in cars.

Visual Impact Assessment

Short term during Construction	Slight Adverse
Residual during Operation	Moderate Neutral



Viewpoint Location Plan

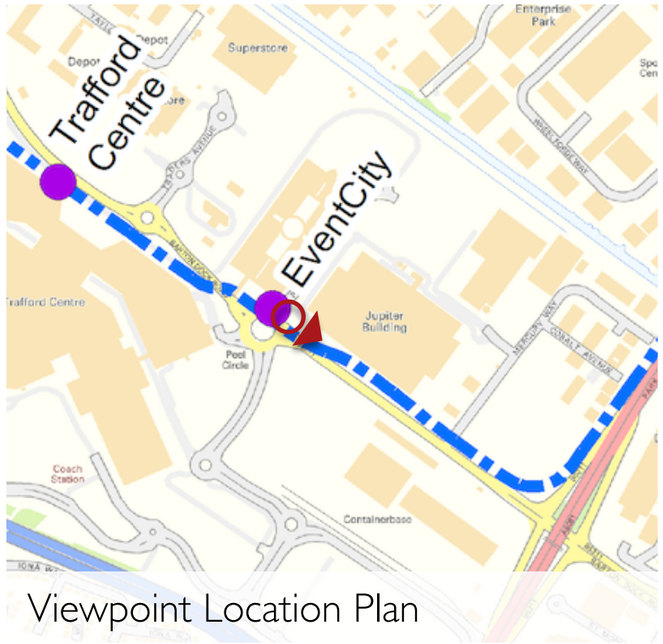
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 18**

View Description	View northeastward towards Barton Square across the shoulder of the existing roundabout. The continuation of Barton Dock road is visible beneath the pedestrian over bridge to the left. The proposed EventCity Stop would be constructed to the foreground of British Homestores.
View during Construction	There would be significant visual disruption with the construction of the alignment, the stop and a completely reconfigured junction. There would, however, be little loss of significant vegetation.
View on Completion	The tram and stop would bring enhance interaction and pedestrian activity to the foreground of Barton Square and would be an appropriate development for the retail and leisure area. New urban realm areas would enhance the setting of the shopping centre.
Mitigation Measures	The urban realm design should complement the materials and colours of the Intu Trafford Centre, with care being taken to reduce visual clutter and coordinate signage.
Status of Effects	Construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Low - although the junction rearrangements are significant, there would be little loss of mature trees and vegetation. The tram would also complement the the character and use of the Intu Trafford Centre and EventCity.

Viewpoint Location	South of Barton Dock Road, opposite EventCity.
Viewpoint Sensitivity	Medium to High - The majority of road users would be visitors, shoppers and workers travelling in cars, however, the tram would encourage pedestrian users of the urban realm engaged in leisure activities.

Visual Impact Assessment

Short term during Construction	Slight Adverse
Residual during Operation	Moderate Beneficial



Viewpoint Location Plan

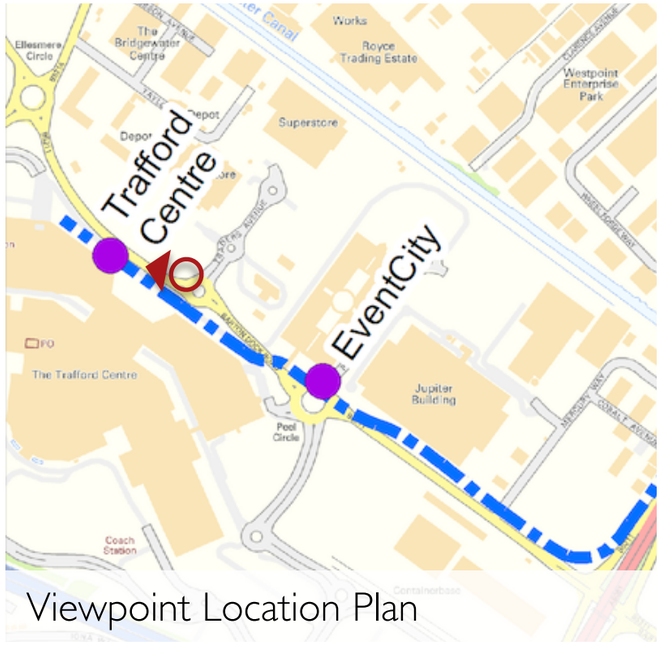
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 19**

View Description	Looking southeast along the northern edge of Barton Dock Road across the broad frontage of EventCity (visible to the left). the tram would run along this frontage, parallel to the road. the industrial units to the south of Barton Dock Road are visible to the right of the photo. The poplar trees in the grass verge create a sense of a boulevard.
View during Construction	The trees along Barton Dock Road could be lost from this viewpoint. The entire length of the frontage area of EventCity would be taken up by the alignment and would be open to view.
View on Completion	A parallel transport corridor to Barton Dock Road would be created, with long views from the new stop and Barton Dock Square urban realm along the alignment. The tram would be an appropriate addition to the urban context.
Mitigation Measures	Considered design of the tram infrastructure would ensure that the materiality and colour of the various elements would be sympathetic to the environment and setting of EventCity. Opportunities exist to introduce new urban realm and tree planting to enhance the scheme.
Status of Effects	Construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Negligible - little would be lost of detriment to the character of the landscape that could not be replaced and the tram development would be in keeping with the contest.

Viewpoint Location	At the junction of Phoenix Way and Barton Dock Road; to the southwest corner of EventCity.
Viewpoint Sensitivity	Medium to High - receptors would be a combination of visitors and workers travelling along the road network, and also pedestrians moving between the malls and the stop.

Visual Impact Assessment

Short term during Construction	Slight Adverse
Residual during Operation	Moderate Beneficial



Viewpoint Location Plan

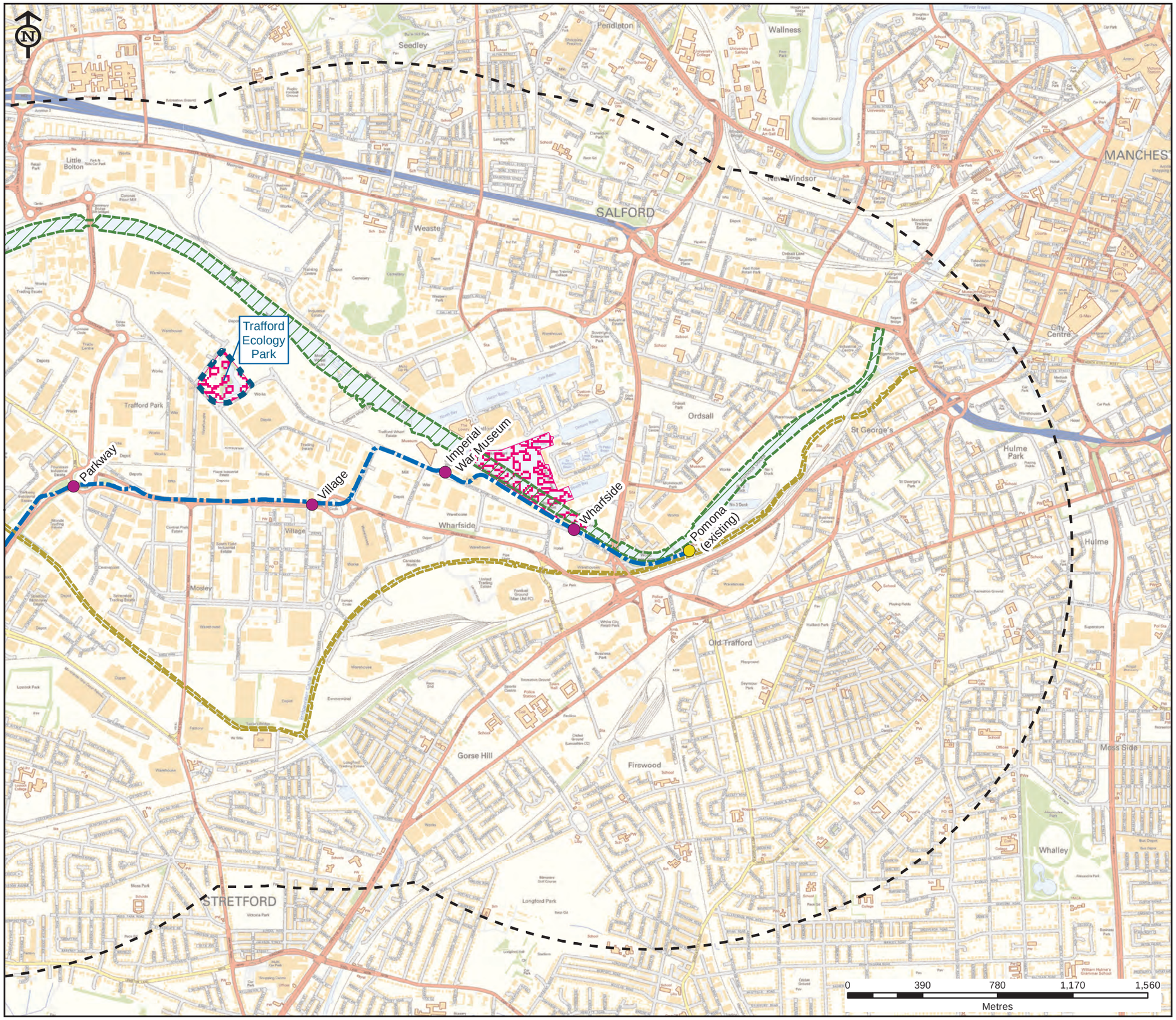
LANDSCAPE AND VISUAL ASSESSMENT **VIEWPOINT 20**

View Description	Westwards along Barton Dock Road towards the two stair towers to the multi-storey car park serving the Intu Trafford Centre. The Trafford Centre stop would sit between the two towers within the broad area of landscape fronting the car park.
View during Construction	There would be significant visual disruption with the construction of the alignment and the stop. However, there would be little loss of significant vegetation.
View on Completion	The tram and stop would bring enhanced interaction and pedestrian activity to the foreground of the shopping centre and would be an appropriate development for the retail and leisure area. New urban realm areas would enhance the setting of the Intu Trafford Centre.
Mitigation Measures	The urban realm design should complement the materials and colours of the Intu Trafford Centre, with care being taken to reduce visual clutter and coordinate signage.
Status of Effects	Construction impacts would be temporary. On completion, effects would be permanent.
Magnitude of Effects	Low to Medium - Little loss of significant landscape and the development of the tram would complement the character and use of the Intu Trafford Centre, bringing further pedestrian animation and interaction to the eternal environment.

Viewpoint Location	Northwest of the Traders Avenue/ Barton Dock Road roundabout
Viewpoint Sensitivity	Medium to High - The majority of road users would be visitors, shoppers and workers travelling in cars, however, the tram would encourage pedestrian users of the urban realm engaged in leisure activities.

Visual Impact Assessment

Short term during Construction	Slight Adverse
Residual during Operation	Moderate Beneficial



Transport for Greater Manchester

Legend

- Indicative Route Centreline
- 2km Study
- Existing Stop Location
- Proposed Stop Location
- Local Nature Reserve
- Manchester Ship Canal Wildlife Corridor
- Bridgewater Canal Wildlife Corridor
- Site of Biological Importance

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

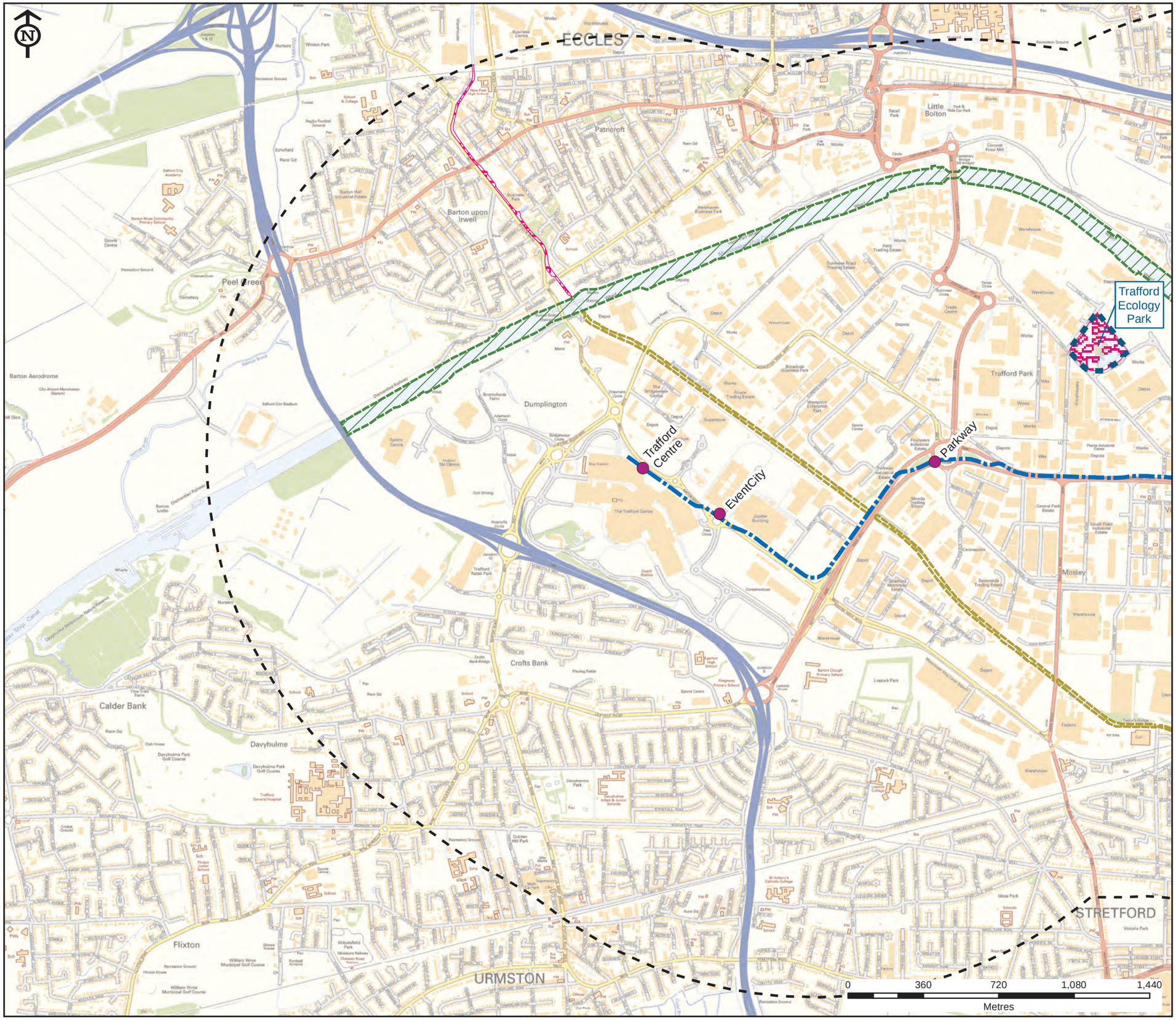
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.1

Figure Title:
DESIGNATED SITES (EAST) (SHEET 1 OF 2)

Scale:	Original Size:
1:20,000	A3



Transport for Greater Manchester

Legend

- Indicative Route Centreline
- 2km Study
- Existing Stop Location
- Proposed Stop Location
- Local Nature Reserve
- Manchester Ship Canal Wildlife Corridor
- Bridgewater Canal Wildlife Corridor
- Site of Biological Importance

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.1

Figure Title:
DESIGNATED SITES (WEST) (SHEET 2 OF 2)

