ISIS

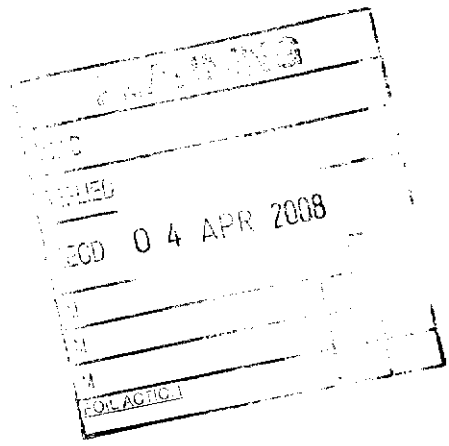
CITY COUNCIL

ISIS – Islington Wharf

Supplementary Environmental Statement

Appendices

February 2005



DRIVERS JONAS

www.driversjonas.com

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DRIVERS JONAS

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No Appendices

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No Appendices

Chapter 7 Phasing and Construction Methodology
No further appendices submitted

Chapter 8 Archaeological and Historic Resource
No further appendices submitted

Chapter 9 Historic Environment
No further appendices submitted

Chapter 10 Visual Assessment
No further appendices submitted

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No Appendices

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No further appendices submitted

Chapter 13 Ground Conditions
No further appendices submitted

Chapter 14 Flood Risk Assessment
No further appendices submitted

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No further appendices submitted

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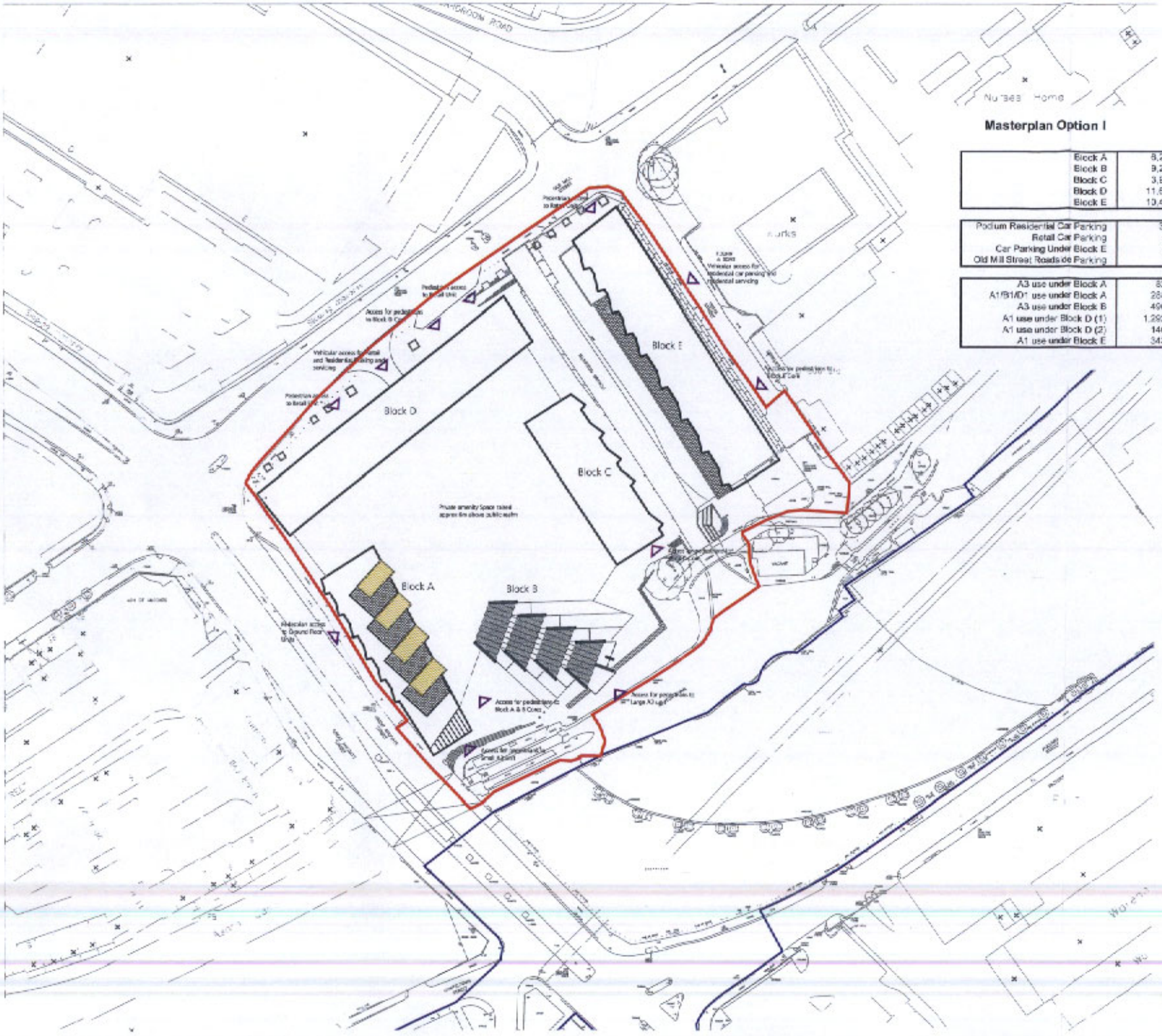
DRIVERS JONAS

CHAPTER 1
Introduction

Appendix 1.2 – Masterplans – Option I and II

Option I



Contractors are not to scale dimensions from this drawing

Revision	Date
A Planning Application	08.12.04 AT
B Planning Submission	04.02.05 BAD

