GREATER MANCHESTER SPATIAL FRAMEWORK

GM ALLOCATION 33 – PORT SALFORD EXTENSION

TRANSPORT SUPPORTING STATEMENT

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CONTENTS

TABLES

FIGURES

APPENDICES

1.0 INTRODUCTION

1.1 This Transport Supporting Statement (TSS) has been prepared by TTHC Ltd on behalf of Peel Investments (North) Ltd to assist with the assessment of a site within the Greater Manchester Spatial Framework (GMSF).

1.2 Part of the Site is allocated in the 2019 Draft GMSF as Allocation 33, hereafter "Option 1". There is also further land to the southwest which could come forward for development. The composite site is hereafter "Option 2".

1.3 The Site would provide a significant expansion to the Port Salford multi-modal freight interchange (currently being developed), being located on the opposite side of the A57 Liverpool Road from the existing Port Salford site, and adjacent to City Airport.

1.4 The 2019 GMSF (Policy Strat 4) supports the principle of development at Port Salford as an integrated tri-modal facility (i.e. by water, road and rail transport).

1.5 The Site lies in the western suburbs of the wider conurbation of Greater Manchester, as shown in **Figure 1**. It is located within the City of Salford.

1.6 The proposed expansion site would provide around 356,350 sqm (Option 1) or 514,700 sqm (Option 2) Gross Floor Area (GFA) of employment floorspace for logistics and manufacturing activities.

1.7 The existing Port Salford site, hereafter referred to as Port Salford Phase 1 (PS1), in tandem with the Western Gateway Infrastructure Scheme (WGIS), obtained Planning Permission in July 2009 for a multi-modal freight interchange comprising distribution warehousing, highway infrastructure, a rail link from the Manchester to Liverpool line, and wharves on the Manchester Ship Canal (MSC) to connect to the post-Panamax facility at Port of Liverpool.

1.8 The PS1 site is accessed off the A57 which runs east to M60 Junction 11 and west to M6 Junction 21. The associated WGIS link road scheme was developed to improve highway capacity and journey reliability on the parallel section of the M60. Its delivery has been split into two phases with the first phase referred to as 'Part-WGIS', which opened to traffic at the end of 2017. This section of link road provides a direct link between the A57 and the Trafford Centre Rectangle via a new lifting bridge over the MSC. This link provides an alternative route to using Junction 11 and M60 Barton Bridge crossing of MSC for traffic to/from the south and east (reconnecting to the M60 at Junction 10).

1.9 The consent for PS1 requires delivery of the Part-WGIS scheme and the rail link to support up to 50% development of the site, with further development beyond this requiring delivery of the remainder of the WGIS scheme. The delivery of the new rail link is currently being progressed via the 'Governance for Railway Investment Projects' (GRIP) process.

1.10 The North West Quadrant Study being led by Highways England has, as part of a package of projects, identified a new junction on the M62 and a link road through to the A57.

1.11 The proposals for Port Salford include a new junction on the M62 motorway to the north of Irlam to serve a link road between the M62 and the A57, as set out later in this report.

1.12 A new motorway junction in this location would bring considerable relief to the local road network (both east to the M60/M602 and west to the M6), as well as reducing traffic on the M60 between Junctions 11 and 12. It would not only reduce the impact of HGV movements associated with the Site as they would have direct access to the Strategic Road Network, and would not need to route via the A57, but an M62 – A57 connection would also remove HGV traffic associated with PS1 and other nearby employment sites located along the A57. It would also provide improved accessibility for the existing community of Irlam

and other potential development sites in the local area, as well as the wider benefits obtained from reducing HGV volumes on the A57.

1.13 The new M62 – A57 link is widely recognised amongst the highway authorities as an essential part of development of the Site, although clearly its delivery would be beneficial to the wider Greater Manchester area; and not specific to the Site.

1.14 TfGM are undertaking a study to determine if Full-WGIS remains the optimal long-term solution to unlock economic growth in the area, and to determine whether other packages of infrastructure would be more appropriate which could then deliver the optimum scheme in phases. This study includes consideration of a new M62 – A57 link, and various combinations of infrastructure. Additionally, the ongoing North-West Quadrant Study is considering transport improvements in this area including the new M62 – A57 link. These studies could result in amendments or alternatives to Full-WGIS in order to maximise benefits.

1.15 As noted above, however, the highway infrastructure and its phased delivery are subject to further studies, and the exact details of the highway infrastructure requirements, and timing of its delivery relative to certain thresholds of development, will be informed by that work.

1.16 The next chapter of this report provides information on the Site's location and accessibility.

2.0 SITE LOCATION AND ACCESSIBILITY

Site Location

2.1 The Site is situated on the western side of the Greater Manchester conurbation in the City of Salford. It is located between Irlam and Peel Green as shown in **Figure 2**. It is located approximately 6 miles west of Manchester City Centre and the Regional Centre which encompasses Manchester City Centre and parts of Salford and Trafford.

2.2 The Site is on the opposite side of A57 Liverpool Road from PS1. The A57 runs west to M6 Junction 21 and beyond to Warrington, and east to M60 Junction 11, with the new Part-WGIS scheme also providing a connection through to Junction 10 via the Trafford Centre Rectangle. The Site therefore benefits from close proximity to the Strategic Road Network: from Junction 11, the M60 runs north and links to the M61 and M62 motorways, and south to Manchester Airport and the M56 motorway.

2.3 The Option 1 Site is bounded by the M62 to the north west, the A57, City Airport and agricultural land to the east, and part of the former Boysnope Park golf course to the south west adjoining Irlam. The Option 2 Site include all of the Option 1 site as well as the former golf course land to southwest.

2.4 The Development Framework Plans are attached at **Appendices A and B**, which also shows the Site's relationship to PS1 and the associated transport infrastructure.

2.5 Logistics and manufacturing uses generate significant transport demands in terms of the movement of goods, and there will of course also be journey to work trips for those employed on the Site.

2.6 In order to minimise overall traffic impact on the network it is important to maximise the use of multi-modal freight facilities where they are provided, and clearly this location adjacent to PS1 should be a priority location for siting logistics and manufacturing uses, and therefore minimising traffic on the highway network. As discussed, the Site is located close to the Strategic Road Network, and the new junction being considered off the M62 would allow for direct access to the Site, further reducing the impact of HGV traffic by removing it from the local road network.

Access and Local Highway Network

2.7 The Site has frontage with the A57, and access would be taken from this route (as well as the M62). The A57 is a major route between Greater Manchester and Warrington, carrying approximately 26,000 vehicles per day. There is a significant presence of B2 / B8 employment uses along the corridor. The A57 is of varying single and dual carriageway standard. Along the site frontage it is dual carriageway standard with a speed limit of 50mph.

2.8 Immediately south west of the Site the route is single carriageway. It follows the alignment of the MSC, skirting around the edge of Irlam, Cadishead and Rixton before reaching open countryside and the M6 beyond some 11.5km from the Site.

2.9 To the north east of the Site the A57 has been realigned to tie in with Part-WGIS, and the former A57 Liverpool Road to M60 Junction 11 has become a side road. This alignment not only removes traffic from Junction 11, but from the A57 immediately west of Junction 11 which narrows back to single carriageway and passes along residential frontages.