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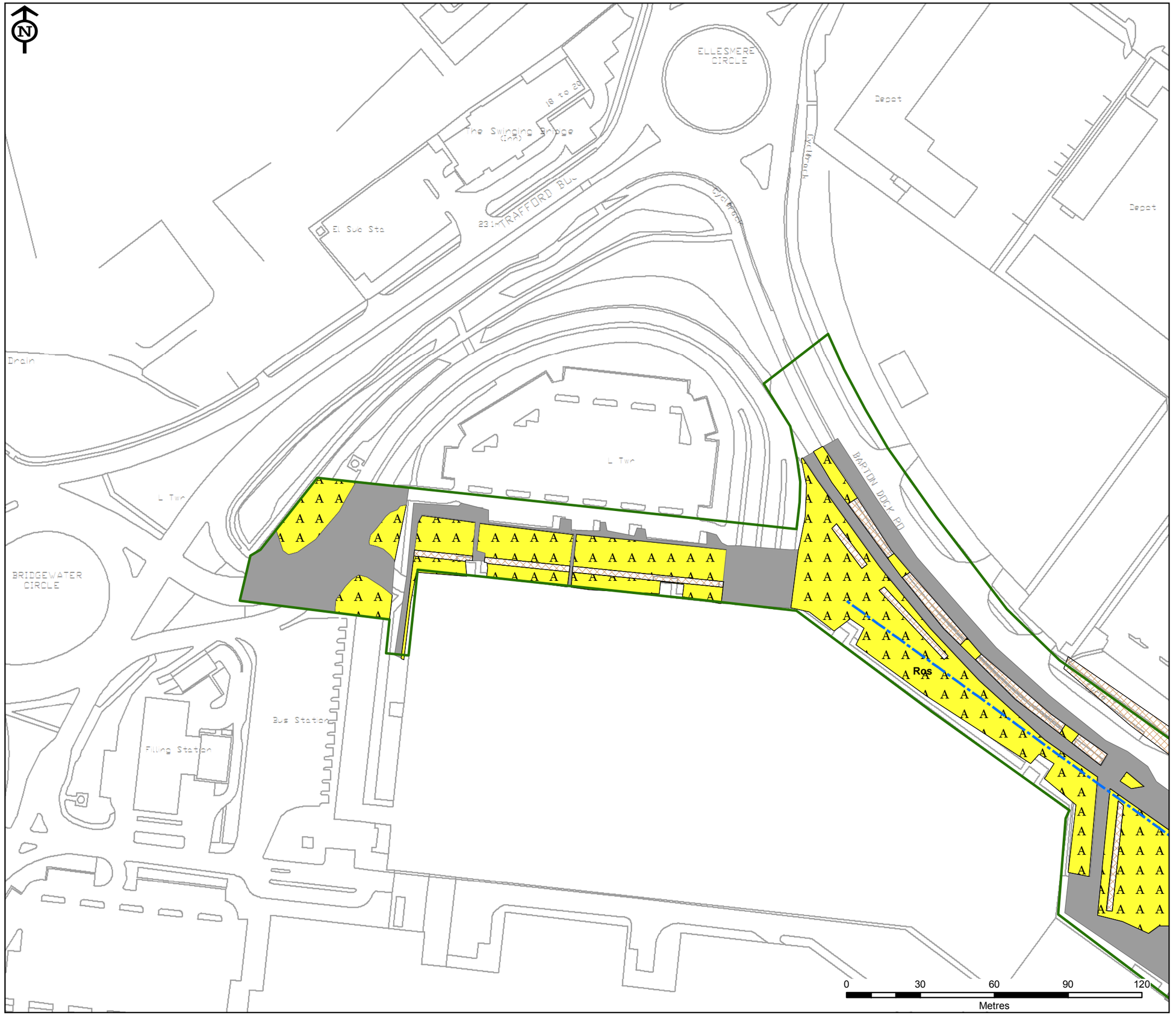
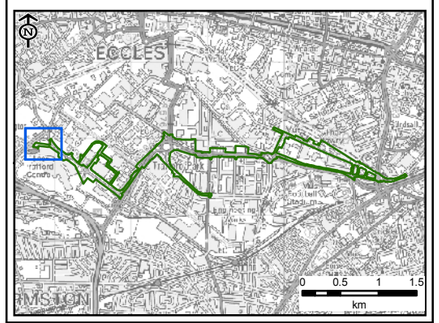


Transport for Greater Manchester

Legend

- Survey area
- Indicative Route Centreline
- Hardstanding
- Amenity grassland
- Introduced shrub



Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

Figure Title:
PHASE 1
HABITAT PLAN
SHEET 1 OF 13

Scale:	Original Size:
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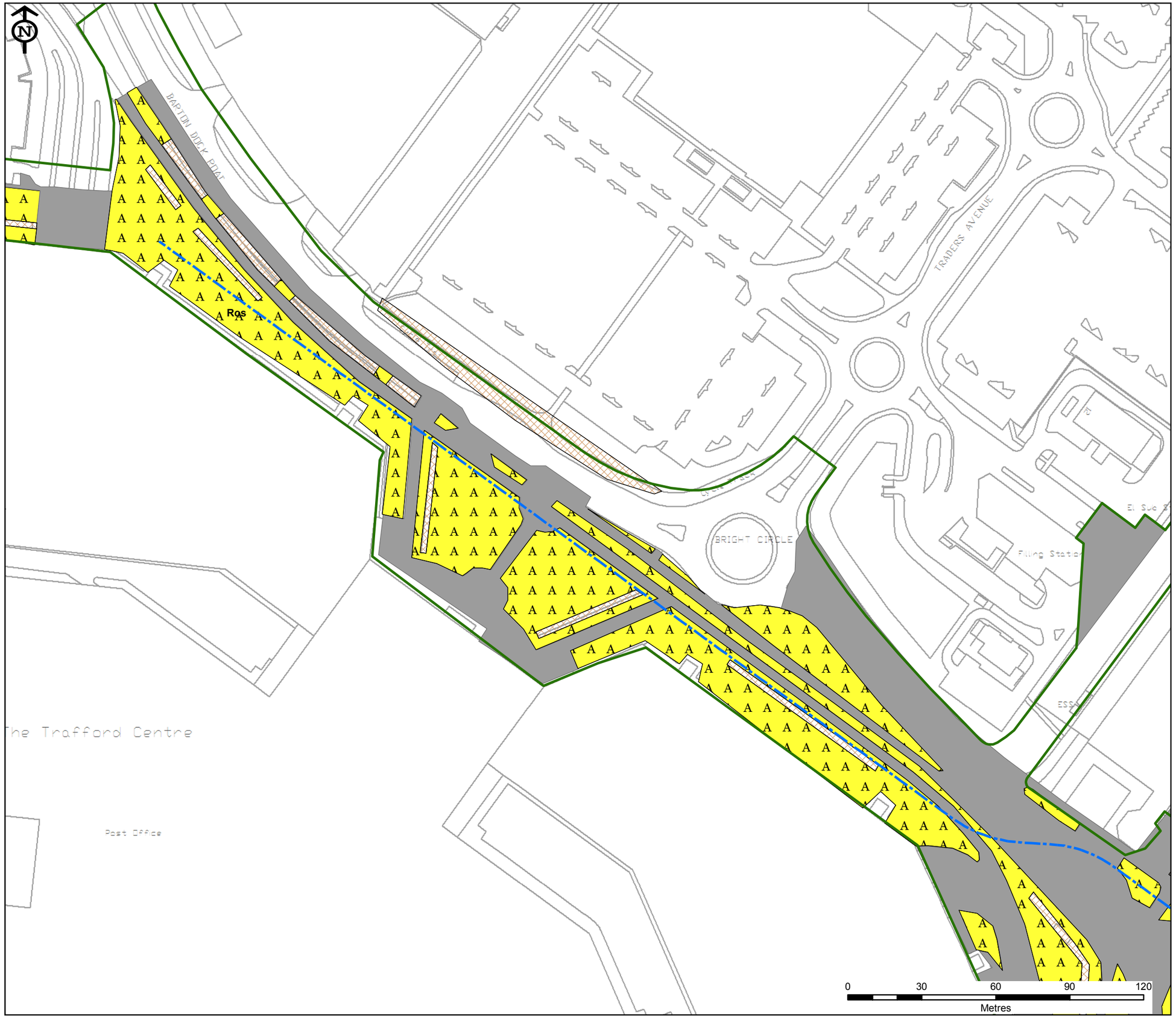
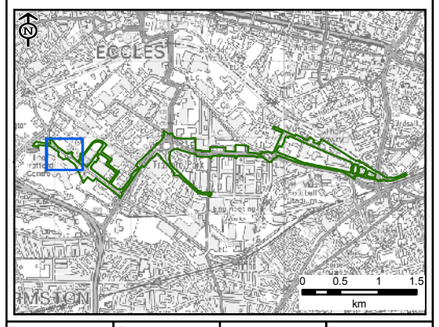


Transport for Greater Manchester

Legend

- Survey area
- Indicative Route Centreline
- Hardstanding
- Amenity grassland
- Introduced shrub



Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

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ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

Figure Title:
PHASE 1
HABITAT PLAN
SHEET 2 OF 13

Scale:	Original Size:
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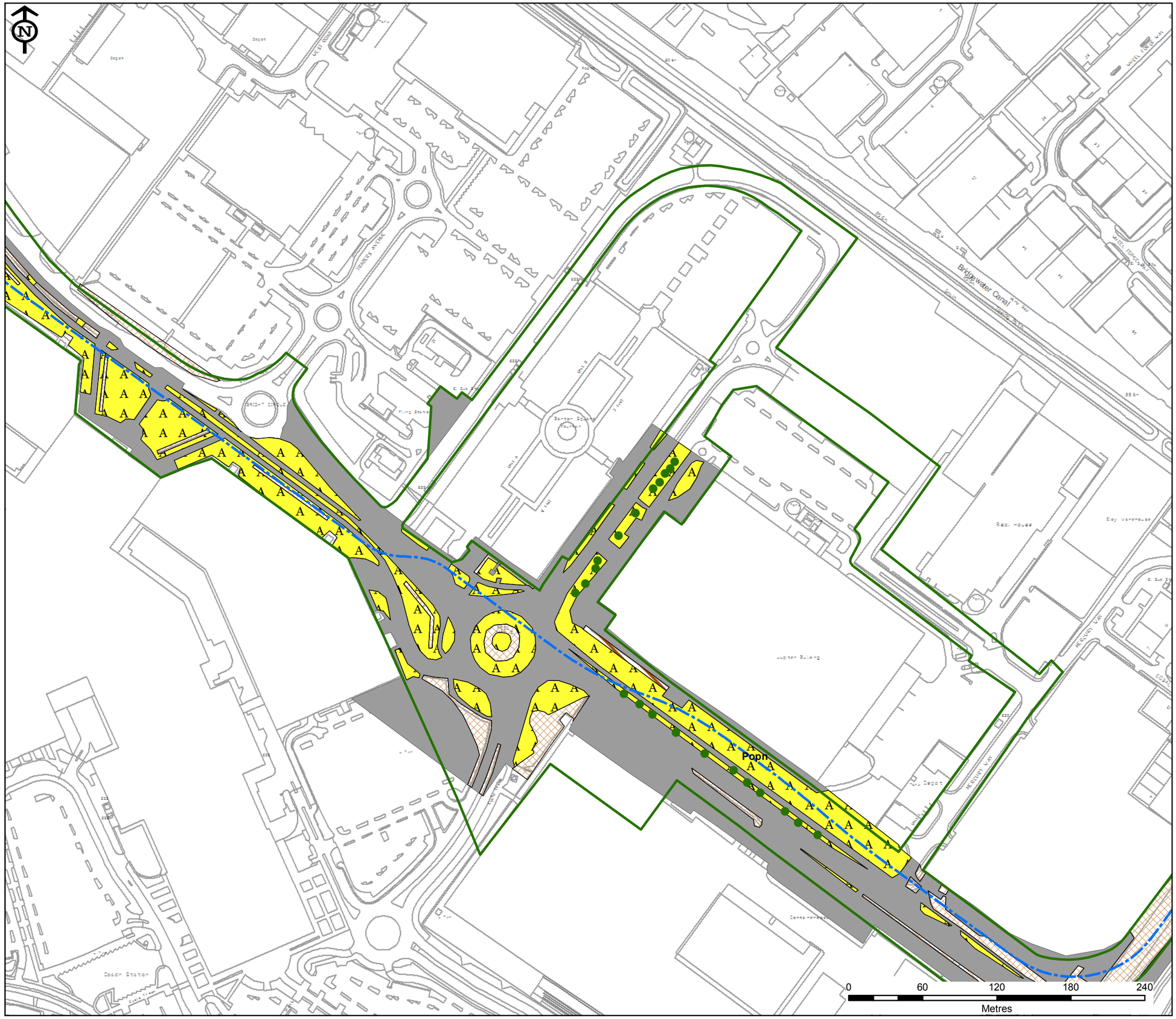
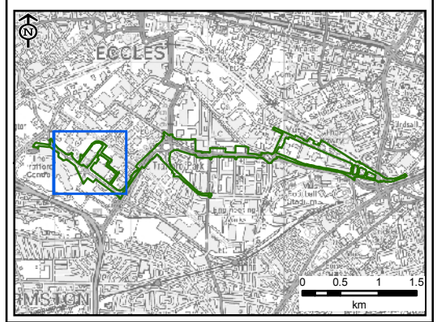


Transport for Greater Manchester

Legend

- Survey area
- Indicative Route Centreline
- Scattered trees
- Hardstanding
- Amenity grassland
- Introduced shrub
- Tall ruderal



Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

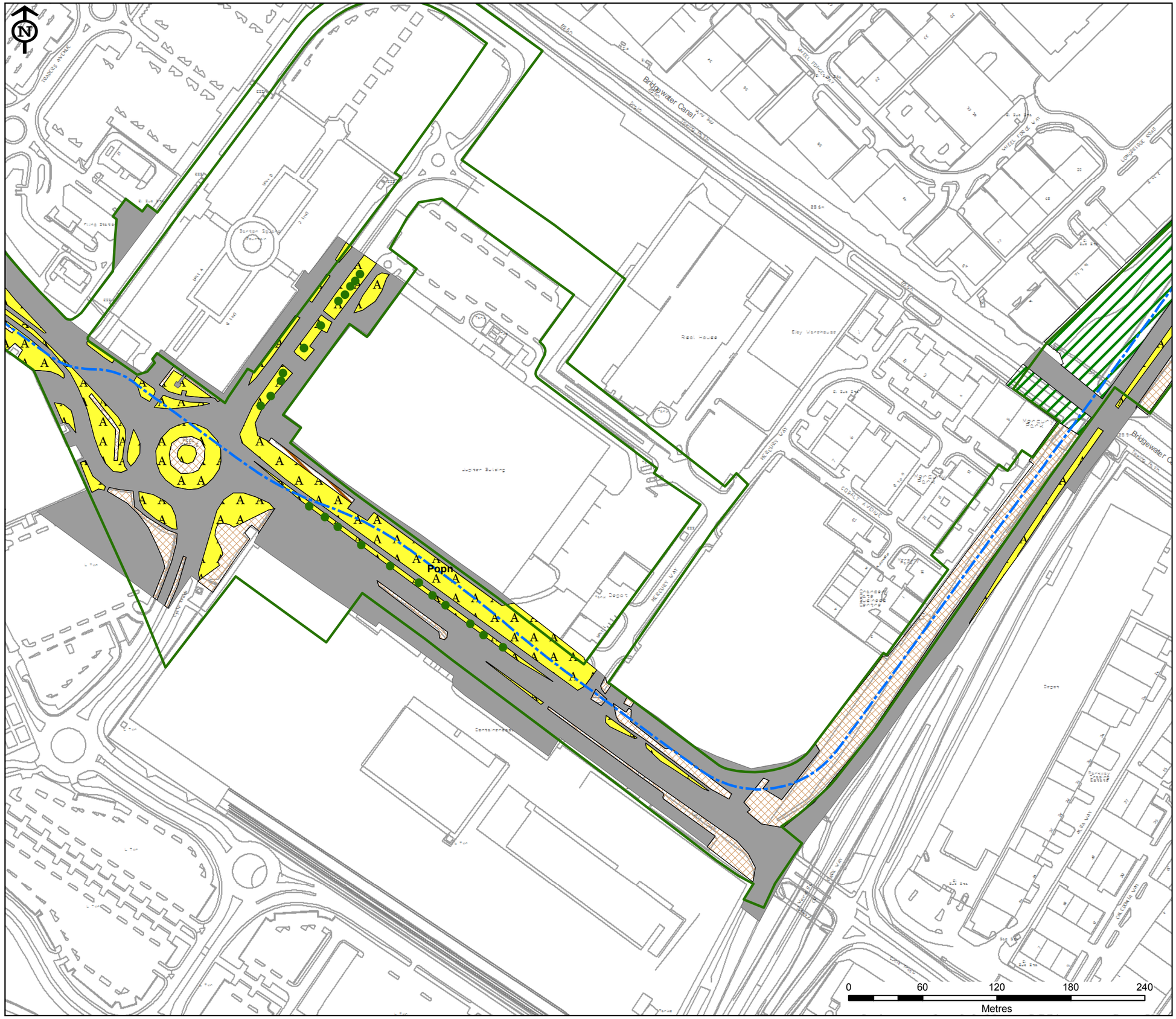
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

Figure Title:
PHASE 1
HABITAT PLAN
SHEET 3 OF 13

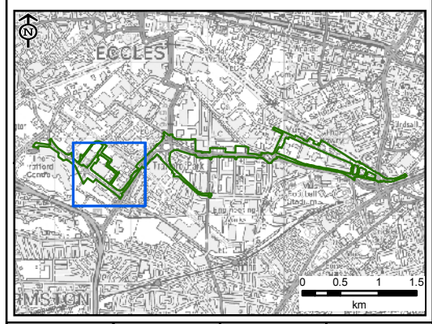
Scale:	Original Size:
1:3,000	A3



Transport for Greater Manchester

Legend

- Survey area
- Indicative Route Centreline
- Scattered trees
- Hardstanding
- Amenity grassland
- Introduced shrub
- Tall ruderal
- Broad-leaved plantation woodland



Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

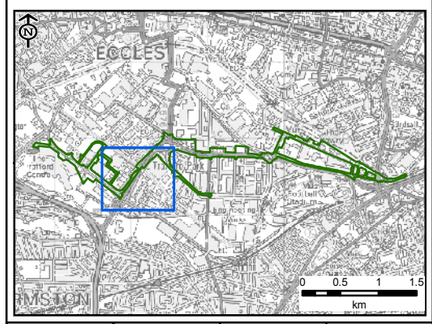
Figure Title:
PHASE 1
HABITAT PLAN
SHEET 4 OF 13