Masterplan Option 1

	Block A	8,284 sq. m. Gross	9 Stories	77 Apartments
	Block B	9,281 sq. m. Gross	21 Stories	122 Apartments
	Block C	3,905 sq. m. Gross	7 Stories	49 Apartments
	Block D	11,838 sq. m. Gross	11 Stories	153 Apartments
	Block E	13,491 sq. m. Gross	9 Stories	139 Apartments

Podium Residential Car Parking	302
Retail Car Parking	35
Car Parking Under Block E	44
Old Mill Street Roadside Parking	9

Total **540 Apartments**

A3 use under Block A	82.3 sq. m. Gross
A1/B1/D1 use under Block A	288.0 sq. m. Gross
A3 use under Block B	490.0 sq. m. Gross
A1 use under Block D (1)	1,292.5 sq. m. Gross
A1 use under Block D (2)	140.3 sq. m. Gross
A1 use under Block E	343.0 sq. m. Gross

ISIS

Broadway Malyan
Architects & Designers

Client
ISIS Waterside Regen Ltd.

Project
Islington Wharf, Manchester

Description
Siting and Access
Masterplan
Option 1

Status
Planning

Scale	Drawn	Date
1:500 @ A1 - 1:1000 @ A3		Nov 04
Job number	Drawing number	Revision
23195	MAS-03-001	B

1.5 Proposed Massing

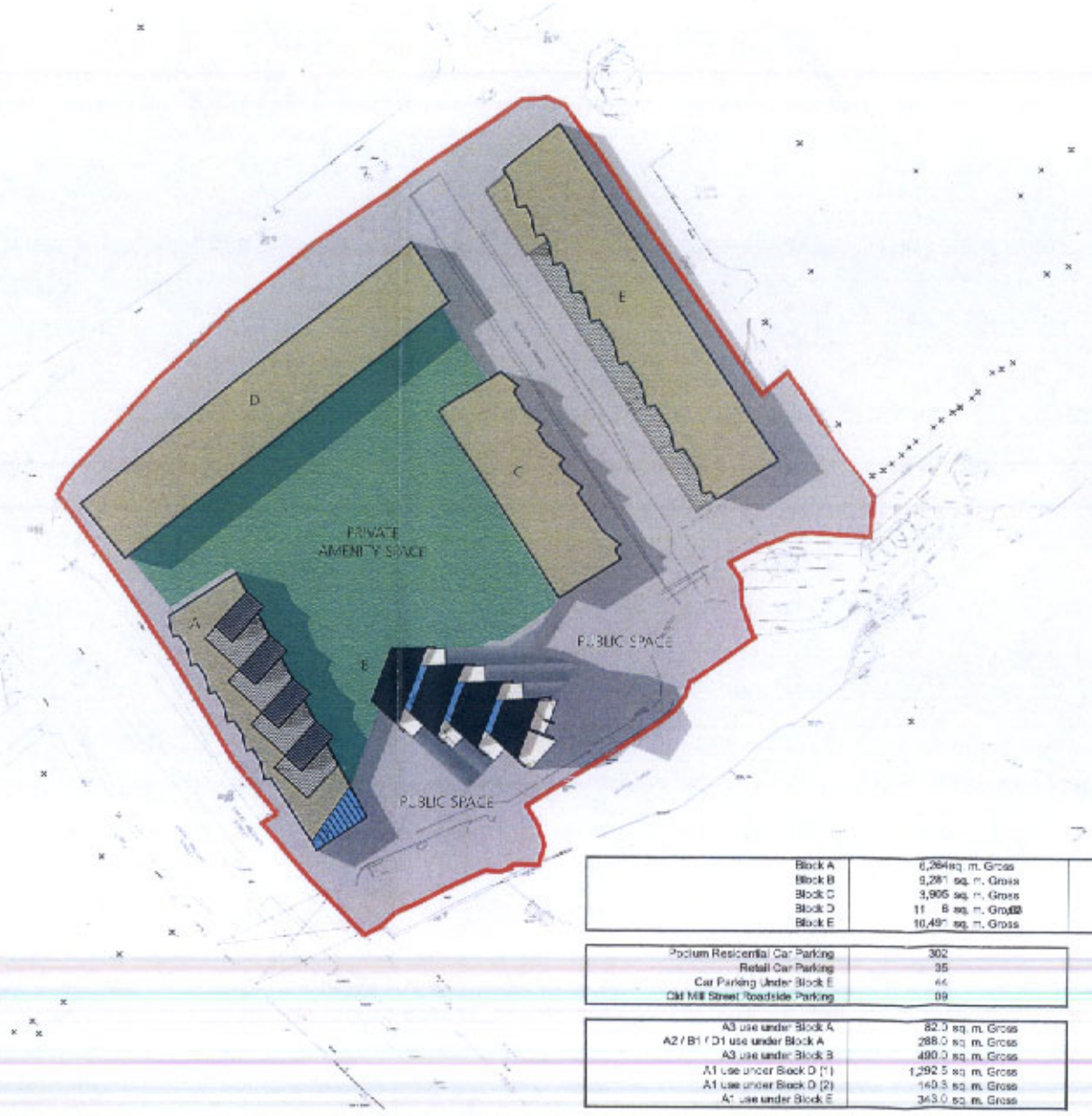
Proposed Massing Option I

The site wide concept builds upon this fundamental analysis. The proposals are for a simple, logical development that maximises the sites potential, comprising 540 apartments, approx. 2,350 sq.m. (25,000 sq.ft) of commercial (A1/A3) space and 288 sq.m. (3,100 sq. ft.) of flexible A2/B1/D1 space across five distinct buildings and inter-linking car park podium. The buildings are located, orientated and sized to:

- Create a clear gateway for Islington Wharf.
- Legibly define public space along the canal edge and elevated private space.
- Create a strong frontage to Great Ancoats Street.
- Exploit the canal side setting for both residential and commercial uses.
- Maximise both low and high level views from apartments.
- Be structurally and spatially efficient.
- Not prejudice future phases.
- Create an environment where people will want to live and relax.