2.10 Whilst the main transport focus for logistics sites is the movement of freight, consideration should also be given to the accessibility of the Site for employee journeys to work. This should include for access by active modes and public

transport. However, it must also be borne in mind that the 24/7 nature of logistics means that for many staff, irrespective of the site location, access by car will be the only viable option due to shift working.

Walking and Cycling

2.11 It is generally recognised that walking is the most important mode of travel at the local level, and has the greatest potential to replace car trips for distances up to 2 kilometres. The distance that people are prepared to walk depends on the journey purpose. The Institute of Highways and Transportation (IHT) produced 'Guidelines for Journeys on Foot' in 2000 which, for the journey to work, suggests 2 kilometres as a preferred maximum walking distance.

2.12 Although the Site is large, parts of it (closest to the A57) lie within 2km walk of residential areas at Irlam and Peel Green.

2.13 With regard to cycling as a mode of transport, it is generally recognised that cycling can substitute for car trips, particularly for journeys up to 5km. The A57 has a shared footway/cycleway which connects the Site with a larger residential catchment. **Figure 3** shows the TfGM cycle network within 5km of the Site.

2.14 The 5km cycle catchment around the Site extends to Irlam (including the railway station), and Cadishead to the south west. In the opposite direction it extends across the motorway into Patricroft (including its rail station) and Eccles, and other residential areas to the north. The areas on the east side of M60 can be accessed via an off-road cycle route which passes underneath the motorway just to the north of Junction 11.

2.15 The routes to the residential areas of Trafford are limited by the presence of MSC. However, the Part-WGIS scheme allows pedestrians and cyclists to cross the MSC and this improves cycling accessibility to the Site from the Trafford side of MSC.

2.16 For those cycling to/from the south west, in addition to the shared footway/cycleway along the A57, there are also on-street lanes on the B5320 Liverpool Road which passes through the centre of the residential areas of Irlam and Cadishead.

2.17 It would therefore be feasible for employees at the Site to cycle from these areas. The Trafford Waters scheme within the Trafford Centre Rectangle will include significant residential development within cycling distance of the Site.

2.18 Given the cycle route connections to rail stations at Patricroft (Manchester – Liverpool line) and Irlam (Manchester – Warrington line) it would also be possible to access the Site by a rail-cycle multi-modal journey.

Public Transport

2.19 **Figure 4** shows the public transport connections in the vicinity of the Site.

2.20 The A57 is a bus corridor with services routeing immediately adjacent to the Site. **Table 1** summarises the existing bus services which serve the corridor. The closest existing bus stops to the Site are on the A57 frontage (Barton Moss Road at the north east end and Boysnope Farm at the south west end).

Local Bus Services				
No	**Route**	**Daytime frequencies**		
		Mon-Fri	**Saturday**	**Sunday**
67	Cadishead – Irlam – Eccles Interchange – Central Salford – Manchester city centre	15 mins	15 mins	30 mins
100	Warrington – Irlam – Trafford Centre – Eccles Interchange – Central Salford – Manchester city centre	30 mins	30 mins	Hourly

Table 1

2.21 Collectively, the two services provide six buses an hour in each direction between Irlam and Manchester city centre. Both services provide good hours of coverage: in particular the number 67 from around 0530 to 2330 hours six days a week, and only slightly reduced hours on a Sunday; and the number 100 with similar hours on weekdays, and reducing at the weekend.

2.22 Both services provide interchange with rail (Irlam locally or Manchester city centre) and with Metrolink at Eccles Interchange and in the city centre.

2.23 Whilst car access will remain the main mode of access for 24/7 operations, the Site is accessible by bus with a good level of service, albeit that any units located behind City Airport would require greater walking distances.

2.24 Irlam rail station is 4km southwest of the Site and provides a commuting link from Manchester, Warrington and Liverpool. As discussed, both the numbers 67 and 100 bus services provide a connection to Irlam station. There are two trains per hour in each direction. The station was improved in 2015 and a TfGM 'Cycle Hub' was installed at the station in 2016, providing secure cycle parking for rail commuters.

2.25 Patricroft rail station is located 3.7km from the Site, although the nearest bus connection would require a 5-minute walk from Liverpool Road. It can be accessed by cycle (off-road route from Junction 11). The station is located on the Manchester – Liverpool rail line with an hourly service in each direction.

2.26 Eccles Interchange is the closest Metrolink station to the Site. From Eccles there are services every 12 minutes through Salford Quays to Manchester city centre.

2.27 The extension of the Metrolink to the Trafford Centre (3.3km from the Site) is currently under construction and scheduled to open in 2020. Once complete, there would be further interchange opportunities between the A57 corridor bus services and the Metrolink at the Trafford Centre Interchange.

2.28 There is also a possible further extension of Metrolink from the Trafford Centre, across the Manchester Ship Canal, to the Port Salford logistics site using safeguarded land. This extension is supported in principle by TfGM and SCC.

2.29 The Site therefore benefits from access by various non-car modes and is well-placed to benefit from future extensions to the Greater Manchester public transport network.

3.0 DEVELOPMENT PROPOSALS

3.1 The development will comprise floorspace for logistics and manufacturing activities. Option 1 is for 356,350 sqm as shown in **Appendix A**, and Option 2 is for 514,700 sqm as shown in **Appendix B**.

3.2 Option 2 would also include a small-scale retail development comprising a petrol filling station, drive through restaurant and pub/restaurant, with a total floorspace of circa 1,600 sqm.

3.3 PS1 comprises warehousing and a container freight terminal. Two units are already operational, and others will be developed in the next few years in association with the rail link. Access to PS1 is via a three-arm signalised junction on the A57, opposite City Gateway.

3.4 City Gateway will benefit from the rail link and connection to MSC which will be delivered through PS1. The PS1 site also has a safeguarded route for the potential extension of Metrolink.

3.5 In order to transport goods from the Site to the multi-modal terminal on the opposite side of A57, vehicles such as shunters will move between PS1 and the Site, but will otherwise not use the public highway network. These vehicles will travel very short distances on the public highway network and can therefore be fuelled by 'red diesel' (non-taxed fuel). This access arrangement is shown in **Figure 5**.

3.6 In order to provide for this red diesel cross movement of the A57, the existing signalised access into PS1 can easily be converted into a four-arm arrangement as shown in **Figure 6**.

3.7 Other vehicles would access the Site via an all movements junction. Given the proposals for a new M62 junction and link road to the A57, the most appropriate

location for access into the Site would be from the new M62 – A57 link road, via a roundabout as shown in **Figure 7**. A three-arm configuration would provide access to Option 1 (Units A-F, and similarly a four-arm configuration would provide access to the additional land in Option 2 (Units H-J).

3.8 These arrangements are indicative and would be subject to detailed capacity testing at the appropriate stage. They may also be delivered in a phased manner e.g. from the A57 to the Site roundabout, followed by the onwards connection from the roundabout to the M62.

3.9 Within the Site shared footway/cycleway facilities would be provided alongside the main spine road through the Site, and also connecting to A57 both alongside the proposed M62 – A57 link road, and on the existing Public Right of Way (PRoW) which runs along the Site's boundary with City Airport.

3.10 There is another PRoW which runs broadly north from Fiddlers Lane and then over a bridge at the M62 to connect with Raspberry Lane. There would be a minor diversion of this PRoW near the proposed Unit J within the Option 2 land.