Scale:	Original Size:
1:3,000	A3

Transport for Greater Manchester

Legend

- Survey area
- Indicative Route Centreline
- Scattered trees
- Hardstanding
- Semi-improved grassland
- Amenity grassland
- Introduced shrub
- Dense scrub
- Broad-leaved plantation woodland



Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

Figure Title:
PHASE 1
HABITAT PLAN
SHEET 5 OF 13

Scale:	Original Size:
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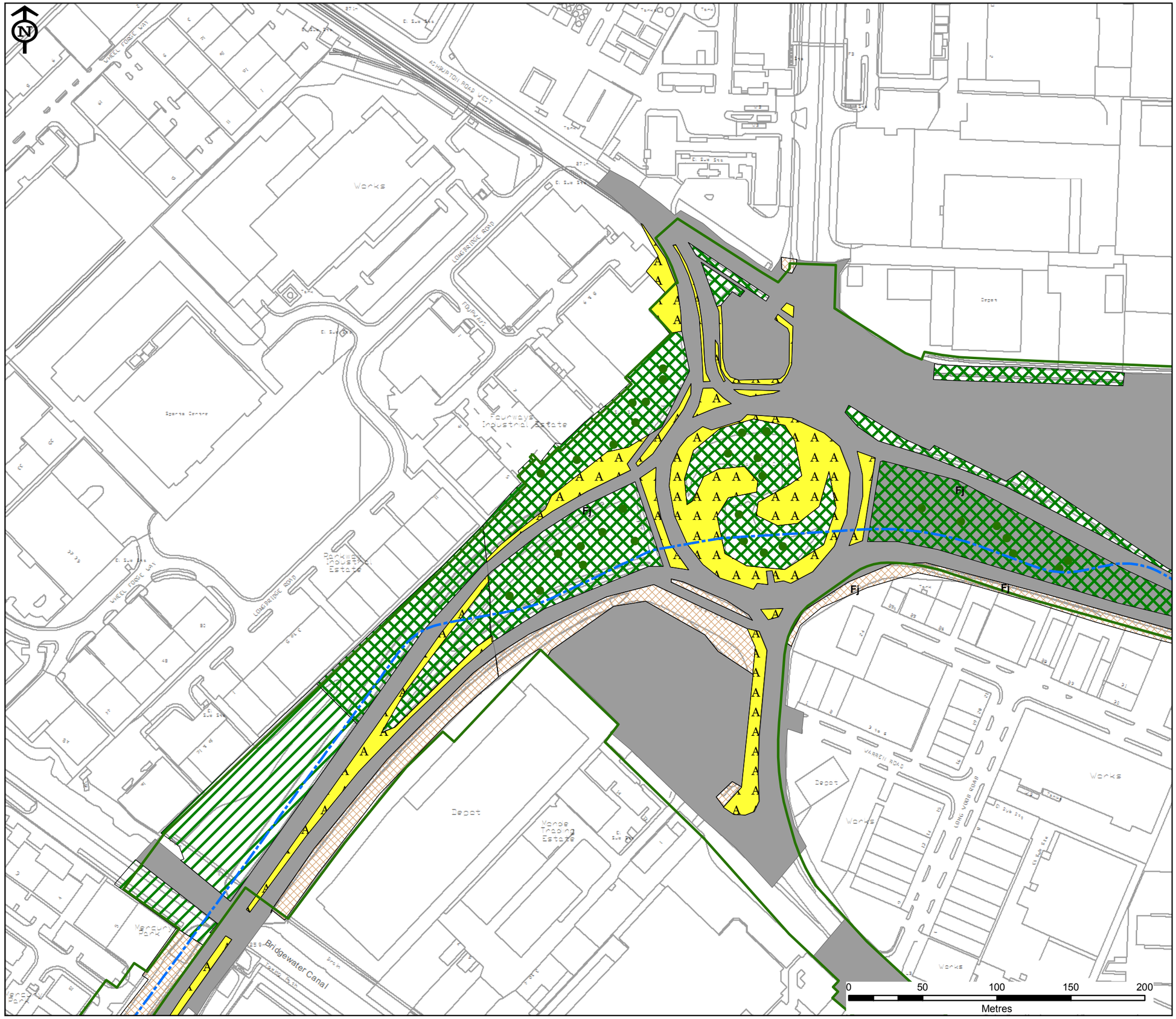
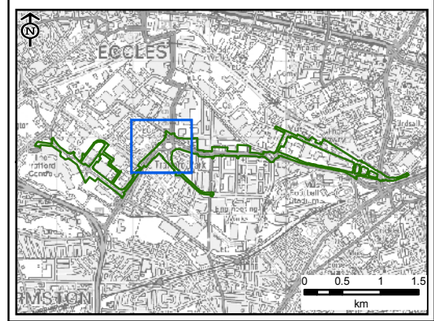


Transport for Greater Manchester

Legend

- Survey area
- Indicative Route
- Scattered trees
- Hardstanding
- Amenity grassland
- Introduced shrub
- Dense scrub
- Broad-leaved plantation woodland



Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

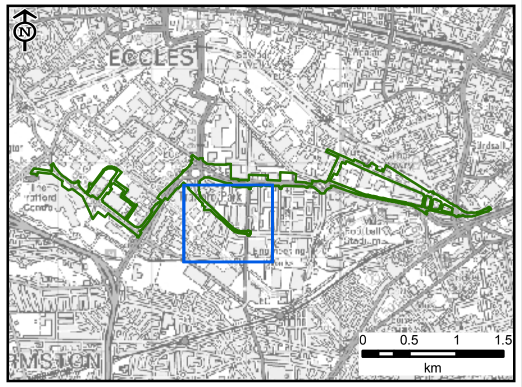
Figure Title:
PHASE 1
HABITAT PLAN
SHEET 6 OF 13

Scale:	Original Size:
1:2,500	A3

Transport for Greater Manchester

Legend

- Survey area
- Scattered trees
- Hardstanding
- Semi-improved grassland
- Amenity grassland
- Introduced shrub
- Scrub
- Broad-leaved plantation woodland



Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

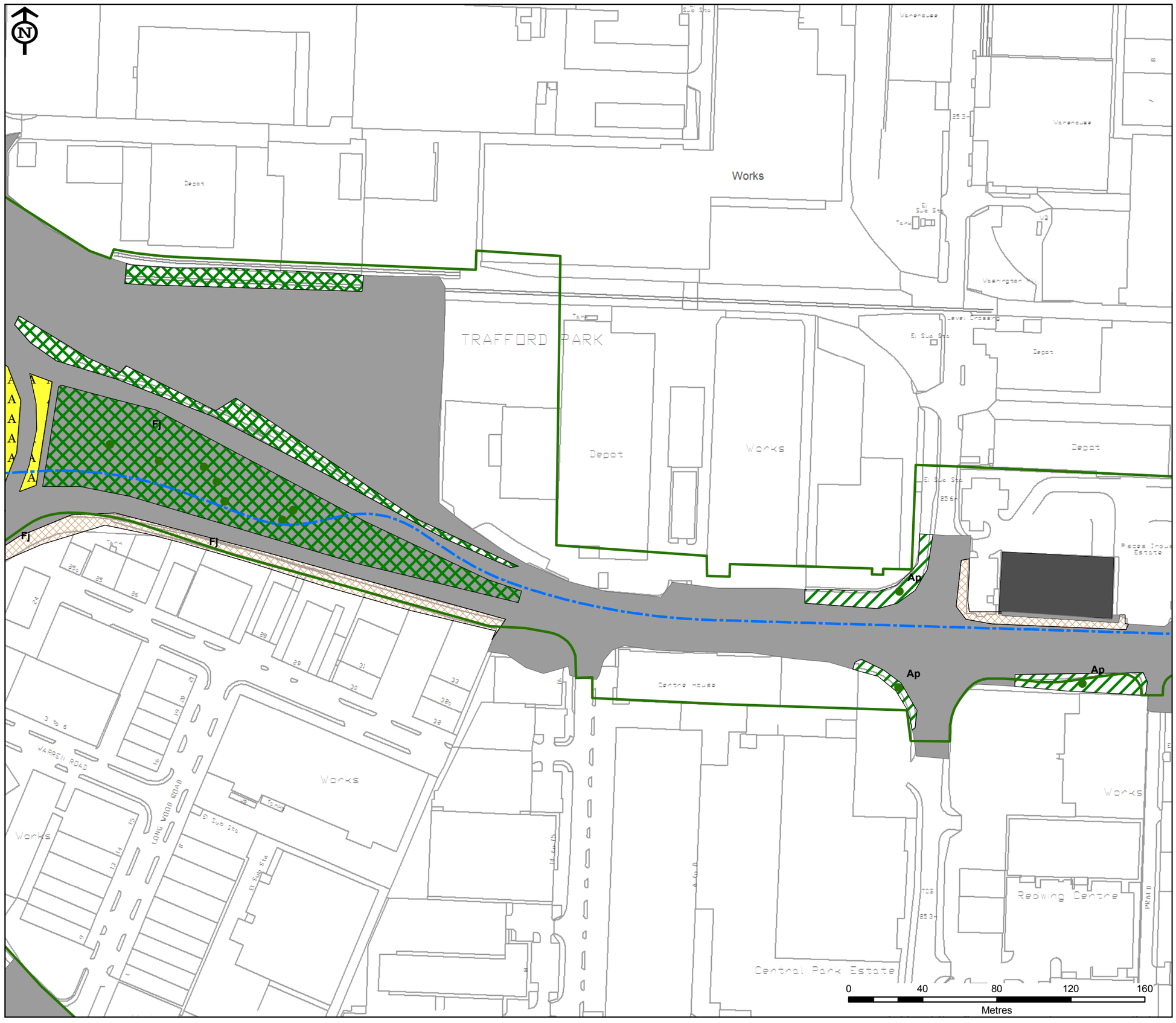
Project: TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref: **ENVIRONMENTAL STATEMENT**

Figure Number: FIGURE 9.2

Figure Title: PHASE 1 HABITAT PLAN SHEET 7 OF 13

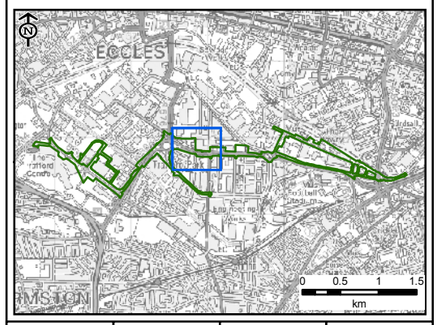
Scale: 1:3,000 | **Original Size:** A3



Transport for Greater Manchester

Legend

- Survey area
- Indicative Route Centreline
- Scattered trees
- Hardstanding
- Buildings
- Amenity grassland
- Introduced shrub
- Dense scrub
- Broad-leaved plantation woodland



Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

Figure Title:
PHASE 1
HABITAT PLAN
SHEET 8 OF 13

Scale:	Original Size:
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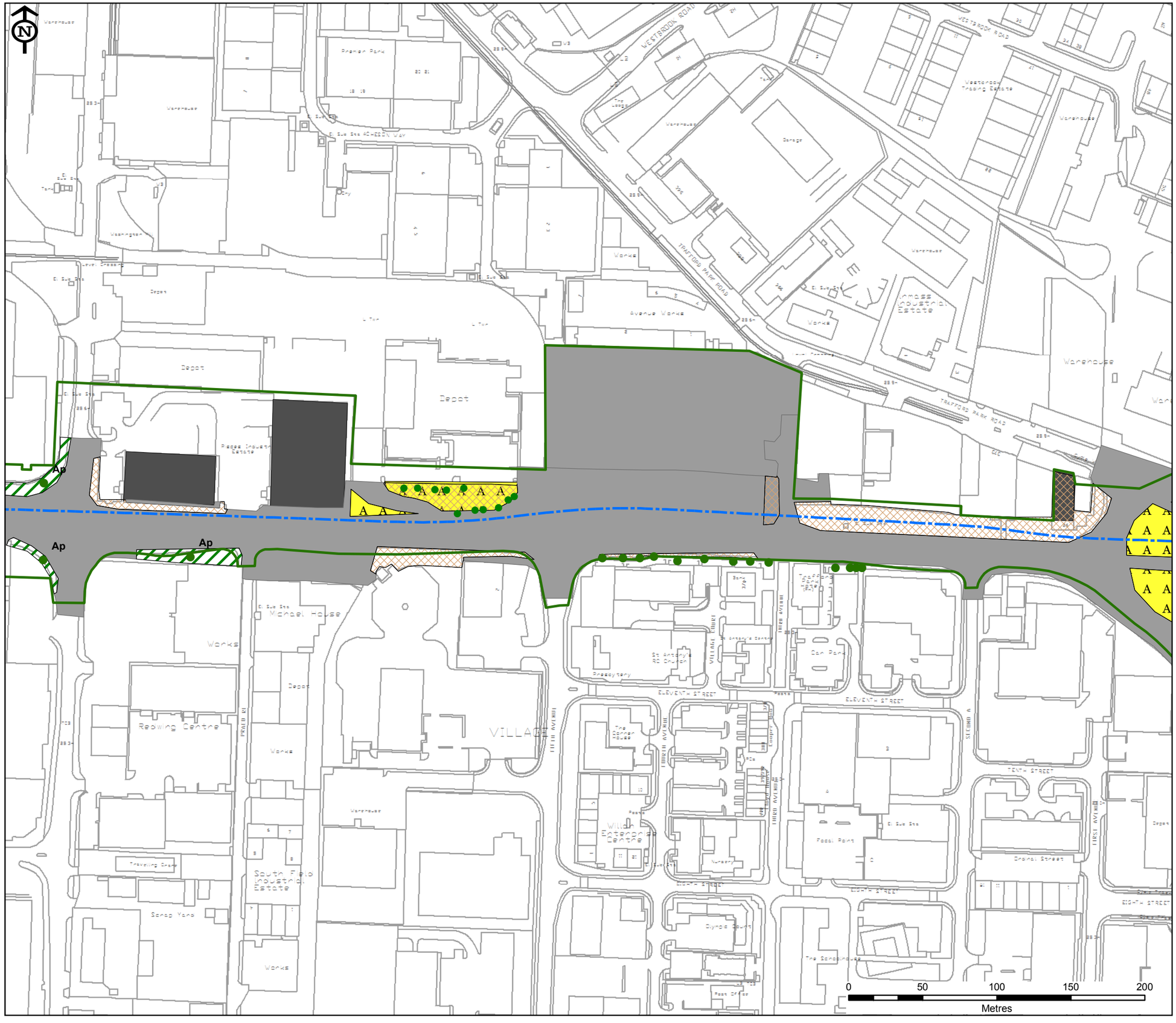
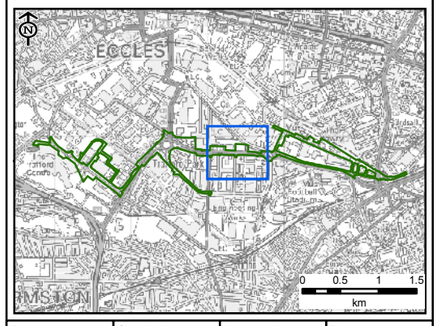


Transport for Greater Manchester

Legend

- Survey area
- Indicative Route Centreline
- Scattered trees
- Hardstanding
- Buildings
- A — Amenity grassland
- Introduced shrub
- Broad-leaved plantation woodland



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S.Stedman	A.Davies	K.Hands	Oct 2014