The Masterplan seeks to concentrate the public realm against the waterside edges of both the Canal and the Islington Arm. By providing the main pedestrian access here to the residential units and leisure uses the pedestrian flow is intensified, and a vibrant, concentration of occupants, visitors and clients is created. Further animation of the waters edge will be supported by British Waterways local strategy, which includes the promotion of moorings along part of the Islington arm. The elevated private realm is distinctly separated from the public realm by a significant and impassable change in level. This enables the creation of private gardens and quality private communal space something unique for residential apartments in urban areas. This courtyard is bounded by 4 residential blocks, one of which serves as a landmark sandstone 'shard' building addressing the waterfront. Sympathetic to the building design concept, the elevated courtyard or 'roof garden' borrows elements from the nearby Pennine moors to which views will be experienced. These ingredients have been used to guide the composition of a contemporary urban retreat for the residents of the encircling buildings.

The developed solution for Phase one provides a strong image and identity for the remainder of the development as well as providing a landmark gateway to New East Manchester. The use of shard forms and quality materials against the canal edge contribute to the identity and 'sense of place' as the Gateway to New Islington.

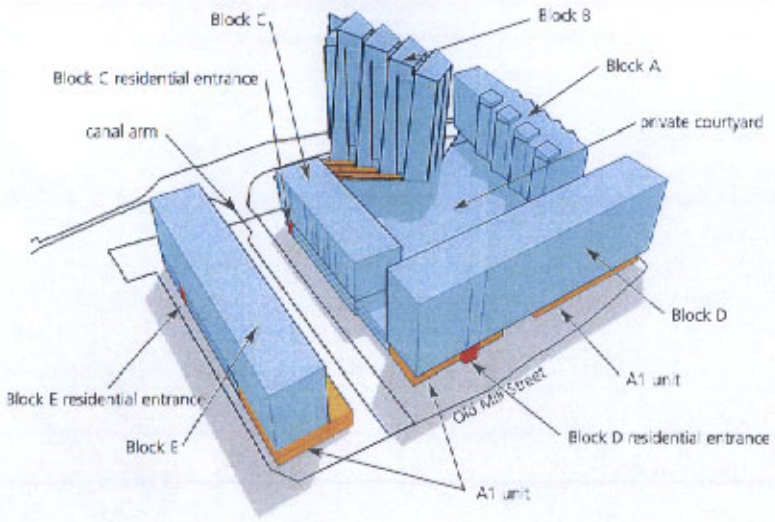


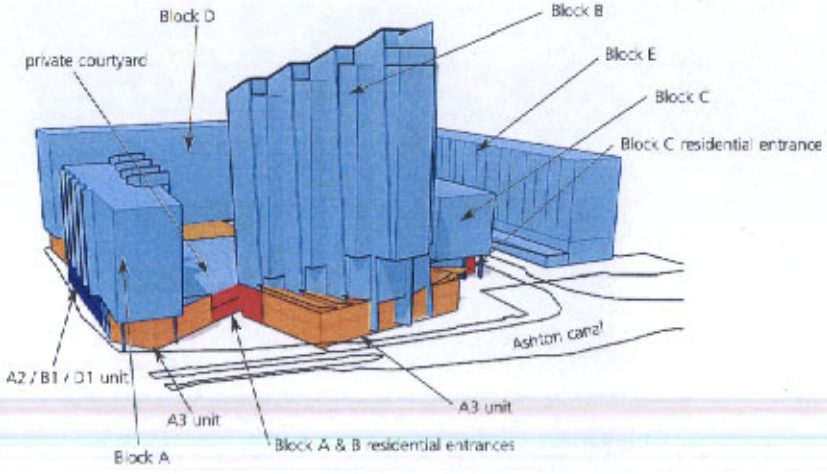
Block A	6,264sq. m. Gross	9 Stories	77 Apartments
Block B	6,281 sq. m. Gross	21 Stories	122 Apartments
Block C	3,906 sq. m. Gross	7 Stories	49 Apartments
Block D	11 8 sq. m. Gross	11 Stories	153 Apartments
Block E	10,497 sq. m. Gross	9 Stories	139 Apartments