4.0 TRANSPORT IMPLICATIONS

4.1 In order to consider the likely vehicular trip generation of the Site, the vehicular trip rates derived from the PS1 assessment work have been adopted. These rates are detailed below in **Table 2**.

Vehicle Trip Rates (per 100 sqm)			
Light Vehicles	**Inbound**	**Outbound**	**Two Way**
AM Peak Hour	0.167	0.045	0.212
PM Peak Hour	0.045	0.140	0.185
Heavy Vehicles	**Inbound**	**Outbound**	**Two Way**
AM Peak Hour	0.051	0.057	0.108
PM Peak Hour	0.054	0.057	0.111

Table 2

Option 1

4.2 Applying the above trip rates to a floorspace of 356,350 sqm results in the vehicle trip generation as shown in **Table 3**.

Vehicle Trip Generation			
356,350 sqm			
Light Vehicles	**Inbound**	**Outbound**	**Two Way**
AM Peak Hour	595	160	755
PM Peak Hour	160	499	659
Heavy Vehicles	**Inbound**	**Outbound**	**Two Way**
AM Peak Hour	182	203	385
PM Peak Hour	193	203	395

Table 3

Option 2

4.3 Applying the above trip rates to a floorspace of 514,700 sqm results in the vehicle trip generation as shown in **Table 4**.

Vehicle Trip Generation			
514,700 sqm			
Light Vehicles	**Inbound**	**Outbound**	**Two Way**
AM Peak Hour	956	258	1214
PM Peak Hour	258	802	1060
Heavy Vehicles	**Inbound**	**Outbound**	**Two Way**
AM Peak Hour	292	326	620
PM Peak Hour	310	326	636

Table 4

4.4 The retail development within Option 2 would also generate vehicle trips. However, given the proposed uses, the majority of these trips would be pass-by or diverted trips by vehicles already travelling on the local network. Therefore, the new trips generated by these uses would not be significant.

Wider Highway Network

4.5 The routeing of traffic to/from the Site will ultimately depend on the optimum highway infrastructure scheme which is delivered, and this may vary through a phased delivery. The routeing patterns will be determined from TfGM's traffic modelling study and the HE North West Quadrant Study.

4.6 The design of the Site access junctions and M62 – A57 link road will be based on detailed capacity testing which will be informed by the TfGM and HE studies.

4.7 The provision of the M62 – A57 link road will of course minimise the traffic impact locally on the A57.

5.0 SUMMARY AND CONCLUSIONS

5.1 This Statement has been prepared in support of the inclusion of a Site within the Greater Manchester Spatial Framework (GMSF). The Site is GM Allocation 33 – Port Salford Extension. Option 1 is the allocated land and Option 2 includes additional land to the southwest.

5.2 The Site is located in the City of Salford, 6 miles west of Manchester City Centre and the Regional Centre.

5.3 The Site would be linked with the Port Salford Phase 1 (PS1) development on the opposite side of the A57, which will include access from the rail network and the Manchester Ship Canal, thus reducing HGV movements on the local highway network.

5.4 In order to minimise overall traffic impact on the network it is important to maximise the use of multi-modal freight facilities where they are provided, and clearly this location adjacent to PS1 should be a priority location for siting logistics and manufacturing uses, and therefore minimising traffic on the highway network.

5.5 In addition to the rail and water infrastructure, the Site will also need to be supported by new highway infrastructure, and this is likely to include a new M62 – A57 link road which will also bring wider benefits to local businesses and residents. This infrastructure is currently being investigated as part of a study to determine the optimal long-term highway solution to unlock economic growth in the area. The details of the required highway infrastructure, and its timing relative to development of the Site, will be informed by that study as well as the North West Quadrant Study.

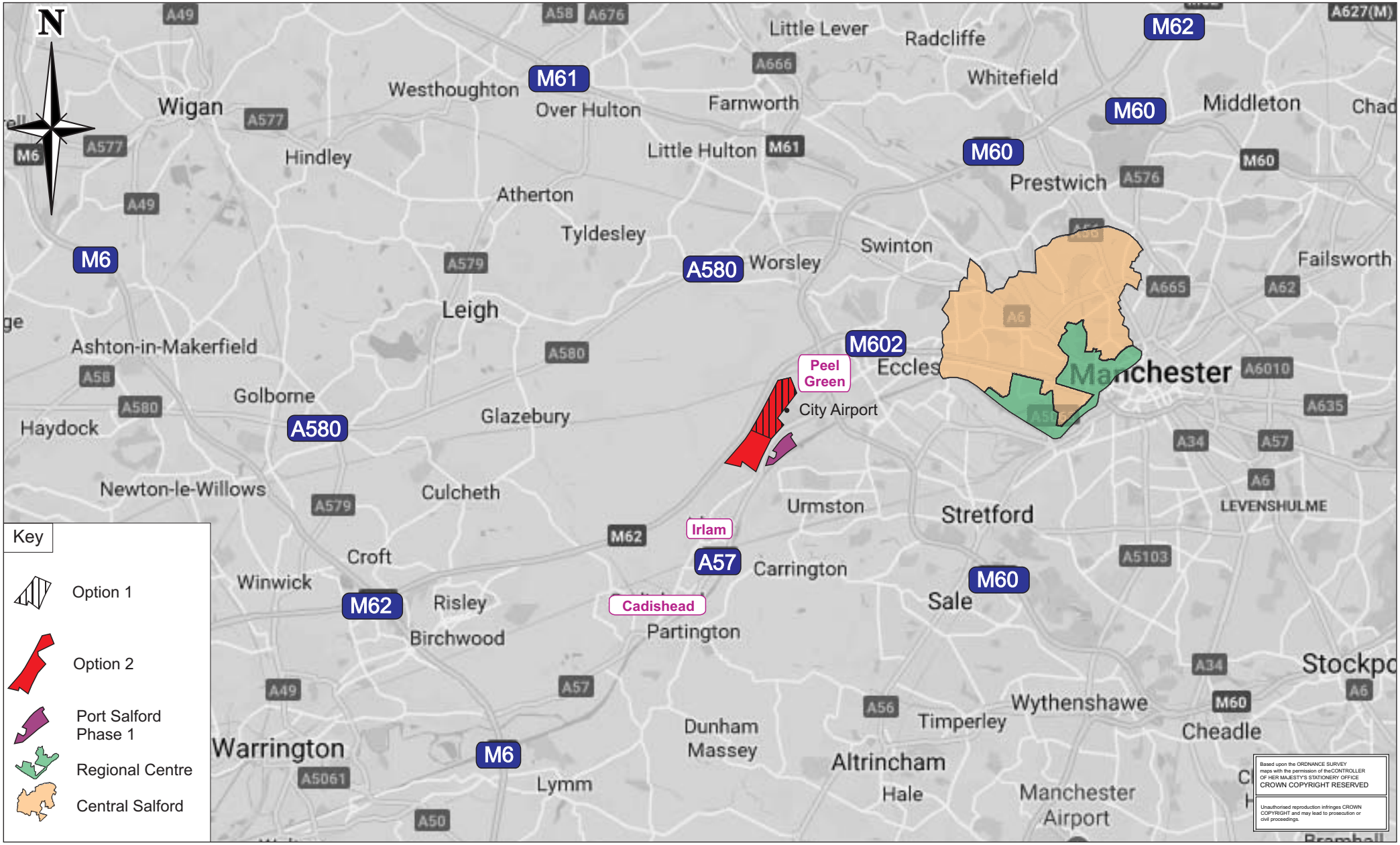
5.6 This therefore requires a flexible approach in respect of the timing of delivery of highway infrastructure, rather than requiring, at this stage, that the new M62 – A57 link and Full-WGIS are delivered in advance of any development at the Site. The optimum solution and relative timings of its delivery will be determined through the above studies.