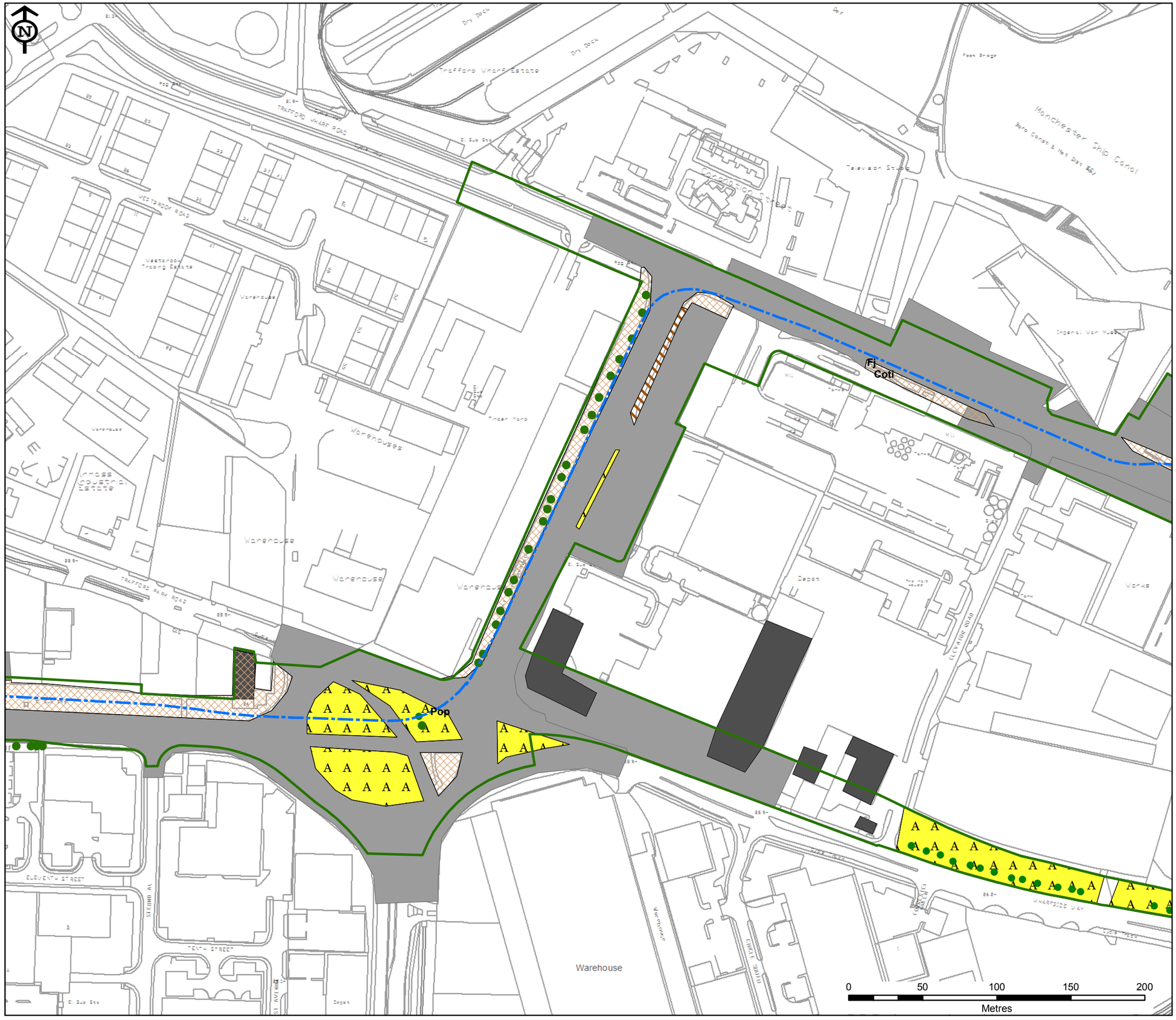
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

Figure Title:
PHASE 1
HABITAT PLAN
SHEET 9 OF 13

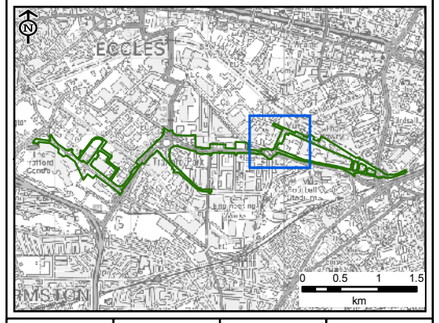
Scale:	Original Size:
1:2,500	A3



Transport for Greater Manchester

Legend

- Survey area
- Indicative Route Centreline
- Scattered trees
- Hardstanding
- Buildings
- A — Amenity grassland
- Introduced shrub
- Tall ruderal



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S.Stedman	A.Davies	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

Figure Title:
PHASE 1
HABITAT PLAN
SHEET 10 OF 13

Scale:	Original Size:
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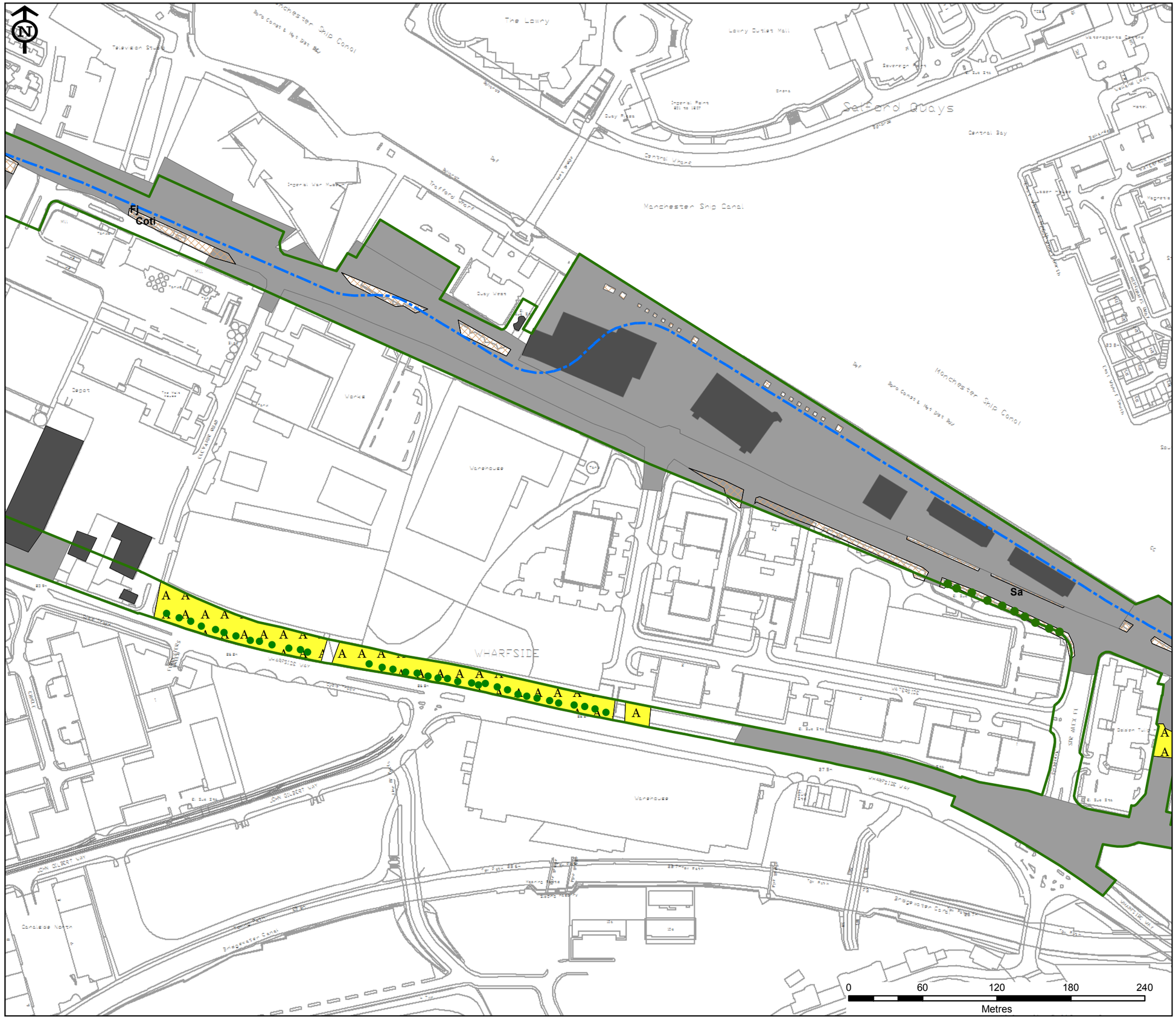
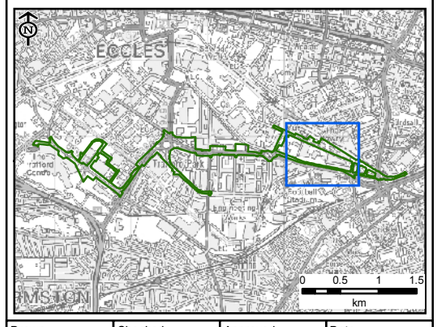




Transport for Greater Manchester

Legend

- Survey area
- Indicative Route
- Scattered trees
- Hardstanding
- Buildings
- Amenity
- Introduced

Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

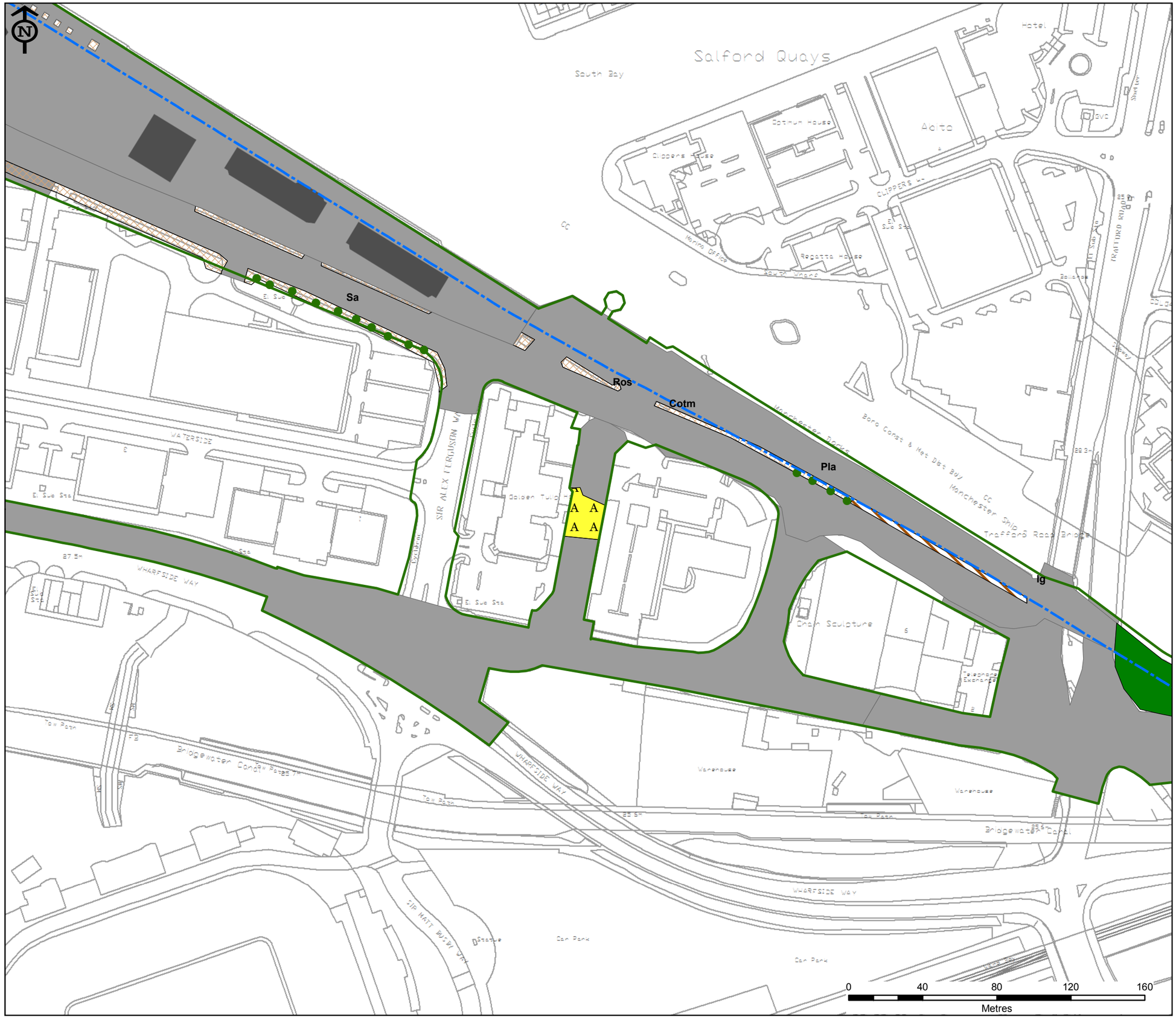
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

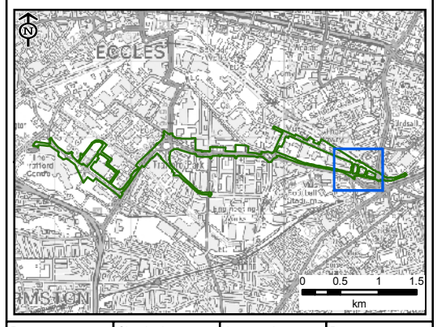
Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

Figure Title:
PHASE 1
HABITAT PLAN
SHEET 11 OF 13

Scale:	Original Size:
1:3,000	A3





Transport for Greater Manchester

Legend

- Survey area
- Indicative Route
- Scattered trees
- Hardstanding
- Buildings
- Amenity
- Introduced shrub
- Tall ruderal
- Broad-leaved

Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

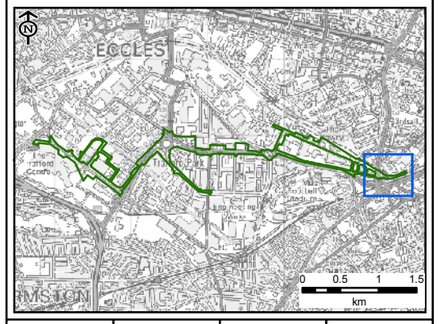
Figure Title:
PHASE 1
HABITAT PLAN
SHEET 12 OF 13

Scale:	Original Size:
1:2,000	A3

Transport for Greater Manchester

Legend

- Survey area
- Indicative Route Centreline
- Scattered trees
- Hardstanding
- Introduced shrub
- Tall ruderal
- Dense scrub
- Broad-leaved woodland



Drawn	Checked	Approved	Date
S.Stedman	A.Davies	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 9.2

Figure Title:
PHASE 1
HABITAT PLAN
SHEET 13 OF 13

Scale:	Original Size:
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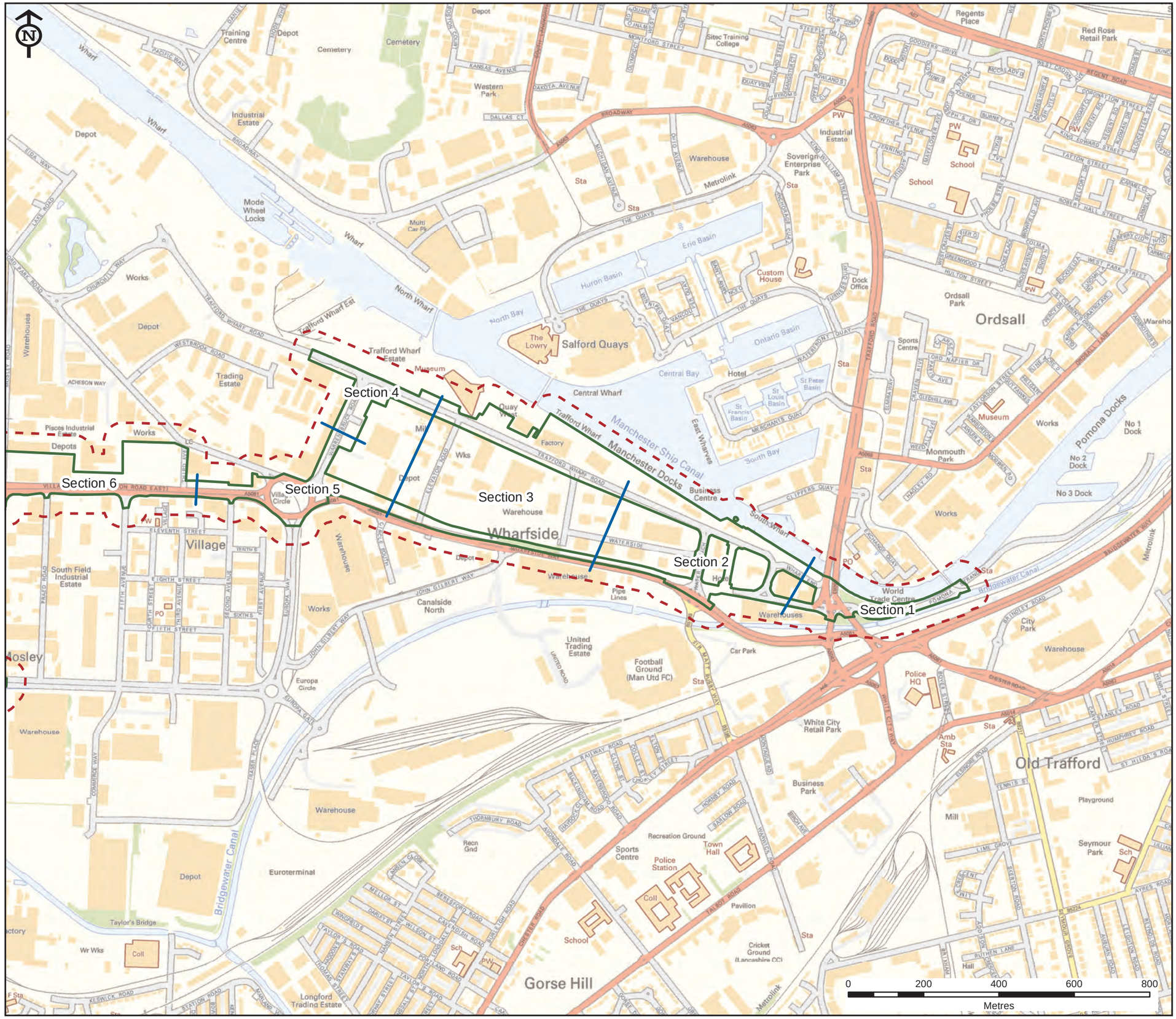


Transport for Greater Manchester

Legend

- Ground Conditions Study Area
- Study Area - 50m Buffer
- Notional section divisions for the purpose of data review referred to in the main text