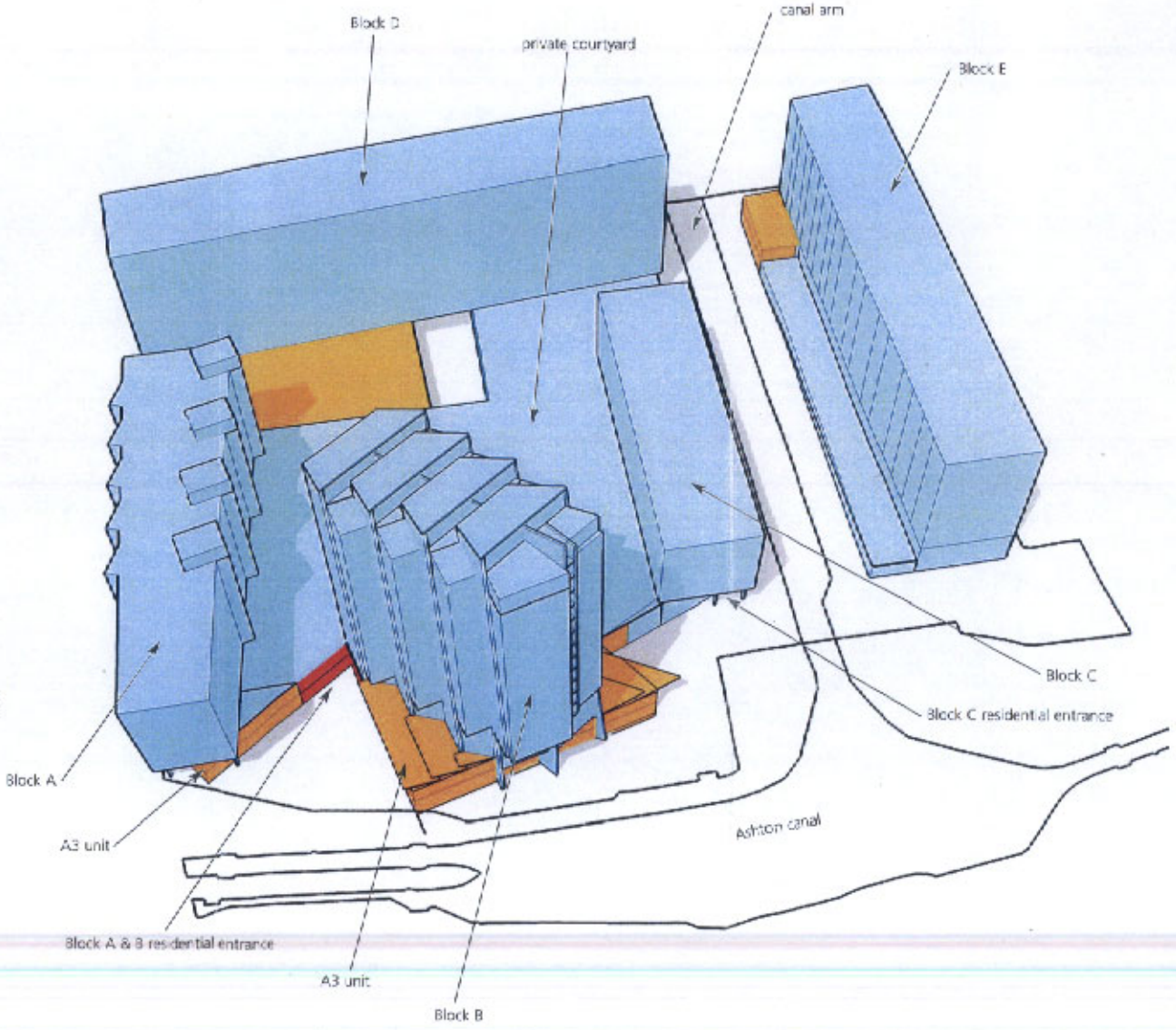
Podium Residential Car Parking	302	Total	540 Apartments
Retail Car Parking	35		
Car Parking Under Block E	44		
Old Mill Street Roadside Parking	09		

A3 use under Block A	82.0 sq. m. Gross
A2 / B1 / D1 use under Block A	288.0 sq. m. Gross
A3 use under Block B	490.0 sq. m. Gross
A1 use under Block D (1)	1,292.5 sq. m. Gross
A1 use under Block D (2)	140.3 sq. m. Gross
A1 use under Block E	343.0 sq. m. Gross

Proposed Massing Option I







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Islington Wharf - Accommodation schedule for Masterplan Option I

04-Feb-05

	Detailed Application									Outline Application for Option 1												
	Phase 1									Phase 2									Phase 3			
	Block A			Block B			Car Park			Block C			Block D			Car Park			Block E			Car Park		
Gross Residential floor area. Sq.m.	6,264			9,281						3,905			11,636						10,491					
	1Bed	2 Bed	3 Bed	1Bed	2 Bed	3 Bed				1Bed	2 Bed	3 Bed	1Bed	2 Bed	3 Bed				1Bed	2 Bed	3 Bed			
	82 sq.m. A3 Unit			490 sq.m. A3 unit									140.3 sq.m.Small Retail 1292.5 sq.m. Large Retail						343 sq.m. Small Retail					
G	130 sq.m. A2 / B1 / D1 units						70 Resi. Car Spaces			1	2					35 Retail Car Spaces				4		44 Resi. Car Spaces		
1	158 sq.m. A2 / B1 / D1 units						81 Resi Car Spaces			Duplexed from Below						151 Res. Car Spaces			1	8				
2	4	5	1	2	5					5	1		5	9	2				8	9	1			
3	4	7		2	5					5	1		6	9	2				8	9	1			
4	4	7		2	5					5	1		6	9	2				8	9	1			
5	4	7		2	5						7	1	6	9	2				8	9	1			
6	4	7		2	5						7	1	6	9	2				8	9	1			
7	4	7		4	3	1							6	9	2				8	9	1			
8	4	3	4	4	3	1							6	9	2				8	9	1			
9				4	3	1							6	9	2									
10				4	3	1							6	9	2									
11				4	3	1																		
12				4	3	1																		
13				4	3	1																		
14				4	3	1																		
15				2	5	1																		
16				2	3	3																		
17					2	5																		
18																								
19																								
Total Per Block	28	44	5	46	59	17				16	31	2	54	81	18				57	75	7			
			77			122						49			153						139			
Mix	36%	57%	6%	38%	48%	14%				33%	63%	4%	35%	53%	12%				41%	54%	5%			
	1 Bed	2 Bed	3 Bed	1 Bed	2 Bed	3 Bed				1 Bed	2 Bed	3 Bed	1 Bed	2 Bed	3 Bed				1 Bed	2 Bed	3 Bed			