5.7 Whilst the main transport focus for logistics sites is the movement of freight, consideration has also been given to the accessibility of the Site for employee journeys to work.

5.8 The Site benefits from the existing off-road cycle route which runs alongside the A57 and new routes will also be provided into the Site. The A57 is also a high frequency bus corridor providing connections east into Manchester and west through Irlam to Warrington. Both services which run along the A57 past the Site operate from early morning to late evening.

5.9 It is therefore concluded that there are no transport or highway related issues which would prevent development of this Site, and it should therefore be retained and further extended as an allocated site within the adopted Greater Manchester Spatial Framework.

Figures



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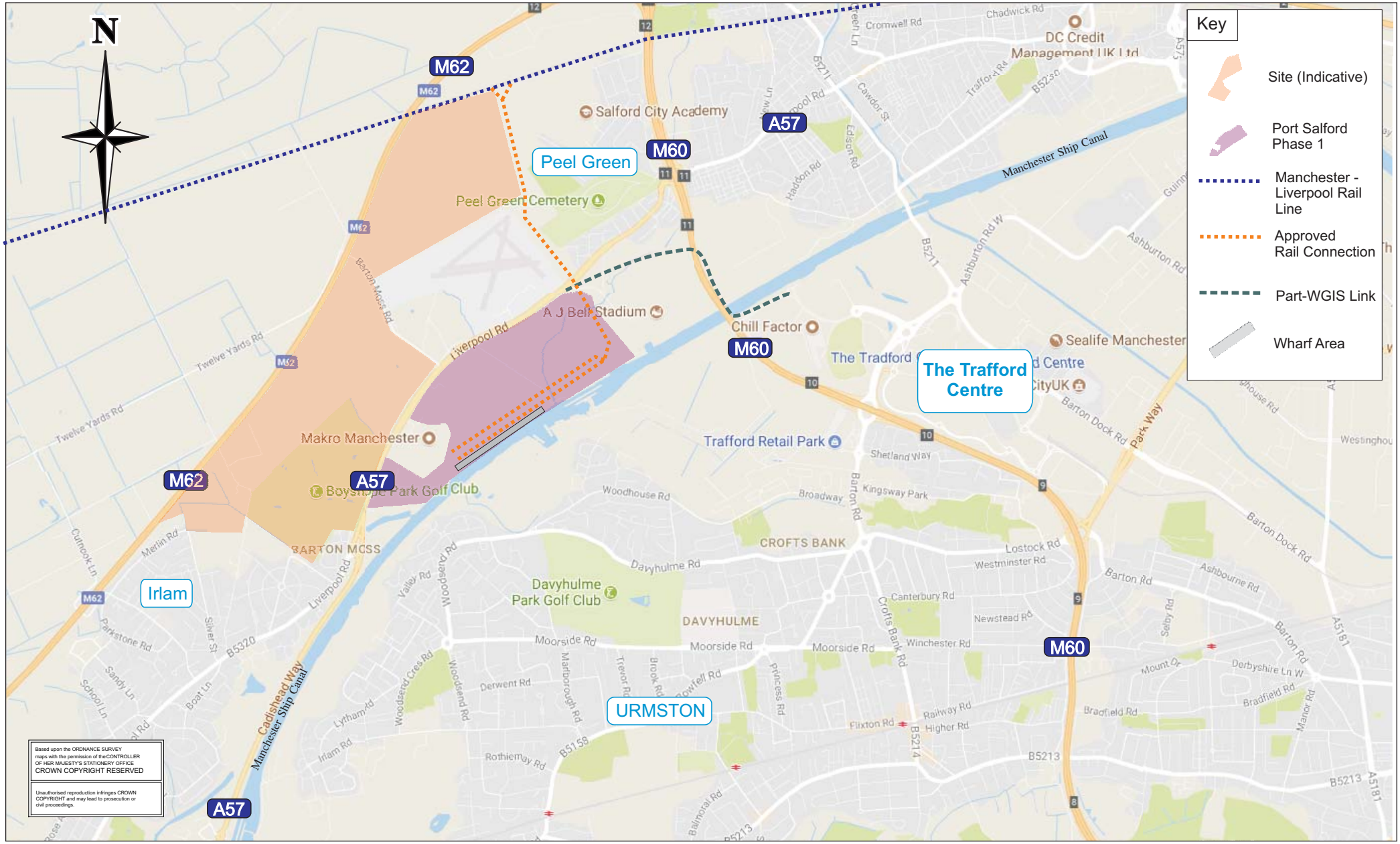
Date: MAR 2019	Rev Date: .		SITE LOCATION
Drawn By: STH	Authorised: CG	Scale: NTS	**FIGURE 1**