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

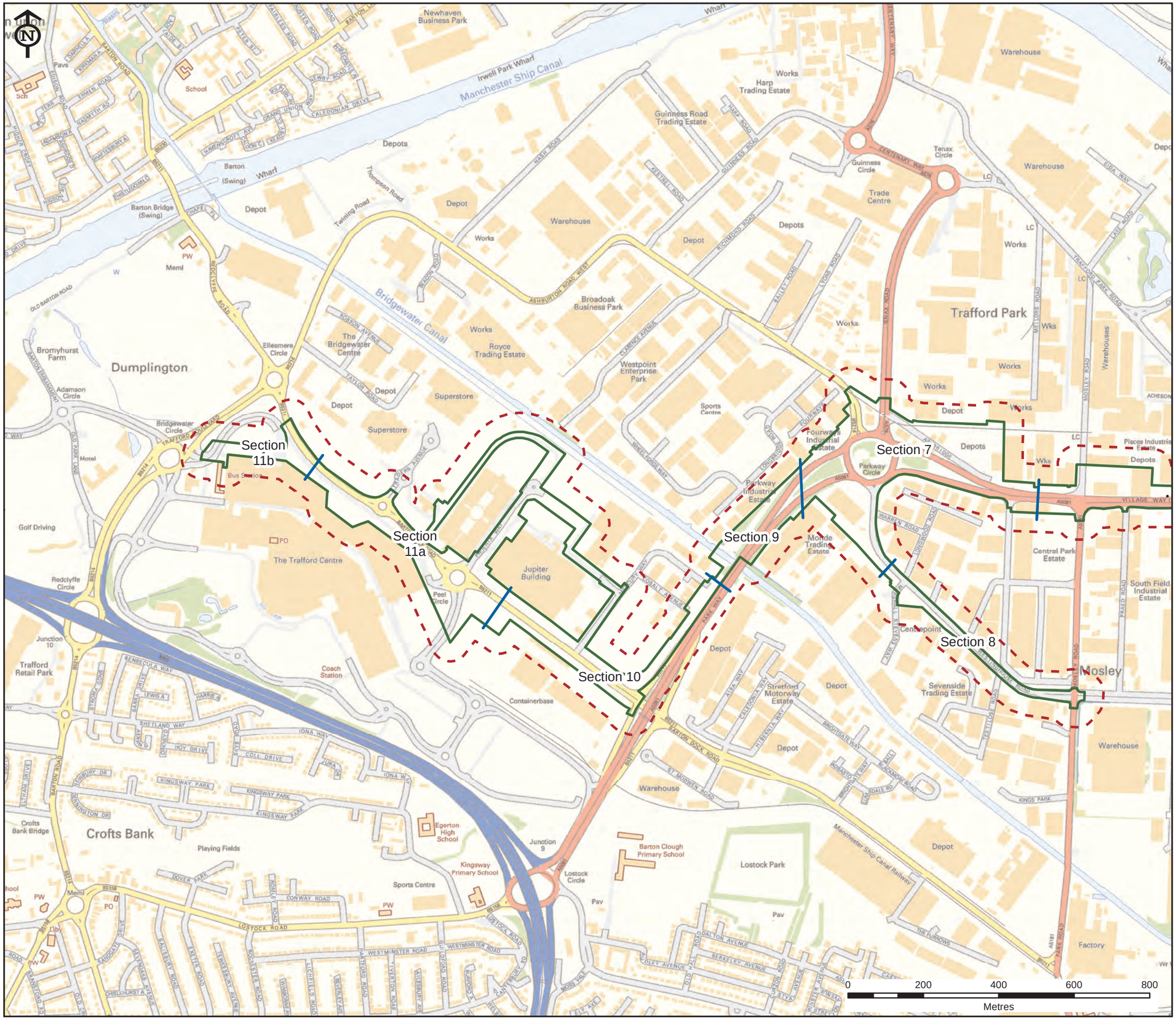
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 10.1

Figure Title:
GROUND CONDITIONS STUDY AREA (EAST) (SHEET 1 OF 2)

Scale:	Original Size:
1:10,000	A3



Transport for Greater Manchester

Legend

- Ground Conditions Study Area
- Study Area - 50m Buffer
- Notional section divisions for the purpose of data review referred to in the main text

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 10.1

Figure Title:
GROUND CONDITIONS STUDY AREA (WEST) (SHEET 1 OF 2)

Scale:	Original Size:
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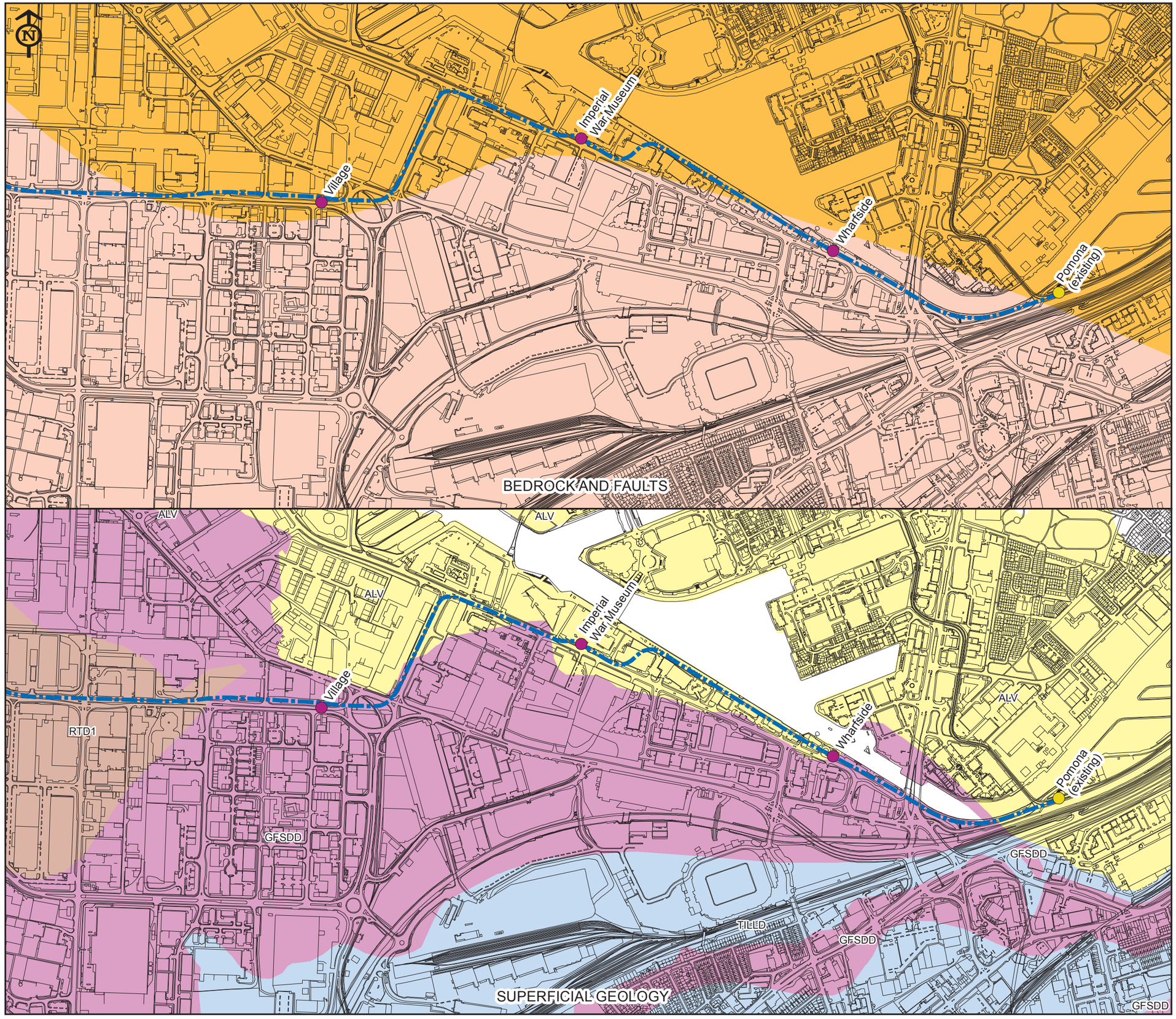


Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Existing Stop Location
- Proposed Stop Location

Bedrock and Faults

- Heisby Sandstone Formation
- Tarporley Siltstone Formation

Superficial Geology

- Aluvium (ALV)
- Glaciofluvial Sheet Deposits, Devensian (GFSDD)
- Glaciolacustrine Deposits, Devensian (GLLDD)
- River Terrace Deposits 1 (RTD1)
- Till, Devensian (TILLD)

Source: Envirocheck Report, customer reference 327511XX01, dated the 30th July 2013

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

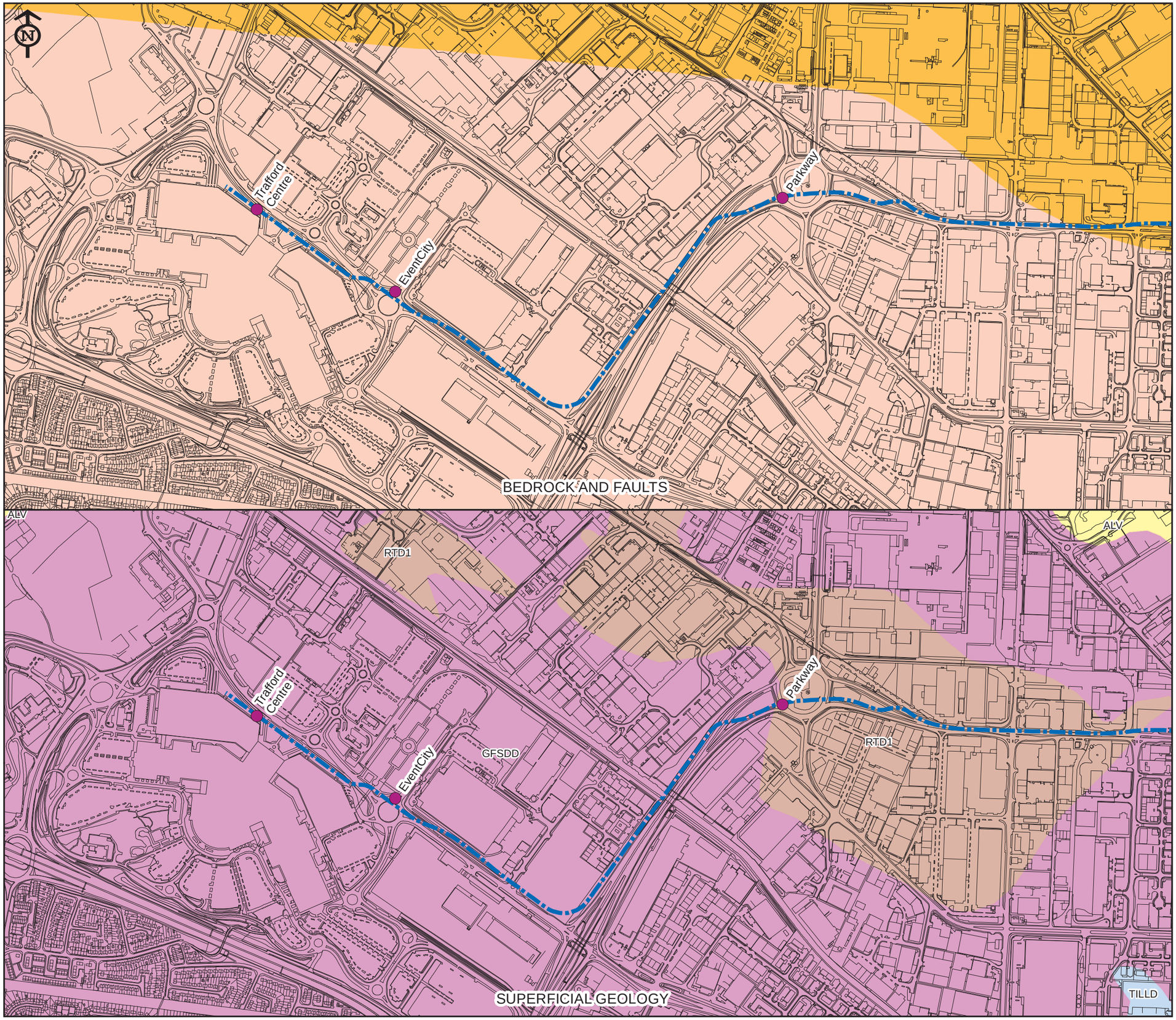
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 10.2

Figure Title:
GEOLOGY (EAST) (SHEET 1 OF 2)

Scale:	Original Size:
1:10,000	A3



Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Existing Stop Location
- Proposed Stop Location

Bedrock and Faults

- Heisby Sandstone Formation
- Tarporley Siltstone Formation

Superficial Geology

- Aluvium (ALV)
- Glaciofluvial Sheet Deposits, Devensian (GFSDD)
- Glaciolacustrine Deposits, Devensian (GLLDD)
- River Terrace Deposits 1 (RTD1)
- Till, Devensian (TILLD)

Source: Envirocheck Report, customer reference 327511XX01, dated the 30th July 2013

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 10.2

Figure Title:
GEOLOGY (WEST) (SHEET 2 OF 2)

Scale:	Original Size:
1:10,000	A3

Location No	Description	Date
1	**Wharf** (Potentially infilled)	c.1889 - c.1922
2	**Depot** (inc. 15 large tanks)	c.1983 - c.1989
3	**Trafford Oil Works / Mill**	c.1922 - c.1986
4	**Depots with associated tanks** (Formerly Works and Depots dated back to c.1909)	c.1989 - Present
5	**Warren Bruce Court** (Modern office complex)	C.2013 - Present
6	**Warehouse / Goods depot with garage** (various incarnations)	c.1908 - 2006
7	**Scrap Yard** (Formerly warehous and works C.1930, warehouse onsite to 2013)	c.1989 - Present
8	**Picese Industrial Estate** (Formerly wire works C.1929, timber yard c.1986)	c.2006 - Present
9	**Various depots and Commercial Buildings**	c.1969 - Present
10	**Mound** (Spoil tip from Steel Works)	c.1929 - c.1979
11	**Warehouse with storage tanks**	c.1979 - Present
12	**Buildings associated with Dye Factory**	c.1929 - c.1992
13	**Dye Factory (approximate extent**	c.1929 - c.1992
14	**Steel Works (approximate extent)**	c.1929 - c.1988
15	**Industrial Estate (approximate extent)** (Predominantly Barton Sq shopping centre and Event City c.2013 - Present)	c.1954 - c.2013

Transport for Greater Manchester

Legend

- Ground Conditions Study
- Study Area - 50m
- Existing Stop Location
- Proposed Stop Location
- Notional section divisions for the purpose of data review referred to in the main text
- On Site Contamination Risk
- Off Site Contamination Risk
- LandFills

LF1	Pomona Dock (No.3)
LF2	Pomona Dock (No.4)
LF3	HILTI Site
LF4	Sam Platt's Public House
LF5	Wharfside Way - John Gilbert Way
LF6	Opposite Trafford Wharf Enterprise Park
LF7	Large factory building
LF8	BOCM Silcocks Ltd
LF9	Northern Side of Barton Dock Road
LF10	Central Avenue
LF11	Land South of Taylor Road
LF12	Five large linked tanks

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 10.3

Figure Title:
POTENTIAL CONTAMINATING HISTORIC LAND USES (EAST) (SHEET 1 OF 2)

Scale:	Original Size:
1:10,000	A3

Location No	Description	Date
1	**Wharf** (Potentially infilled)	c.1889 - c.1922
2	**Depot** (inc. 15 large tanks)	c.1983 - c.1989
3	**Trafford Oil Works / Mill**	c.1922 - c.1986
4	**Depots with associated tanks** (Formerly Works and Depots dated back to c.1909)	c.1989 - Present
5	**Warren Bruce Court** (Modern office complex)	C.2013 - Present
6	**Warehouse / Goods depot with garage** (various incarnations)	c.1908 - 2006
7	**Scrap Yard** (Formerly warehous and works C.1930, warehouse onsite to 2013)	c.1989 - Present
8	**Picese Industrial Estate** (Formerly wire works C.1929, timber yard c.1986)	c.2006 - Present
9	**Various depots and Commercial Buildings**	c.1969 - Present
10	**Mound** (Spoil tip from Steel Works)	c.1929 - c.1979
11	**Warehouse with storage tanks**	c.1979 - Present
12	**Buildings associated with Dye Factory**	c.1929 - c.1992
13	**Dye Factory (approximate extent**	c.1929 - c.1992
14	**Steel Works (approximate extent)**	c.1929 - c.1988
15	**Industrial Estate (approximate extent)** (Predominantly Barton Sq shopping centre and Event City c.2013 - Present)	c.1954 - c.2013

Transport for Greater Manchester

Legend

- Ground Conditions Study
- Study Area - 50m
- Existing Stop Location
- Proposed Stop Location
- Notional section divisions for the purpose of data review referred to in the main text
- On Site Contamination Risk
- Off Site Contamination Risk
- LandFills