Notes

Areas quoted above are approximate. They relate to the likely areas of the building at the current state of the design, and have been calculated generally in accordance with the RICS Code of Measuring Practice (Edition 5). Any decisions made on the basis of these predictions as to project viability, or the letting or sale of all or part of the development should include allowance for the increases or decreases inherent in design development and construction. Further design development has yet to occur and may affect the areas quoted above

Net Internal Areas do not include internal projections from external walls or perimeter service ducts but do include internal columns, internal service ducts and voids above internal stairs in Duplex arrangements

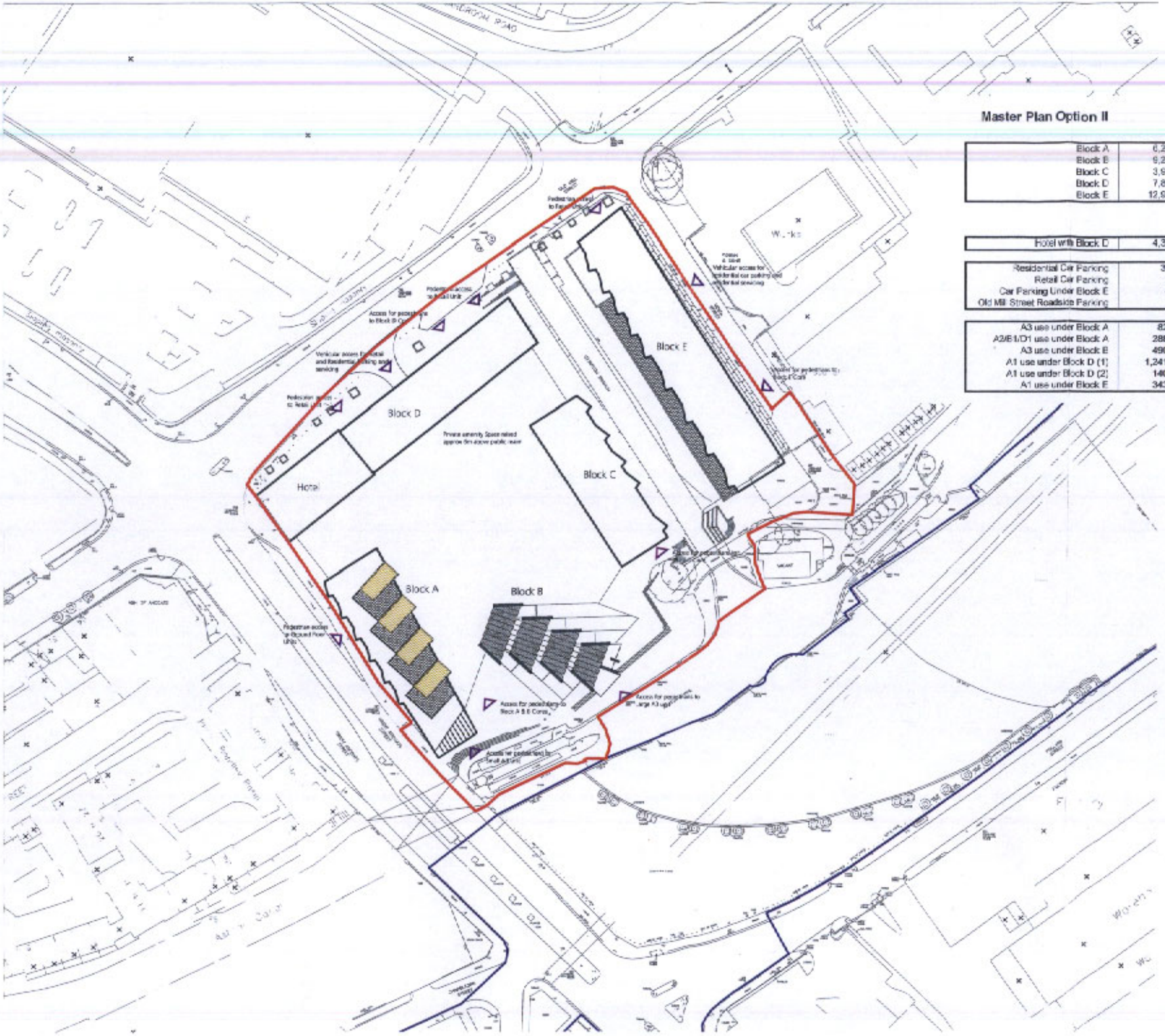
Gross Internal Areas are measured to the inside face of external walls, including internal projections. No deduction has been made for internal columns or internal service ducts. However Atrium voids and communal riser voids have been excluded

Third Parties: This Schedule is confidential to the party to whom it is addressed and its contents may not be divulged in whole or in part to any third party.