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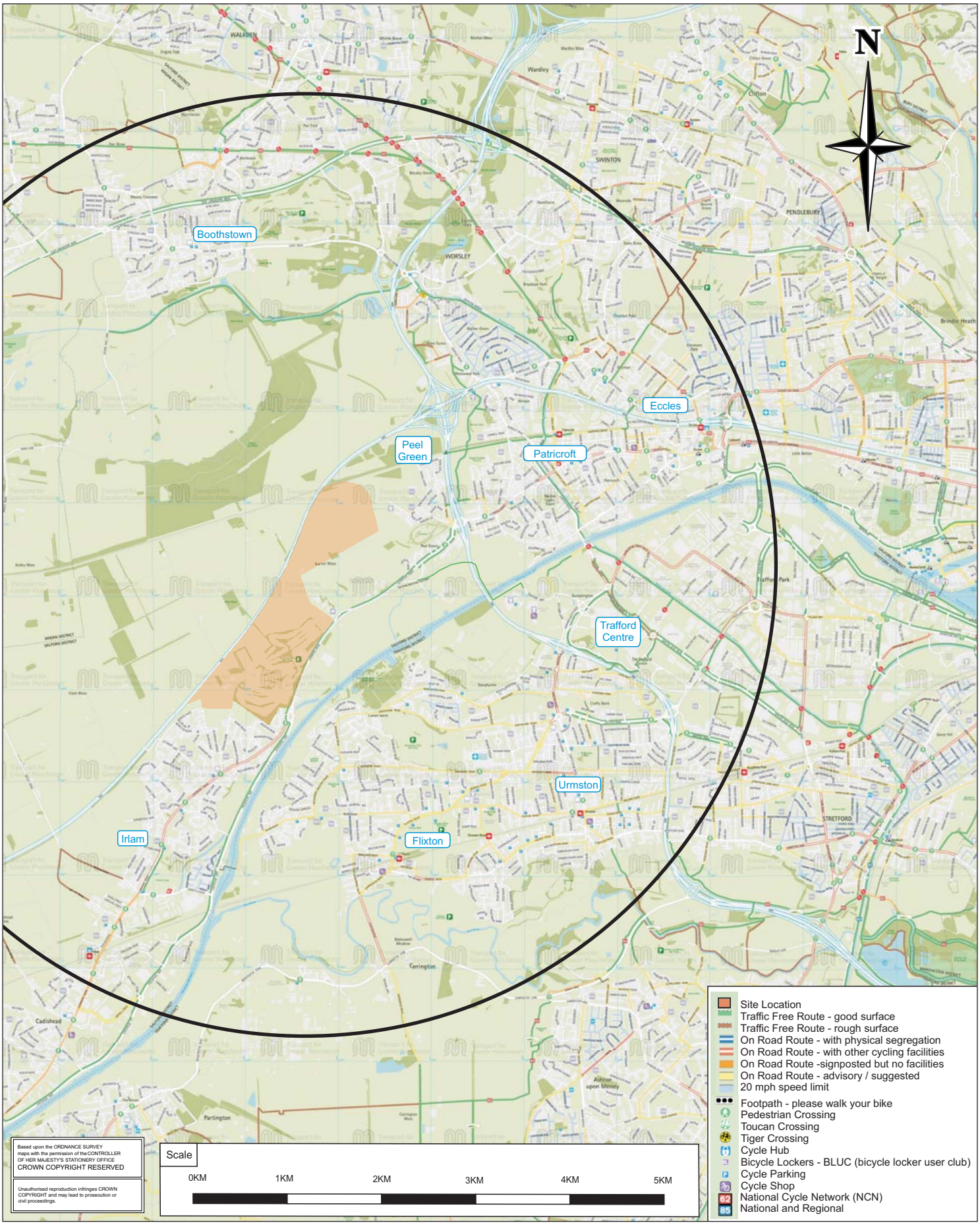
	Date: MAR 2019	Rev Date: .	LOCAL AREA PLAN	
	Drawn By: STH	Authorised: CG	Scale:	**FIGURE 2**



tthc the Traffic, Transport & Highway Consultancy	Drawing No: 16002 (GM33)-C-003	Rev: .	PORT SALFORD EXTENSION
	Date: MAR 2019	Rev Date: .	LOCAL CYCLE NETWORK
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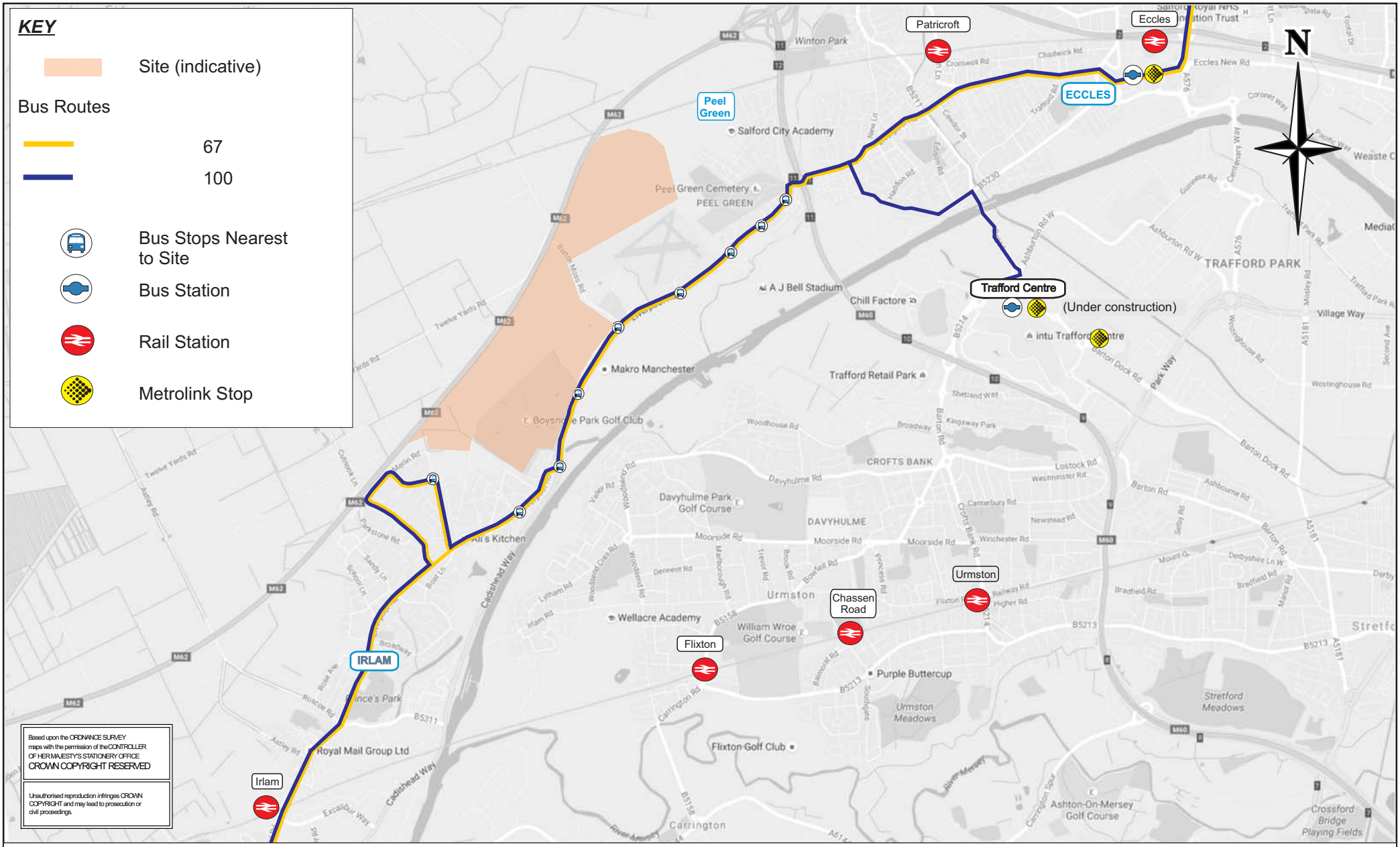