LF1	Pomona Dock (No.3)
LF2	Pomona Dock (No.4)
LF3	HILTI Site
LF4	Sam Platt's Public House
LF5	Wharfside Way - John Gilbert Way
LF6	Opposite Trafford Wharf Enterprise Park
LF7	Large factory building
LF8	BOCM Silcocks Ltd
LF9	Northern Side of Barton Dock Road
LF10	Central Avenue
LF11	Land South of Taylor Road
LF12	Five large linked tanks

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

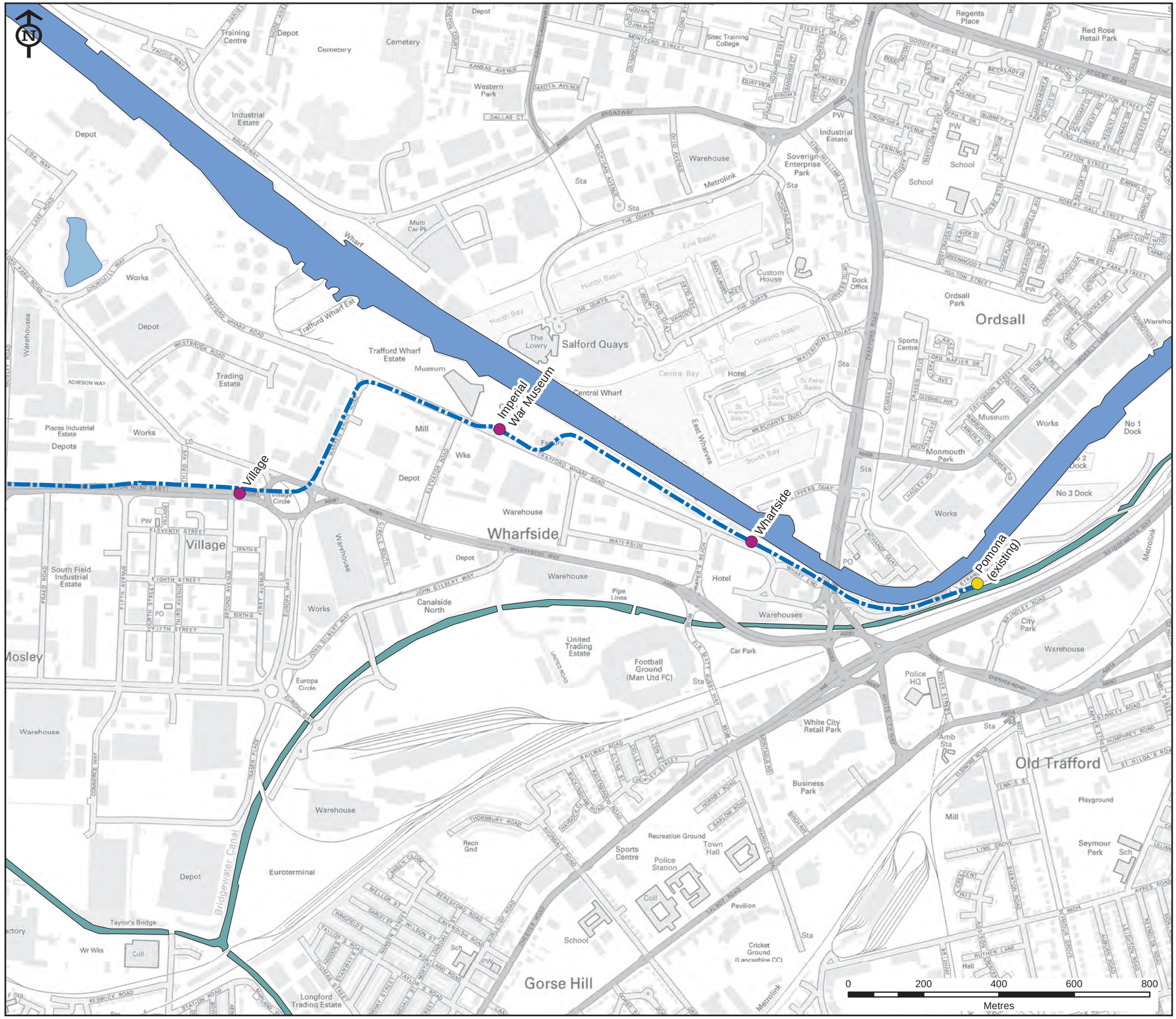
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 10.3

Figure Title:
POTENTIAL CONTAMINATING HISTORIC LAND USES (WEST) (SHEET 1 OF 2)

Scale:	Original Size:
1:10,000	A3



Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Existing Stop Location
- Proposed Stop Location
- Manchester Ship Canal
- Bridgewater Canal
- Waterbodies

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

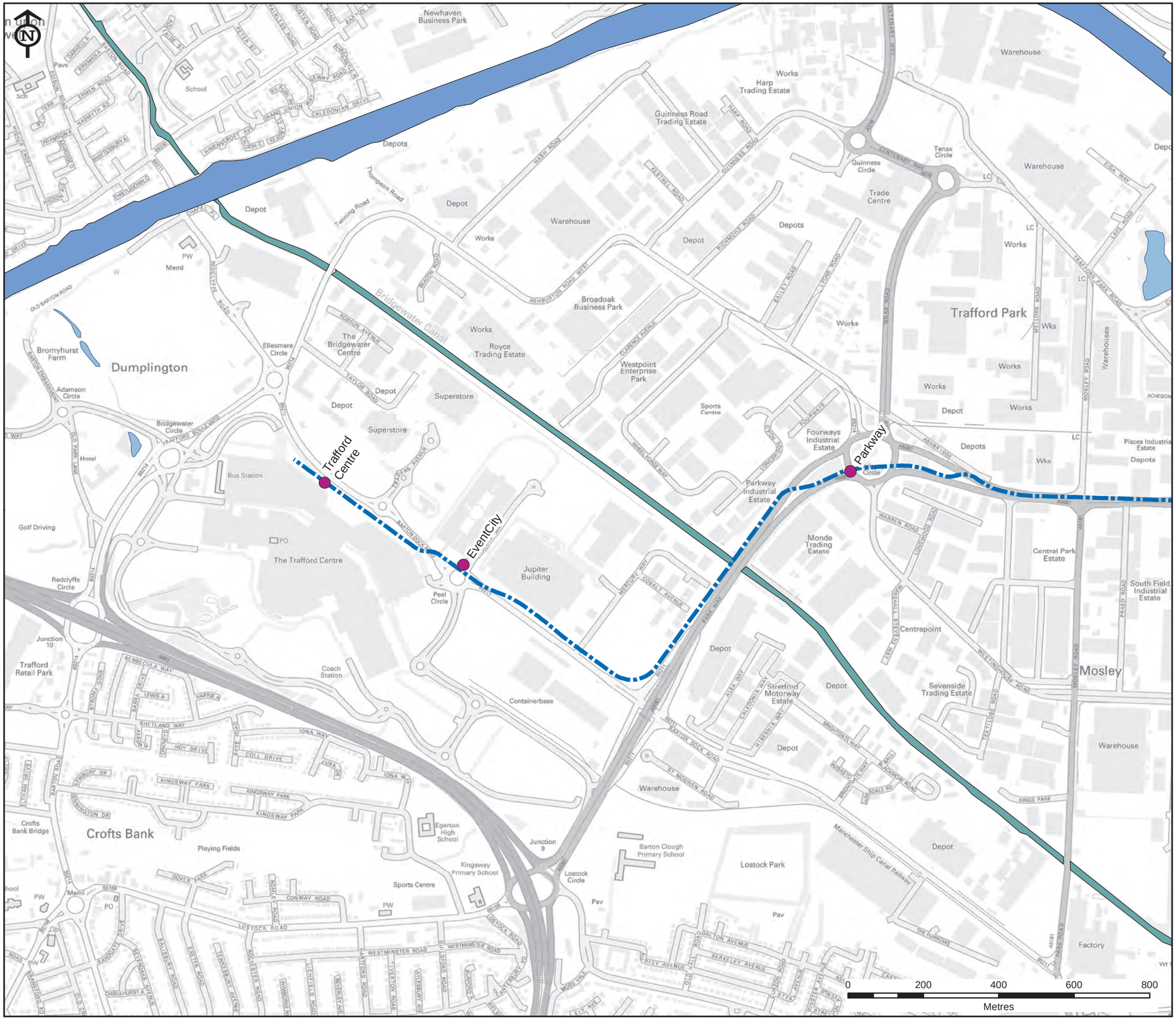
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 11.1

Figure Title:
WATERBODIES (EAST) (SHEET1 OF 2)

Scale:	Original Size:
1:10,000	A3



Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Existing Stop Location
- Proposed Stop Location
- Manchester Ship Canal
- Bridgewater Canal
- Waterbodies

Drawn	Checked	Approved	Date
G.Bloomer	K.Williams	K.Hands	Oct 2014

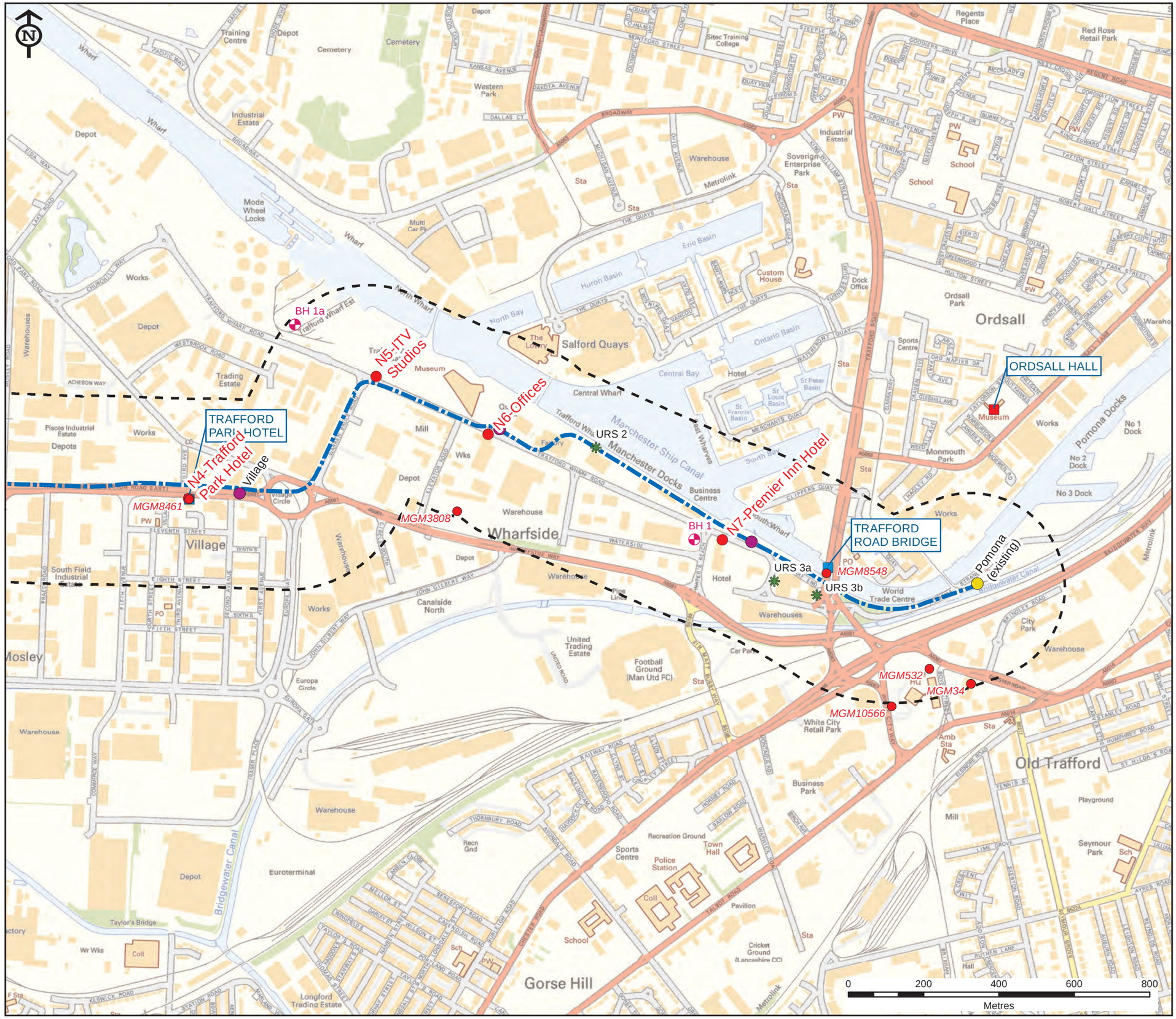
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 11.1

Figure Title:
WATERBODIES (WEST) (SHEET2 OF 2)

Scale:	Original Size:
1:10,000	A3



Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Cultural Heritage Study Area (250m)
- Existing Stop Location
- Proposed Stop Location
- Stop Locations
- Trafford Park HER (Point Features)

Listed Buildings

- Grade I
- Grade II*
- Grade II
- Bore Holes
- Building of Local interest noted from walkover survey

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Project:
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Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 12.1

Figure Title:
HERITAGE ASSETS (EAST) (SHEET 1 OF 2)

Scale:	Original Size:
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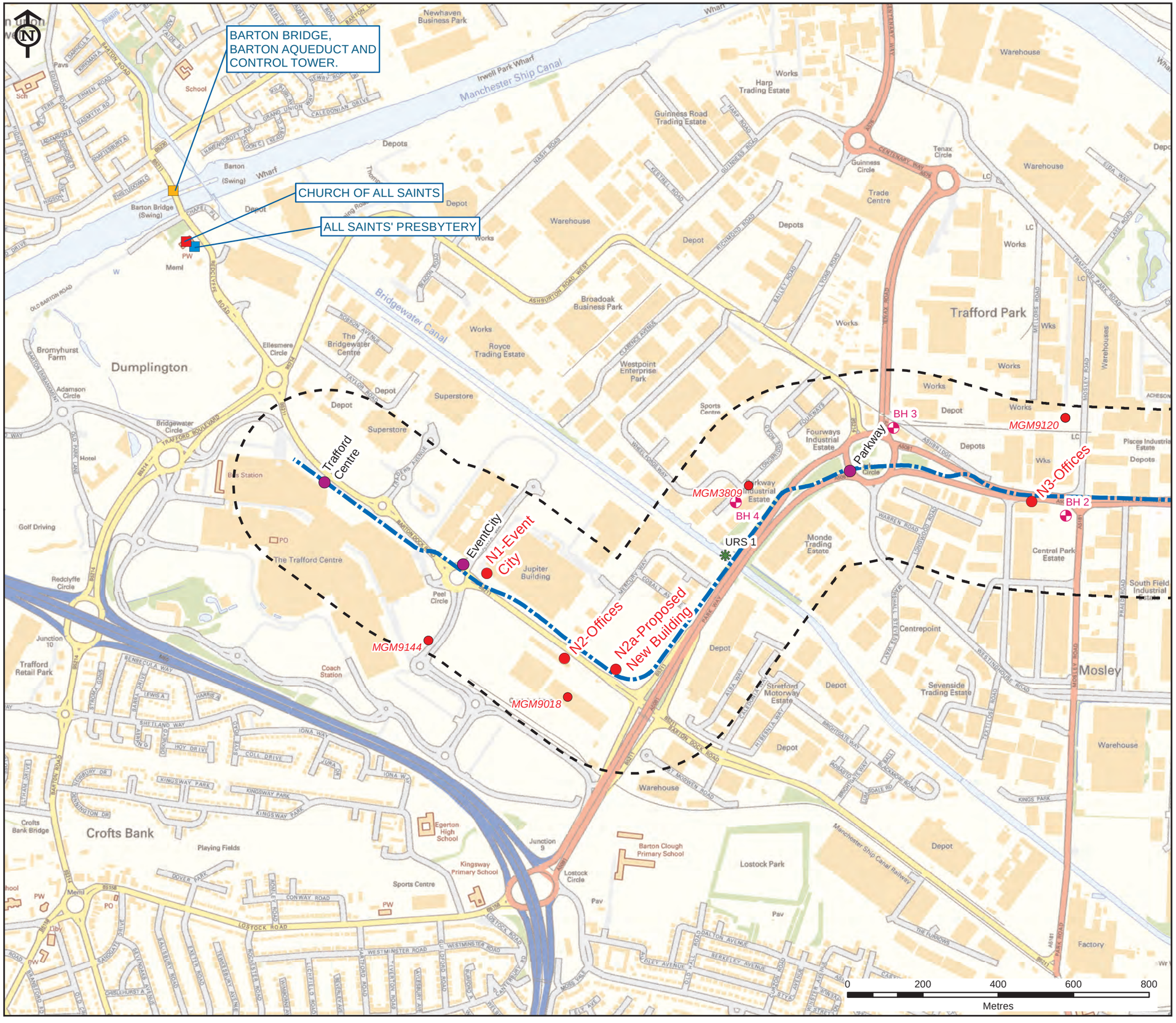

Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Cultural Heritage Study Area (250m)
- Existing Stop Location
- Proposed Stop Location
- Stop Locations
- Trafford Park HER (Point Features)

Listed Buildings

- Grade I
- Grade II*
- Grade II
- Bore Holes
- Building of Local interest noted from walkover survey