Masterplan Summary

	1 Bed	2 Bed	3 Bed	Total
Block A	28	44	5	77
Block B	46	59	17	122
Block C	16	31	2	49
Block D	54	81	18	153
Block E	57	75	7	139
Total	201	290	49	540
Mix	37%	54%	9%	100.0%

Option II



Contractors are not to scale dimensions from this drawing

Revision	Date
A Planning Application	08.12.04.AT
B Planning Submission	04.11.05.DAD

Master Plan Option II

Block A	6,264 sq. m. Gross	9 Stories	77 Apartments
Block B	9,281 sq. m. Gross	21 Stories	122 Apartments
Block C	3,905 sq. m. Gross	7 Stories	48 Apartments
Block D	7,864 sq. m. Gross	11 Stories	99 Apartments
Block E	12,933 sq. m. Gross	11 Stories	171 Apartments
		Total	516 Apartments

Hotel with Block D	4,365 sq. m. Gross	12 Stories	circa 130 bed

Residential Car Parking	302
Retail Car Parking	35
Car Parking Under Block E	44
Old Mill Street Roadside Parking	9

A3 use under Block A	82.0 sq. m. Gross
A2/B1/D1 use under Block A	288.0 sq. m. Gross
A3 use under Block B	490.0 sq. m. Gross
A1 use under Block D (1)	1,241.0 sq. m. Gross
A1 use under Block D (2)	140.3 sq. m. Gross
A1 use under Block E	343.0 sq. m. Gross

ISIS

BroadwayMalyan
Architects & Designers

Client
ISIS Waterside Regen Ltd.

Project
Islington Wharf, Manchester

Description
Siting and Access
Masterplan
Option II

Status
Planning

Scale	Drawn	Date
1:500 @ A1 - 1:1000 @ A3		Nov 04

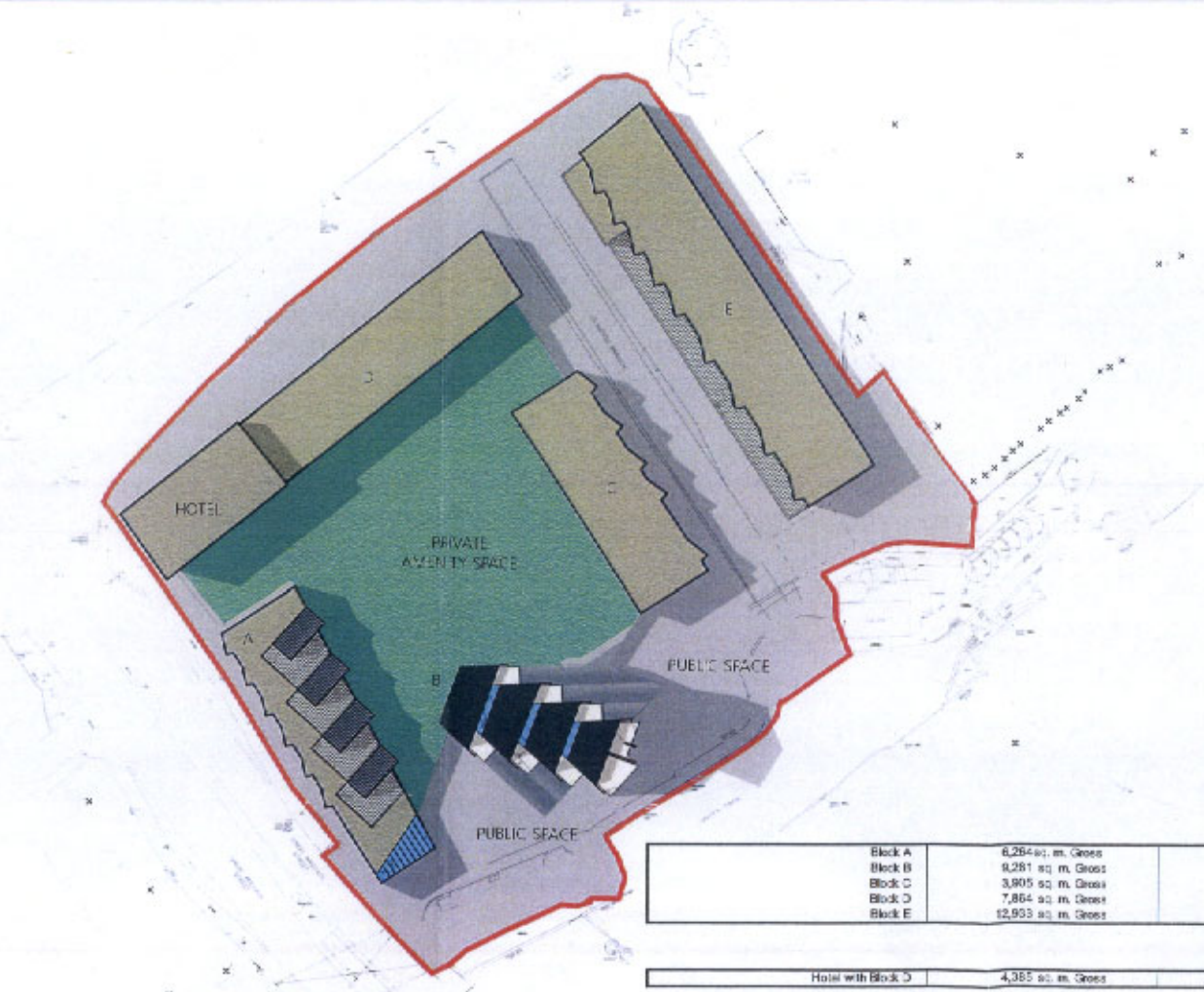
Job number	Drawing number	Revision
23195	MAS-03-002	B

Original size 42mm Copyright Broadway Malyan Limited

Proposed Massing Option II

The second option included in the masterplan further diversifies the use classes on the site. The prominent corner on the junction of Great Ancoats Street and Old Mill Street is emphasised with the introduction of a circa 100 bedroom hotel. The hotel rises to a total of 11 stories, one story higher than the rest of the accommodation in Block D. This option is subject to a separate outline planning application.