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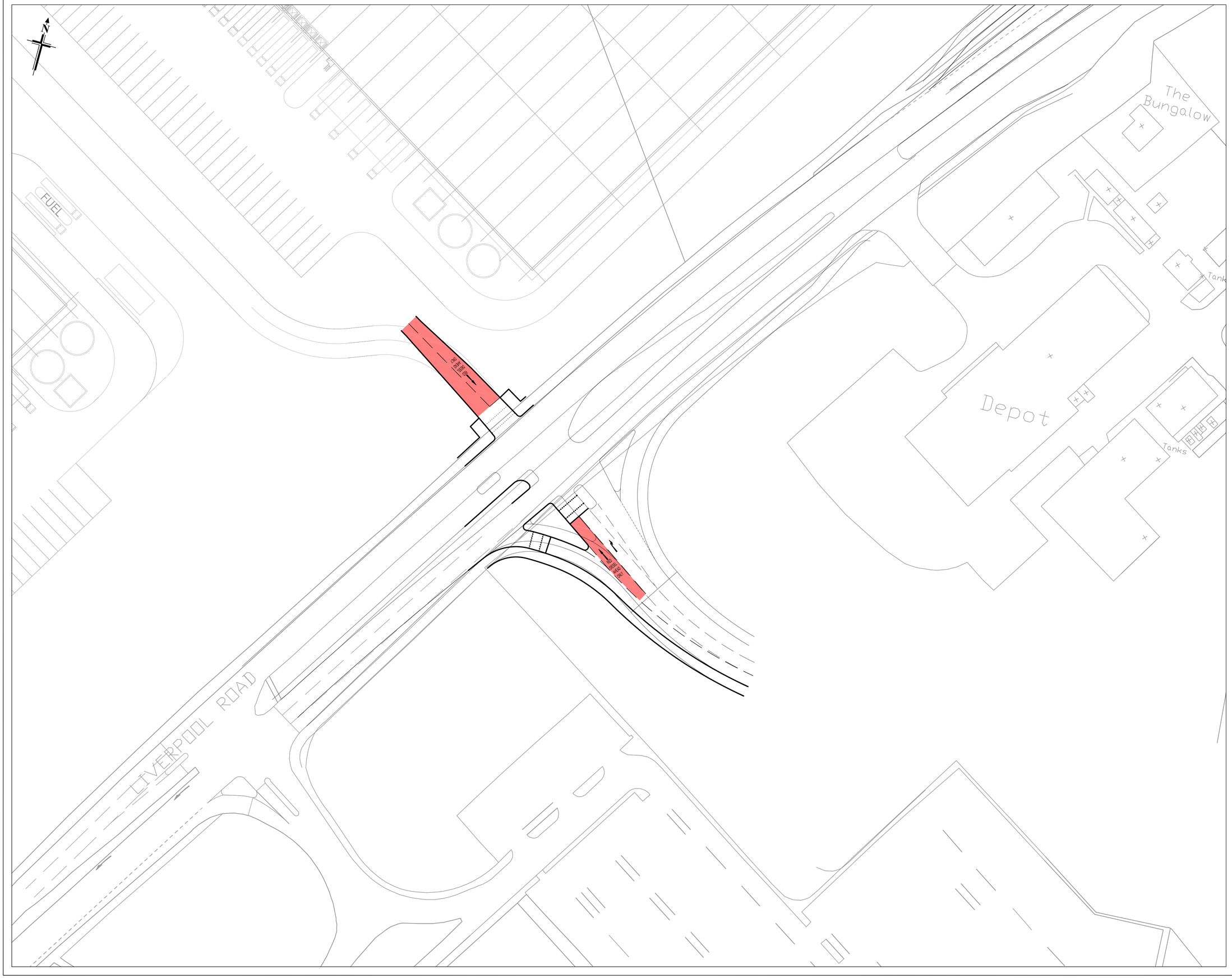
FIGURE 4



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PROJECT

PORT SALFORD EXTENSION

DRAWING TITLE

INITIAL ACCESS
FROM A57

CLIENT

PEEL DEVELOPMENT LTD

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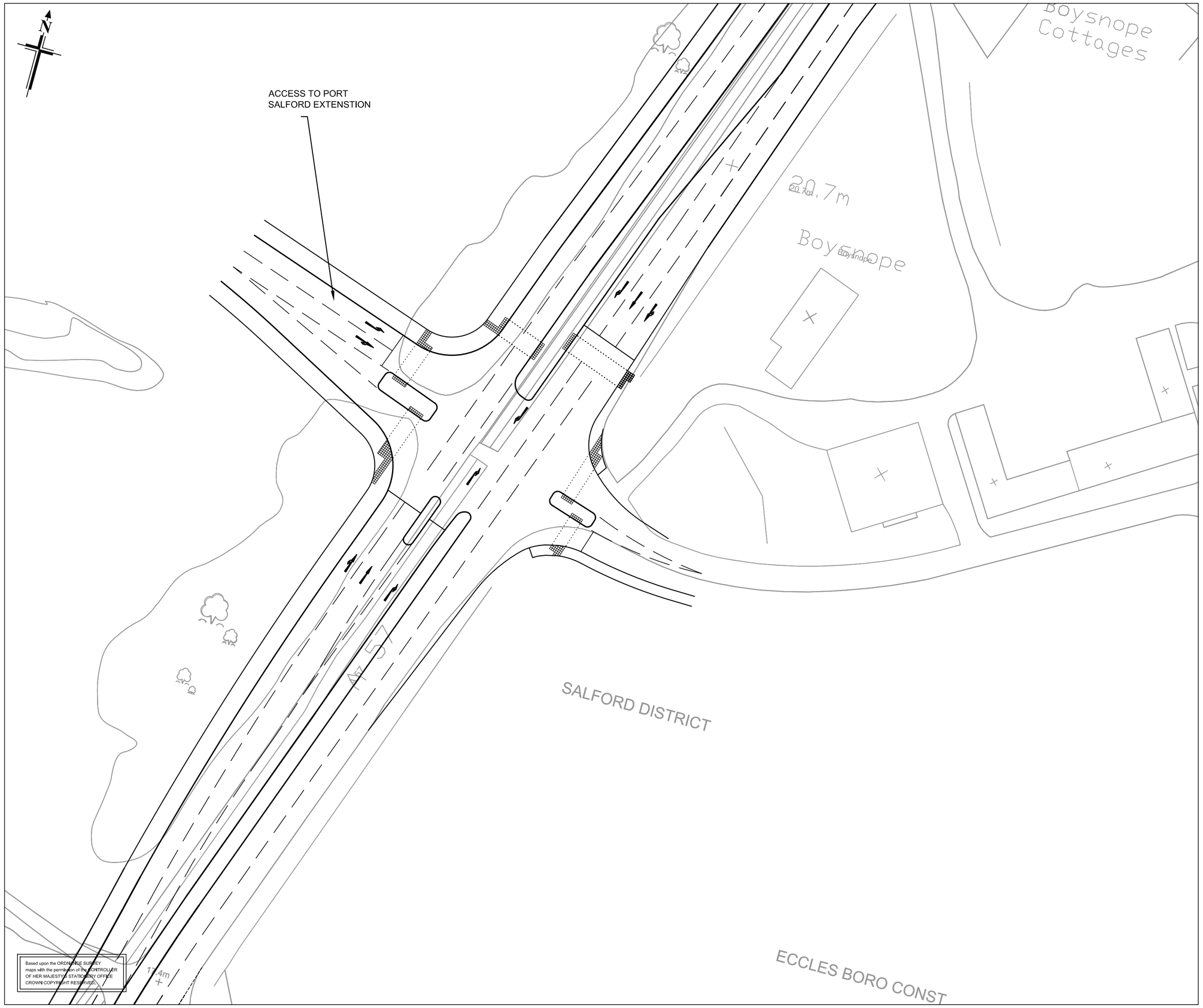
FIGURE 5

REVISION



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PROJECT

PORT SALFORD EXTENSION

DRAWING TITLE

ACCESS FROM A57

CLIENT

PEEL INVESTMENTS (NORTH) LTD.