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Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

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ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 12.1

Figure Title:
HERITAGE ASSETS (WEST) (SHEET 2 OF 2)

Scale:	Original Size:
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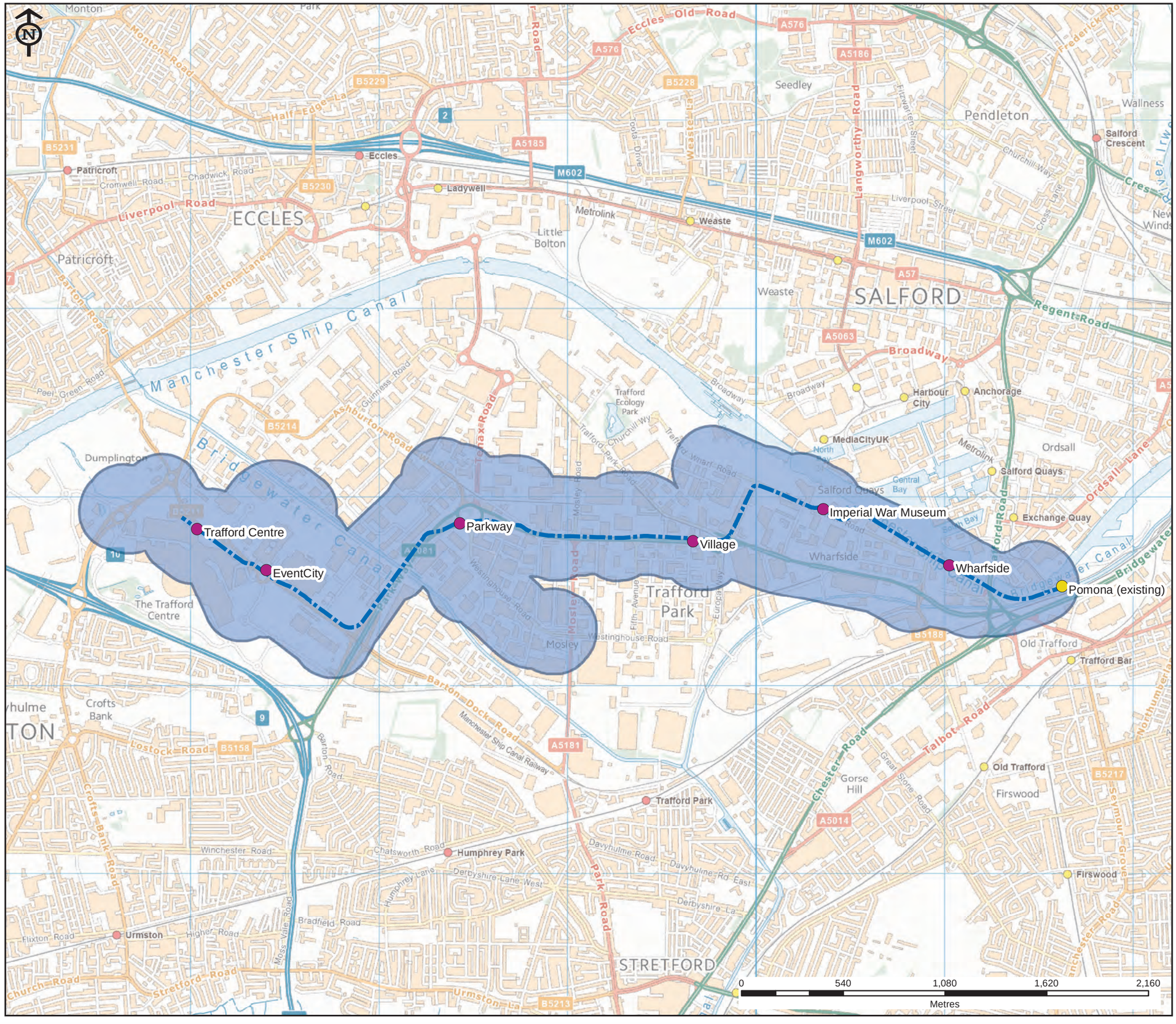

Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Socio-Economic Study
- Existing Stop Location
- Proposed Stop Location

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TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 13.1

Figure Title:
SOCIO-ECONOMIC STUDY AREA

Scale:	Original Size:
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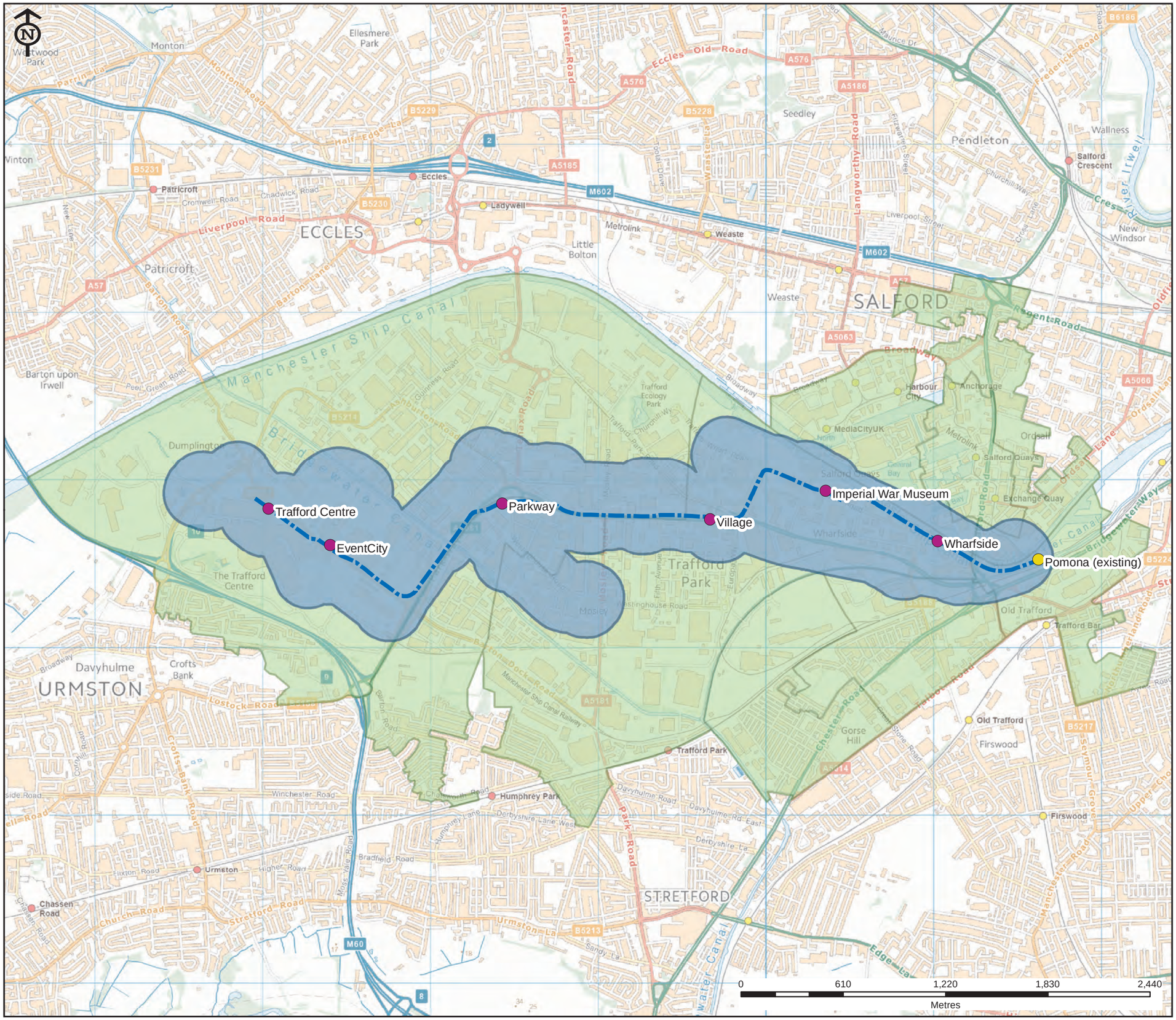

Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Socio-Economic Study Area
- LSOA Study Area
- Existing Stop Location
- Proposed Stop Location

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TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

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Figure Number:
FIGURE 13.2

Figure Title:
LOWER SUPER OUTPUT AREA

Scale:	Original Size:
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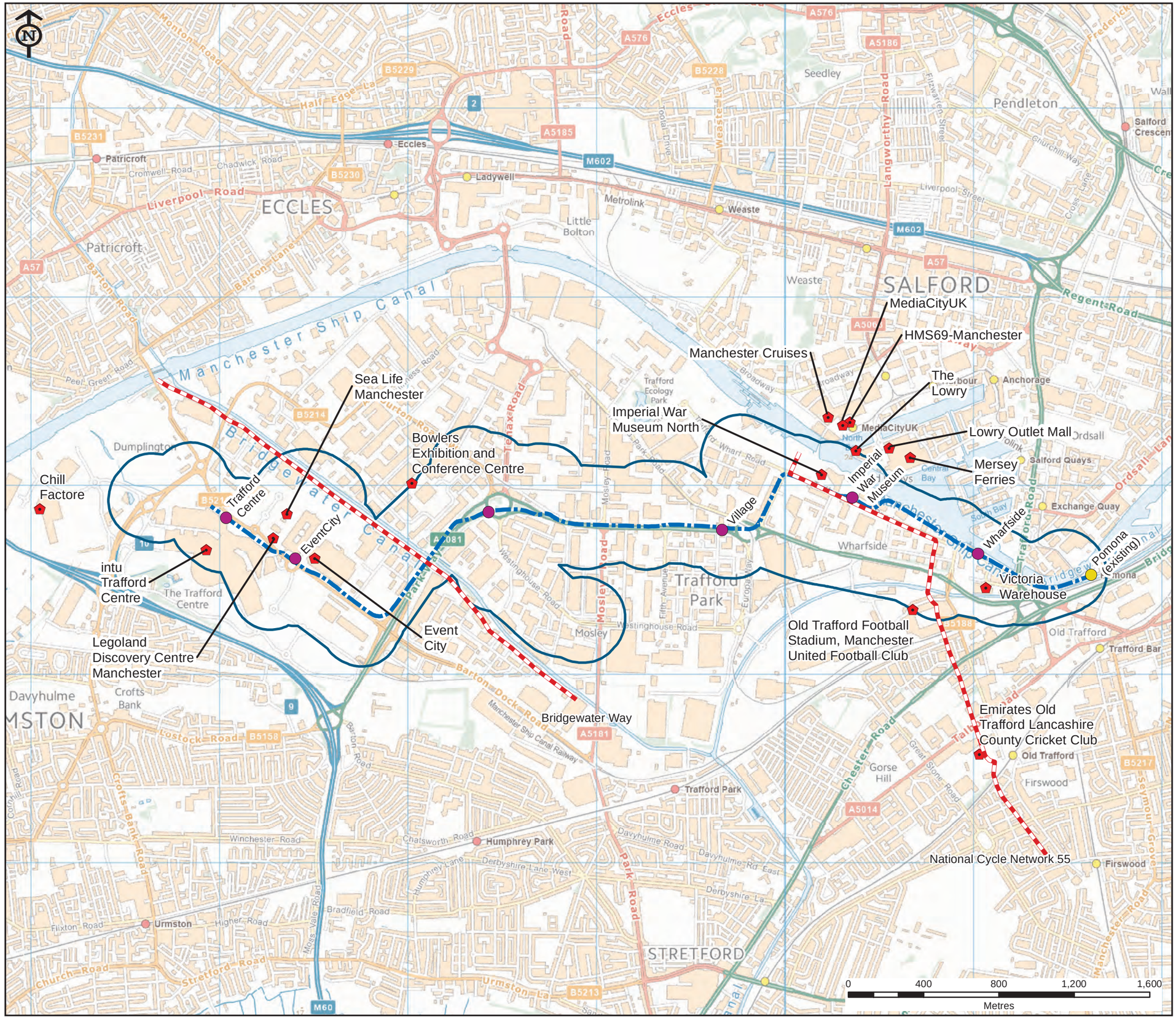

Transport for Greater Manchester

Legend

- Socio-Economic Study
- Indicative Route Centreline
- Visitor
- Cycle Routes
- Existing Stop Location
- Proposed Stop Location

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Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

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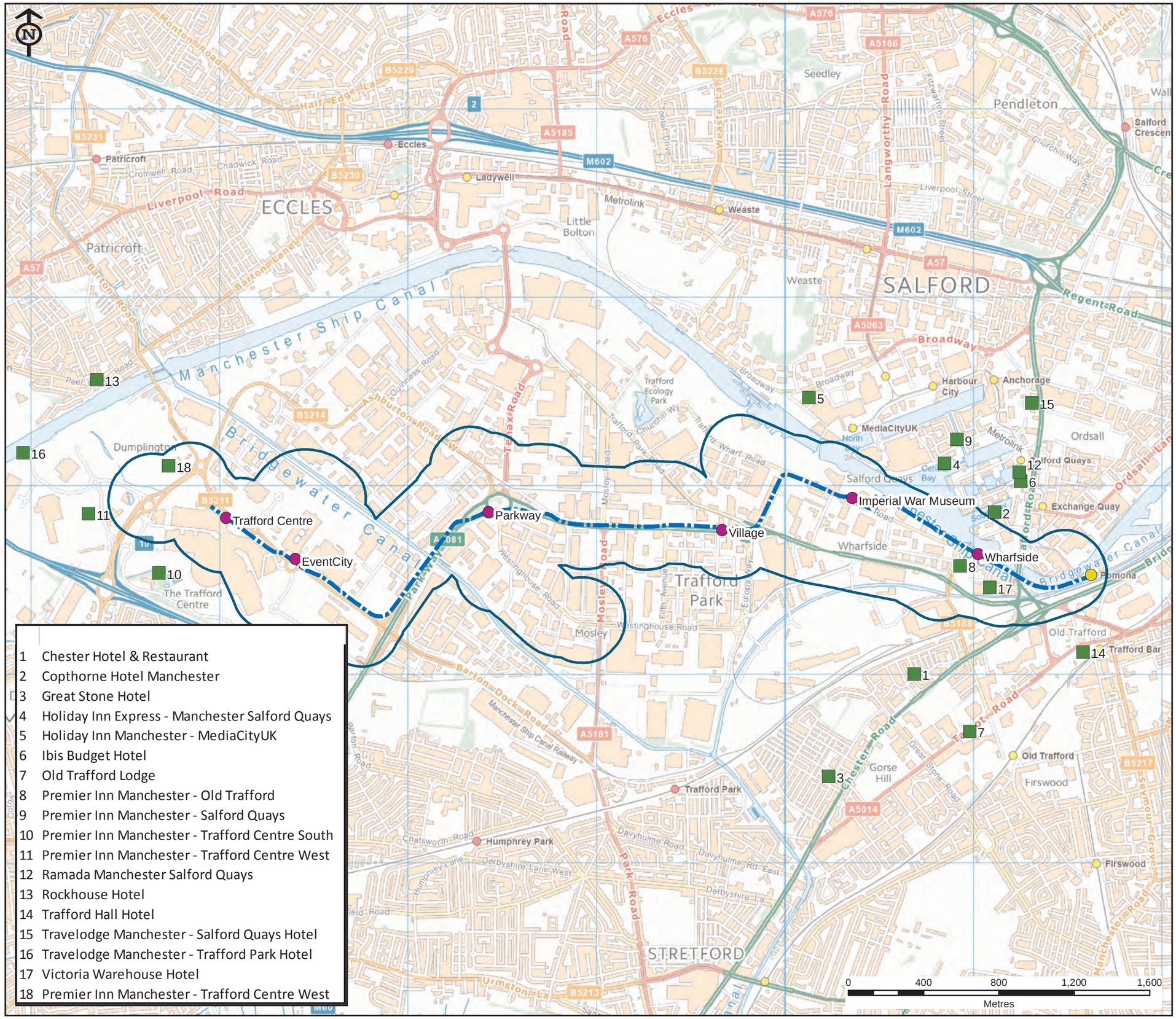
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 13.3

Figure Title:
VISITOR ATTRACTIONS

Scale:	Original Size:
1:20,000	A3



1	Chester Hotel & Restaurant
2	Copthorne Hotel Manchester
3	Great Stone Hotel
4	Holiday Inn Express - Manchester Salford Quays
5	Holiday Inn Manchester - MediaCityUK
6	Ibis Budget Hotel
7	Old Trafford Lodge
8	Premier Inn Manchester - Old Trafford
9	Premier Inn Manchester - Salford Quays
10	Premier Inn Manchester - Trafford Centre South
11	Premier Inn Manchester - Trafford Centre West
12	Ramada Manchester Salford Quays
13	Rockhouse Hotel
14	Trafford Hall Hotel
15	Travelodge Manchester - Salford Quays Hotel
16	Travelodge Manchester - Trafford Park Hotel
17	Victoria Warehouse Hotel
18	Premier Inn Manchester - Trafford Centre West

Transport for Greater Manchester

Legend

- Socio-Economic Study Area
- Indicative Route Centreline
- Visitor Accommodation
- Existing Stop Location
- Proposed Stop Location