In order to maintain the residential density on the site, a further two stories of accommodation are added to Block E in the third phase. This brings the total number of residential units to 518.



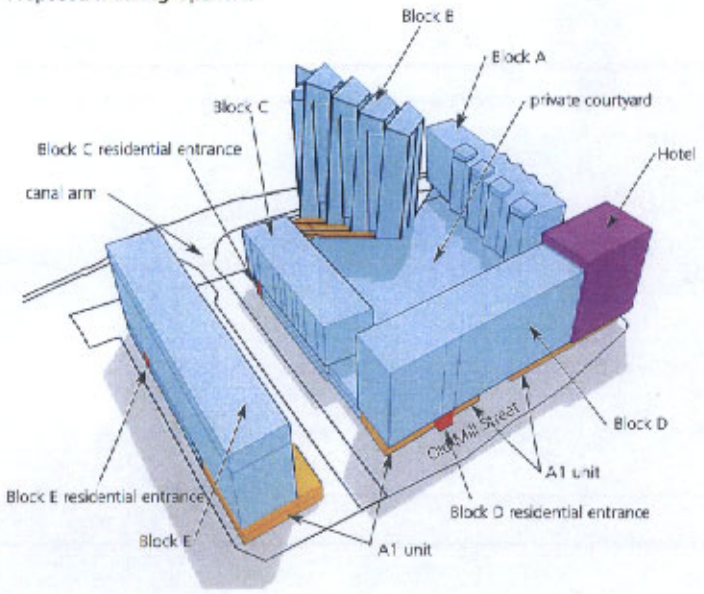
Block A	6,264 sq. m. Gross	9 Stories	77 itments
Block B	9,281 sq. m. Gross	21 Stories	122 Apartments
Block C	3,805 sq. m. Gross	7 Stories	49 Apartments
Block D	7,864 sq. m. Gross	11 Stories	99 rtments
Block E	12,933 sq. m. Gross	11 Stories	171 Apartments
		Total	518 Apartments

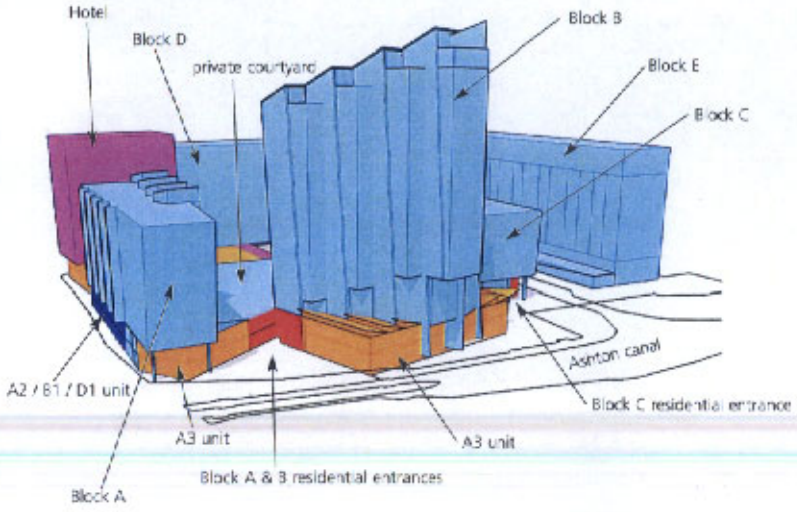
Hotel with Block D	4,385 sq. m. Gross	12 Stories	circa 100 bed

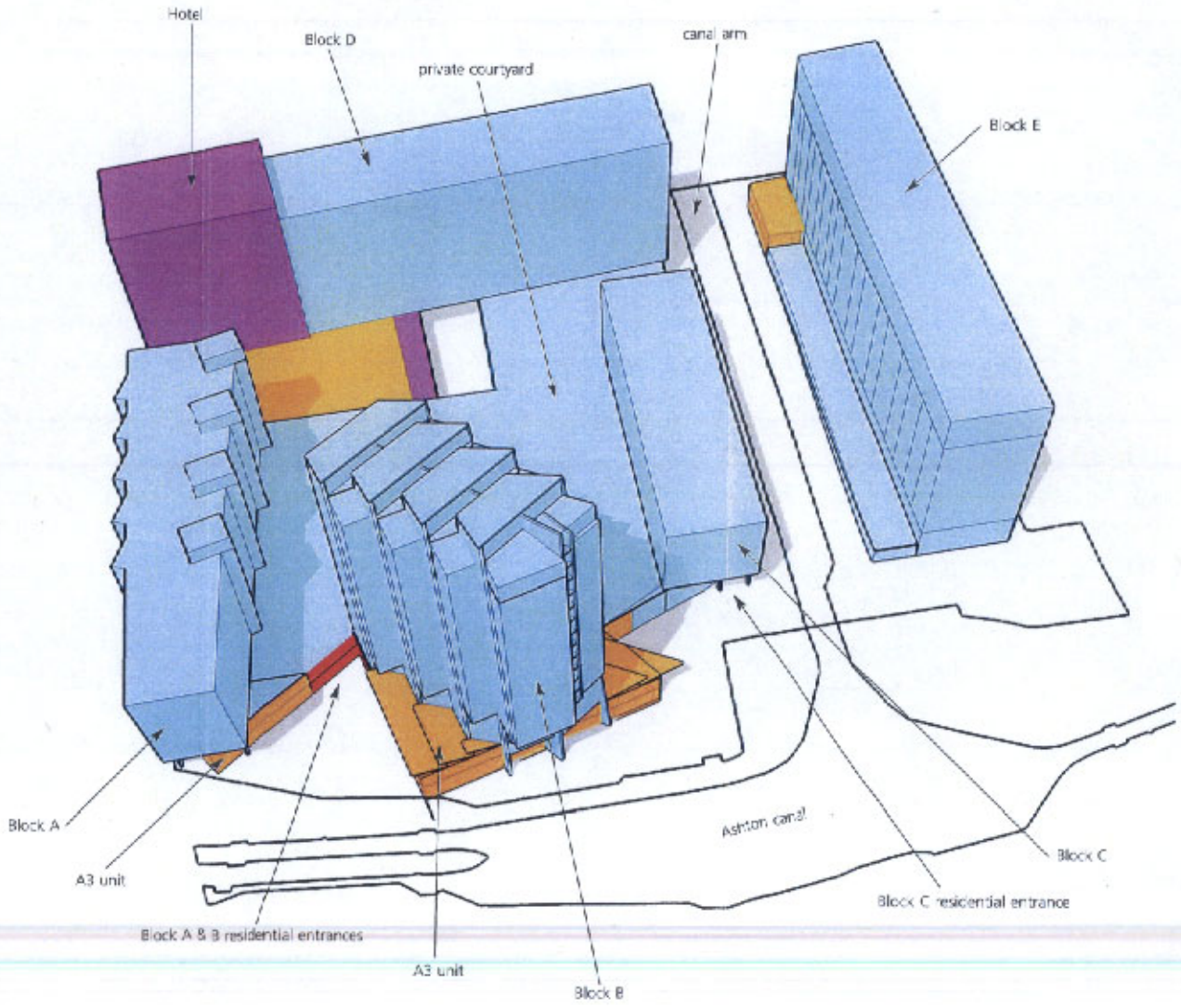
Residential Car Parking	302
Retail Car Parking	36
Car Parking Under Block E	44
Old Mill Street Roadside Parking	29