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MH	UD	M16002-A(GM33)-002

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FIGURE 6

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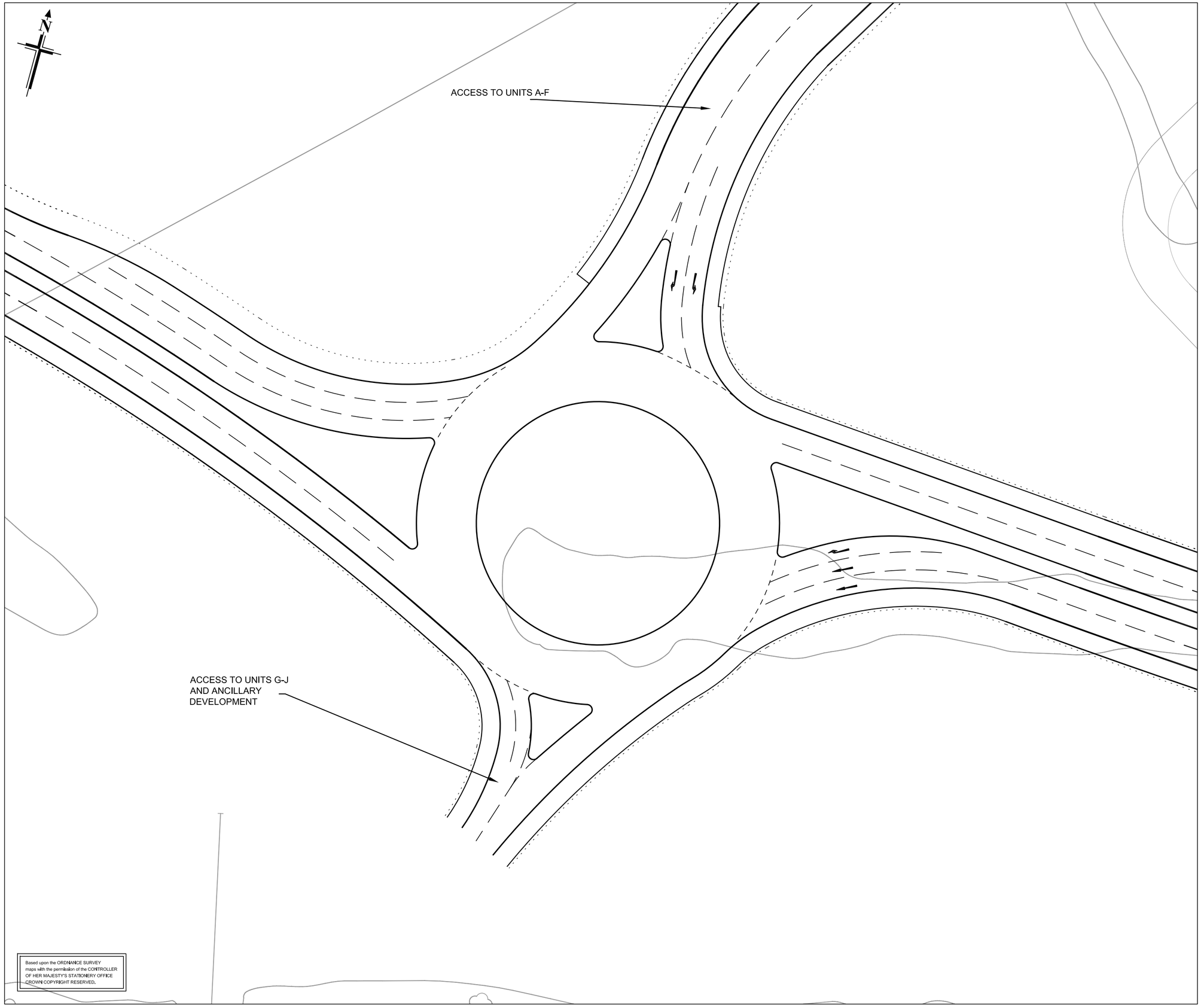

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PROJECT

PORT SALFORD EXTENSION

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LINK ROAD ROUNDABOUT

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FIGURE 7

REVISION

Appendix A

Option 1

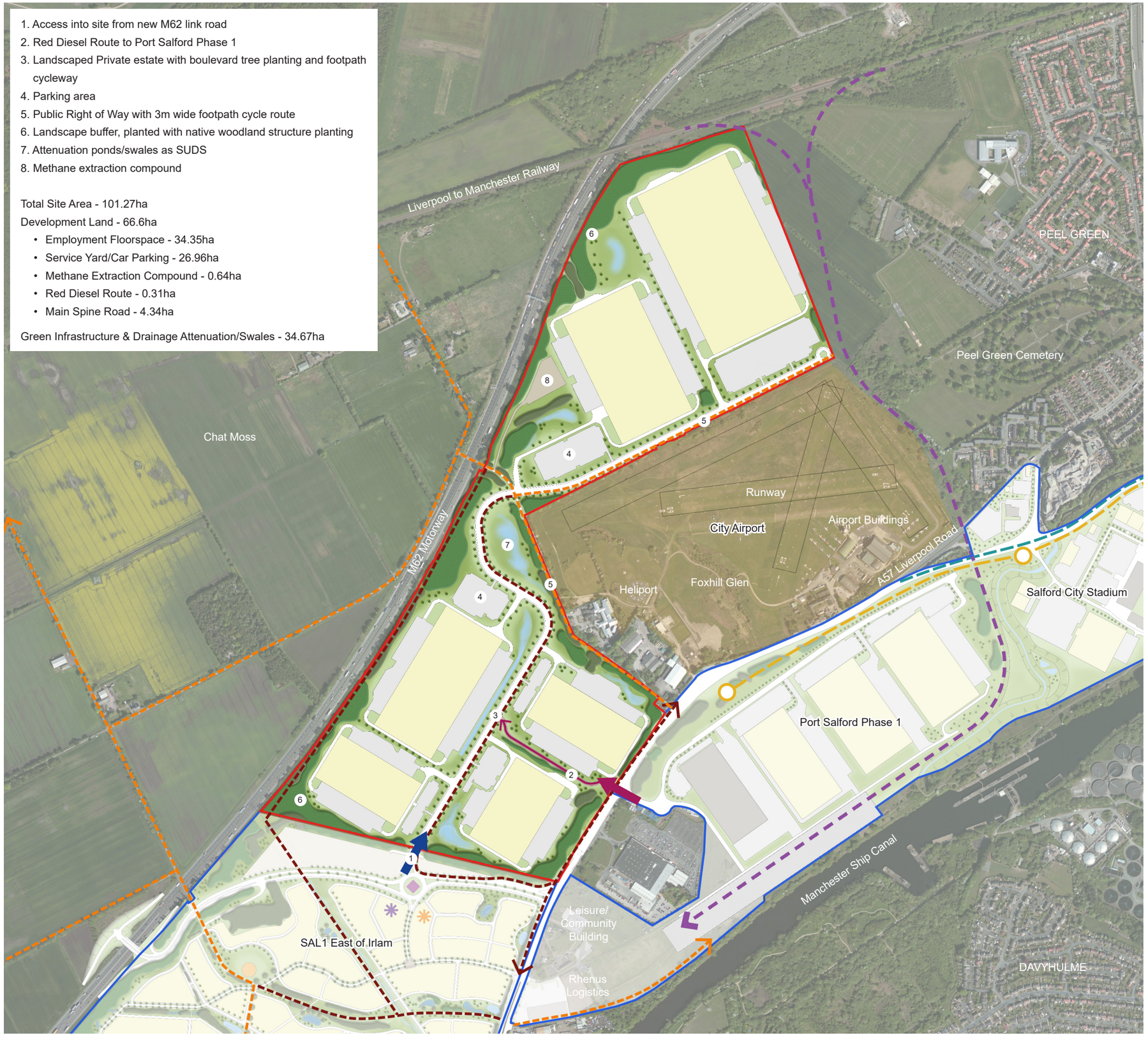
Development Framework Plan

1. Access into site from new M62 link road
2. Red Diesel Route to Port Salford Phase 1
3. Landscaped Private estate with boulevard tree planting and footpath cycleway
4. Parking area
5. Public Right of Way with 3m wide footpath cycle route
6. Landscape buffer, planted with native woodland structure planting
7. Attenuation ponds/swales as SUDS
8. Methane extraction compound