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Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 13.4

Figure Title:
VISITOR ACCOMMODATION

Scale:	Original Size:
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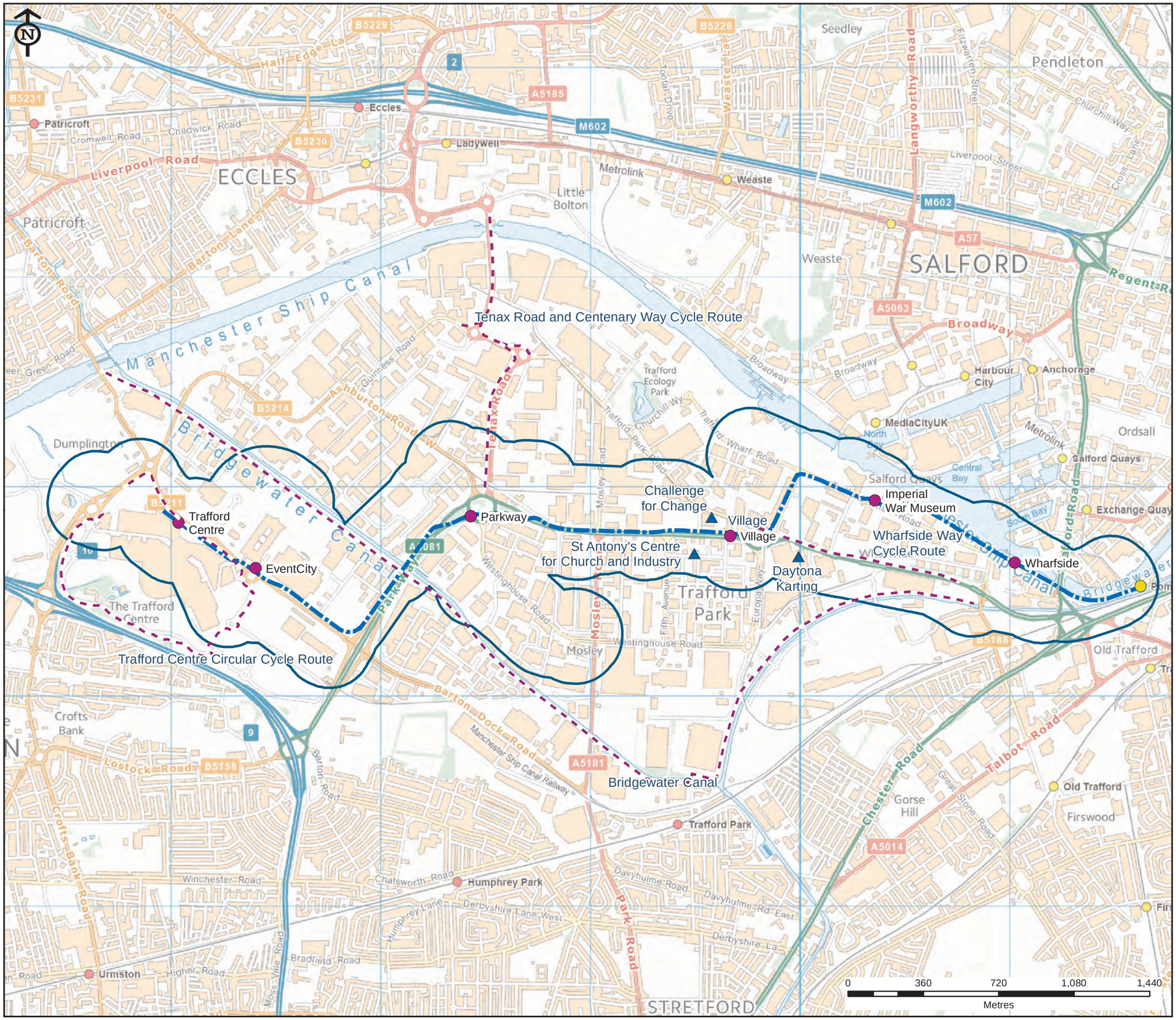

Transport for Greater Manchester

Legend

- Socio-Economic Study Area
- Indicative Route Centreline
- Local Community Assets
- Cycle / Walking Routes
- Existing Stop Location
- Proposed Stop Location

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Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
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Figure Number:
FIGURE 13.5

Figure Title:
LOCAL COMMUNITY ASSETS

Scale:	Original Size:
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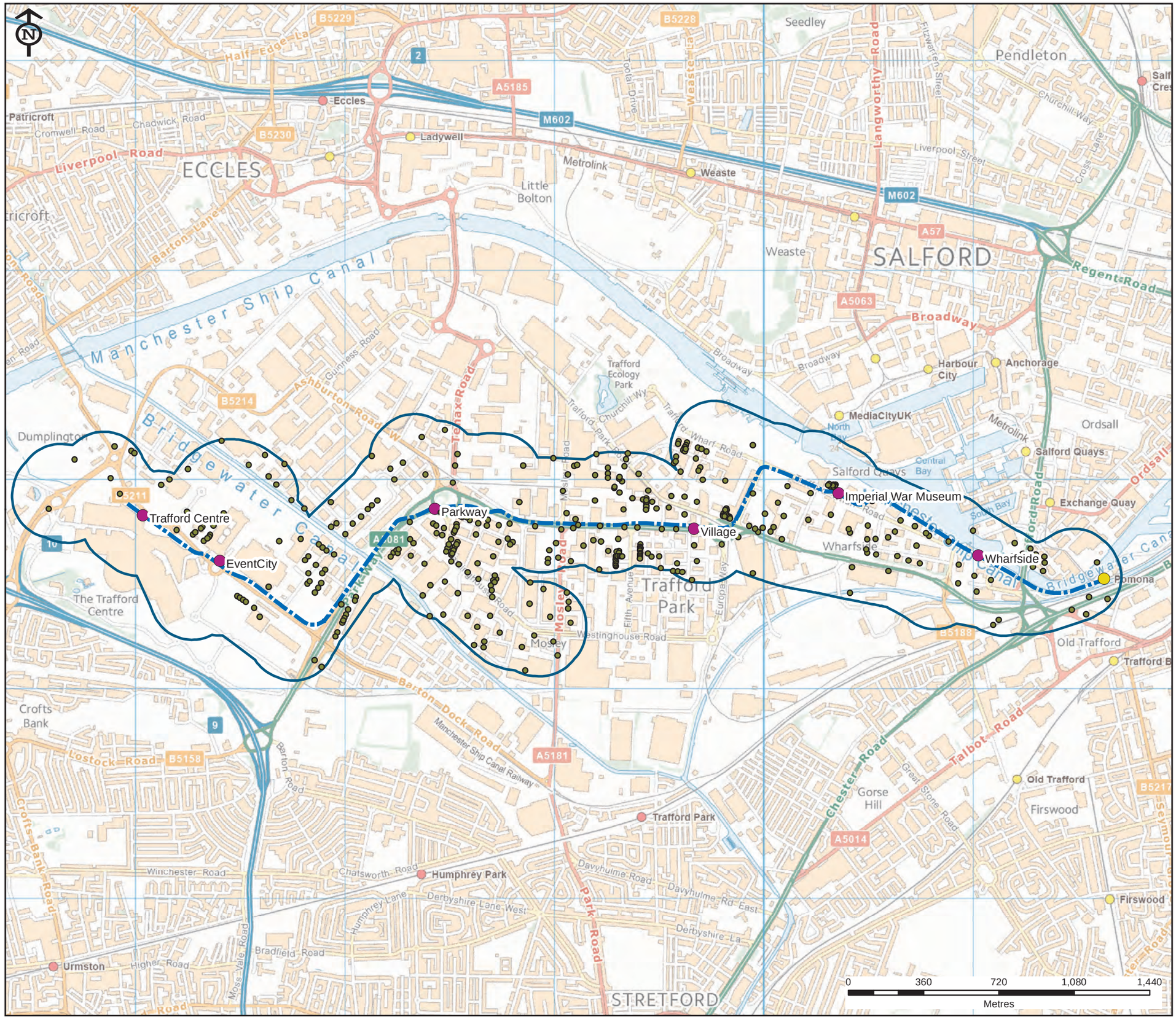

Transport for Greater Manchester

Legend

- Socio-Economic Study Area
- Indicative Route Centreline
- Business Location
- Existing Stop Location
- Proposed Stop Location

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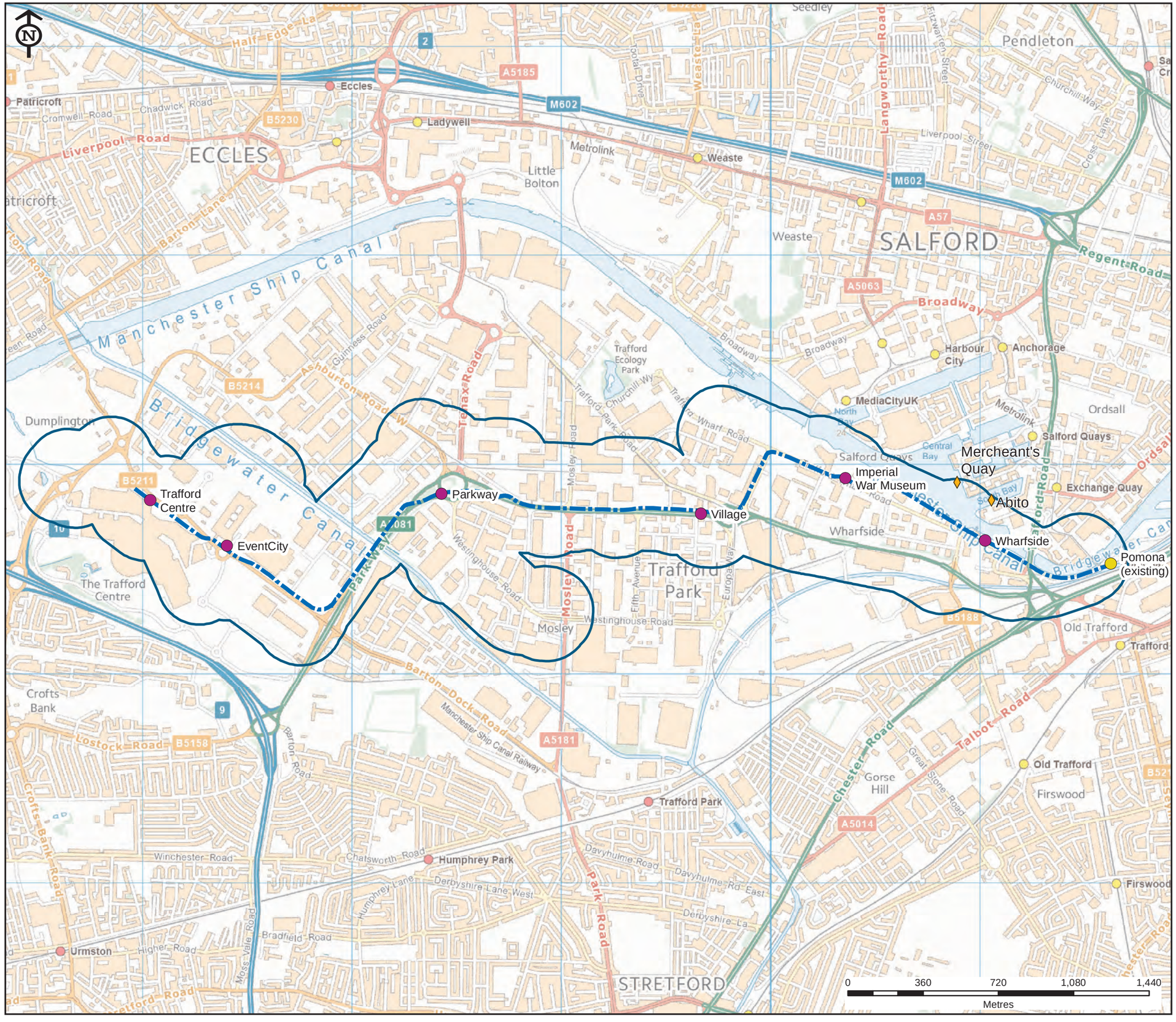
Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 13.6

Figure Title:
OTHER BUSINESSES

Scale:	Original Size:
1:18,000	A3



Transport for Greater Manchester

Legend

- Socio-Economic Study Area
- Indicative Route Centreline
- Residential
- Existing Stop Location
- Proposed Stop Location

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Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

Document Ref:
ENVIRONMENTAL STATEMENT

Figure Number:
FIGURE 13.7

Figure Title:
SOCIO-ECONOMICS RESIDENTIAL

Scale:	Original Size:
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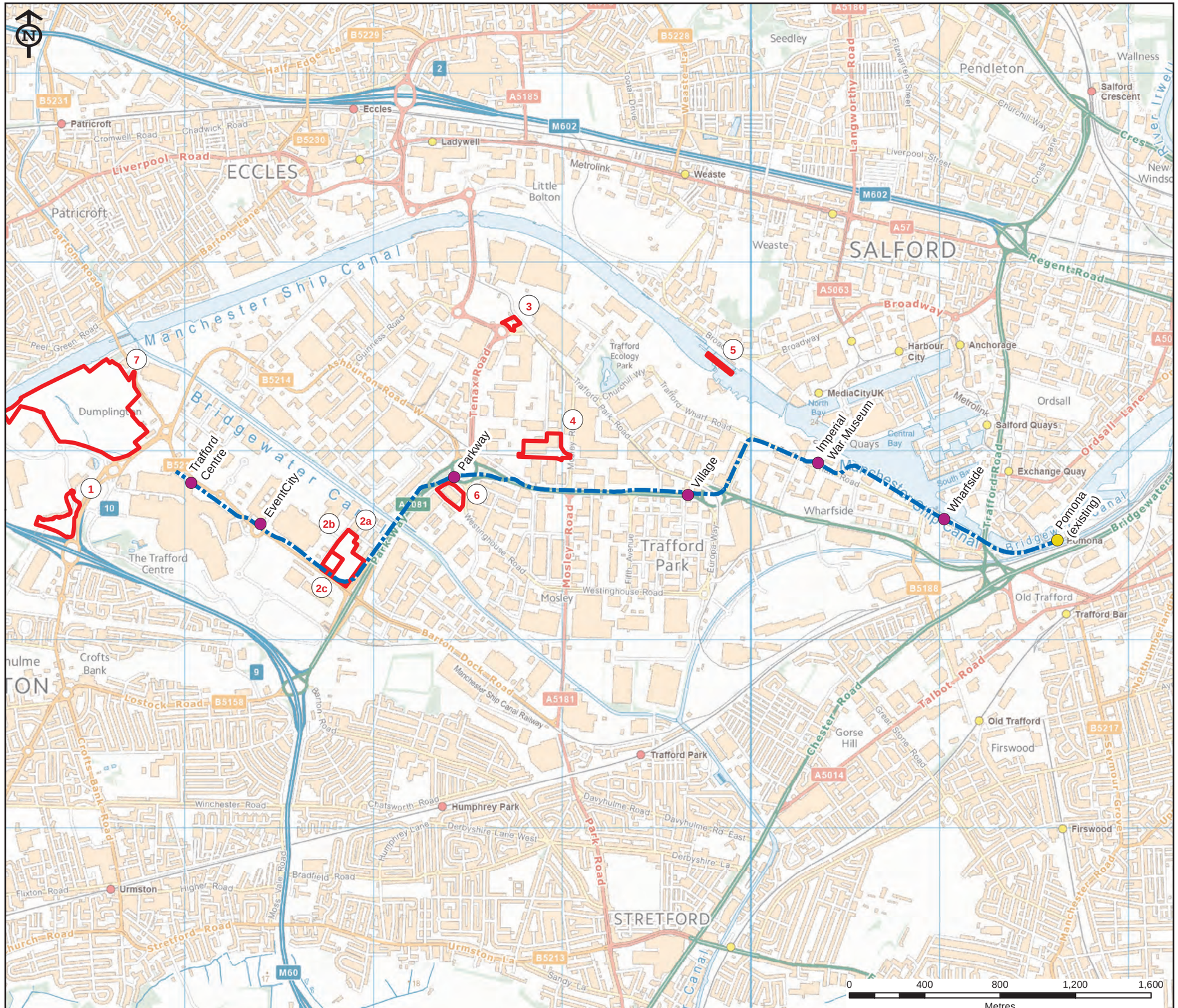

Transport for Greater Manchester

Legend

- Indicative Route Centreline
- Planning Application
- Existing Stop Location
- Proposed Stop Location

Reference	Application Reference
1	74185/O/2010
2a	H/OUT/70189
2b	80470/O/2013
2c	82046/FULL/2013
3	H/70807 & 78816/RENEWAL 2012
4	81497/O/2016 & 82696/RM/2014
5	81863/FULL/2013
6	82525/O/2014
7	75931/FULL/2010

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Project:
TRANSPORT FOR GREATER MANCHESTER (LIGHT RAPID TRANSIT SYSTEM) (TRAFFORD PARK EXTENSION) ORDER

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Figure Number:
FIGURE 15.1

Figure Title:
CUMULATIVE DEVELOPMENTS

Scale:	Original Size:
1:20,000	A3