Total Site Area - 101.27ha
Development Land - 66.6ha

- Employment Floorspace - 34.35ha
- Service Yard/Car Parking - 26.96ha
- Methane Extraction Compound - 0.64ha
- Red Diesel Route - 0.31ha
- Main Spine Road - 4.34ha

Green Infrastructure & Drainage Attenuation/Swales - 34.67ha



KEY

- Site Boundary
- Other Boundaries: Port Salford Phase 1 & SAL1 East of Irlam
- Approved Rail Connection
- Western Gateway Infrastructure Scheme (WG15)
- Safeguarded Route for Proposed Metrolink Extension (subject to approval)
- Existing Woodland and Vegetation
- Existing Settlement
- Proposed Vehicle Access
- Proposed Red Diesel Vehicle Access
- Proposed Industrial Units/Development Area
- Proposed Estate Road
- Proposed Red Diesel Route
- Proposed Service Yard/Car Parking
- Methane Extraction Compound
- Proposed Green Space
- Proposed Tree Planting
- Proposed Woodland Structure Planting
- Proposed SUDS Attenuation and Swales
- Proposed Key Footpath Cycle Routes
- Existing Public Right of Way

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Rev	Description	Drawn	Approved	Date
C	SAL1 and Port Salford Phase 1 Layout added	SO	NKH	24.01.2018
B	Amendments to as per client comment	LG	NKH	15.12.2017
A	Amendments to suit latest layout	LG	NKH	06.12.2017

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Genesis Centre, Birchwood Science Park, Warrington WA3 7BH
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Project
GMSF WG3: City Gateway

Title
Development Framework

Drawing Number
IN6746.WG3.002C

Drawn	Checked	Approved	Scale	Date
SO	NKH	NKH	1:10,000 @ A3	29/11/2017

Appendix B

Option 2

Development Framework Plan

Total Site Area	163.26 hectares	403.42 acres
Employment Buildings (B2/B8)	51.47 hectares	127.19 acres
Highways, Service Yards and Car Parking	46.74 hectares	115.50 acres
Ancillary Development	1.6 hectares	3.95 acres
M62 Link Road	4.79 hectares	11.83 acres
Methane Extraction Compound	0.64 hectares	1.58 acres
Green and Blue Infrastructure	58.02 hectares	143.37 acres

AREA SCHEDULE

EMPLOYMENT FLOORSPACE (B2/B8)

Unit A	113,000 sqm	1,216,322 sqft
Unit B	71,750 sqm	772,311 sqft
Unit C	71,750 sqm	772,311 sqft
Unit D	33,800 sqm	363,820 sqft
Unit E	33,800 sqm	363,820 sqft
Unit F	32,250 sqm	347,136 sqft
Unit G	54,600 sqm	587,709 sqft
Unit H	48,100 sqm	517,744 sqft
Unit I	23,900 sqm	257,257 sqft
Unit J	31,750 sqm	341,754 sqft
Total	**514,700 sqm**	**5,540,184 sqft**

ANCILLARY FLOORSPACE

Units K	1,600 sqm	17,222 sqft
Total	**1,600 sqm**	**17,222 sqft**

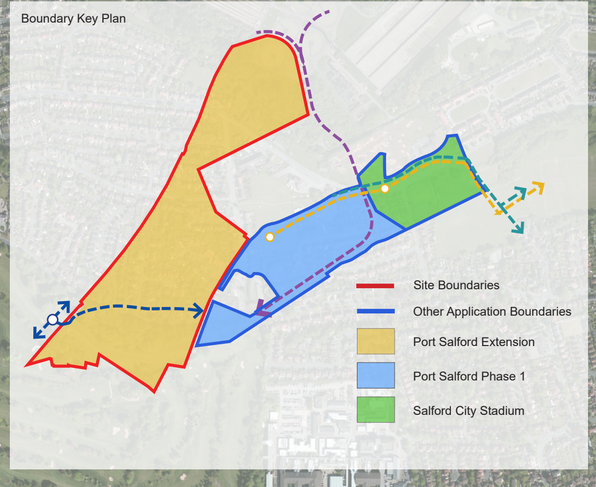
OVERALL TOTAL	**516,300 sqm**	**5,557,406 sqft**

Key

- Site Boundary
- Other Boundaries: Port Salford Phase 1 & Salford City Stadium
- Approved Rail Connection
- Western Gateway Infrastructure Scheme (WG15)
- Safeguarded Route for Proposed Metrolink Extension (subject to approval)
- Existing Woodland and Vegetation
- Existing Settlement
- Existing Overhead Line and Easement
- Existing Main Bus Route
- Proposed Vehicle Access
- Proposed Red Diesel Vehicle Access
- Proposed Red Diesel Route
- Proposed Building
- Proposed Primary Road
- Proposed Service Yard/Car Parking
- Methane Extraction Compound
- Potential Gateway Feature
- Proposed Green Space
- Proposed Tree Planting
- Proposed Woodland Structure Planting
- Potential SUDS Attenuation, Swales and Waterbodies
- Proposed Key Footpath Cycle Route
- Existing Public Right of Way

1. Access into site from new M62 - A57 Link Road
2. Red Diesel Route connecting to Port Salford Phase 1
3. Landscaped private estate road with boulevard tree planting and footpath cycleway
4. Parking area
5. Public Right of Way with 3m wide footpath cycle route
6. Landscape buffer, planted with native woodland structure planting
7. Attenuation and swales as SUDS
8. Methane extraction compound
9. A57 Liverpool Road Improvements
10. A57 Footpath Cycle Links
11. Potential M62 - A57 Link Road
12. Proposed Pedestrian Access
13. Proposed ancillary development comprising petrol filling station, drive through and pub/restaurant
14. Replacement ponds at a ratio of 2:1
15. Footpath cycleway connection between A57, Irlam and Chat Moss
16. Public Right of Way to be diverted

Boundary Key Plan



Scale Bar

0 100 200 500m

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Rev	Description	Drawn	Approved	Date
B	Land use breakdown amended and area schedule added	NKH	NKH	15/03/19
A	Amended site boundary	SO	NKH	14/03/19

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Project: GM Allocation 33 Port Salford Extension

Title: Composite Masterplan

Drawing Number: IN6746.01.003B

Drawn	Checked	Approved	Scale	Date
EL	NKH	NKH	See scale bar	13/03/2019