A3 use under Block A	82.0 sq. m. Gross
A2 / B1 / D1 use under Block A	288.0 sq. m. Gross
A3 use under Block B	490.0 sq. m. Gross
A1 use under Block D (1)	1,241.0 sq. m. Gross
A1 use under Block D (2)	140.3 sq. m. Gross
A1 use under Block E	343.0 sq. m. Gross

Proposed Massing Option II







ISIS

Islington Wharf - Accommodation schedule for Masterplan Option II

04-Feb-05

	Detailed Application									Outline Application for Option 2												
	Phase 1									Phase 2									Phase 3			
	Block A			Block B			Car Park			Block C			Block D			Hotel	Car Park		Block E			Car Park
Gross Residential floor area. Sq.m.	6,264			9,281						3,905			7,864			4,385			12,933			
	1Bed	2 Bed	3 Bed	1Bed	2 Bed	3 Bed				1Bed	2 Bed	3 Bed	1Bed	2 Bed	3 Bed				1Bed	2 Bed	3 Bed	
	82 sq.m. A3 unit			490 sq.m. A3 unit									140.3 sq.m.Small Retail 1,241 sq.m. Large Retail						343 sq.m. Small Retail			
G	130 sq.m. A2 / B1 / D1 units						70 Resi. Car Spaces			1	2					Entrance	35 Retail Car Spaces			4		44 Resi. Car Spaces
1	158 sq.m. A2 / B1 / D1 units						81 Resi. Car Spaces			Duplexed from Below						Servicing	151 Resi. Car Spaces		1	8		
2	4	6	1	2	5					5	5		4	6	1	12			8	9	1	
3	4	7		2	5					5	5		4	6	1	12			8	9	1	
4	4	7		2	5					5	5		4	6	1	12			8	9	1	
5	4	7		2	5						7	1	4	6	1	12			8	9	1	
6	4	7		2	5						7	1	4	6	1	12			8	9	1	
7	4	7		4	3	1							4	6	1	12			5	11	1	
8	4	3	4	4	3	1							4	6	1	12			5	11	1	
9				4	3	1							4	6	1	12			5	11	1	
10				4	3	1							4	6	1	12			5	11	1	
11				4	3	1										8						
12				4	3	1																
13				4	3	1																
14				4	3	1																
15				2	5	1																
16				2	3	3																
17					2	5																
18																						
19																						
Total Per Block	28	44	5	46	59	17				16	31	2	36	54	9	104			61	101	9	
			77			122						49			99						171	
Mix	36%	57%	6%	38%	48%	14%				33%	63%	4%	36%	55%	9%				36%	59%	5%	
	1 Bed	2 Bed	3 Bed	1 Bed	2 Bed	3 Bed				1 Bed	2 Bed	3 Bed	1 Bed	2 Bed	3 Bed				1 Bed	2 Bed	3 Bed	

Notes Areas quoted above are approximate. They relate to the likely areas of the building at the current state of the design, and have been caluculated generally in accordance with the RICS Code of Measuring Practice (Edition 5). Any decisions made on the basis of these predictions as to project viability, or the letting or sale of all or part of the development should include allowance for the increases or decreases inherent in design development and construction. Further design development has yet to occur and may affect the areas quoted above.
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Masterplan Summary

	1 Bed	2 Bed	3 Bed	Total
Block A	28	44	5	77
Block B	46	59	17	122
Block C	16	31	2	49
Block D	36	54	9	99
Block E	61	101	9	171
Total	187	289	42	518
Mix	36%	56%	8%	100.0%

CHAPTER 2
Site and Surroundings

No Appendices

CHAPTER 3
Development Proposals

No Appendices

CHAPTER 4
Consideration of Alternative Approaches

No Appendices

CHAPTER 5
Planning Policy Context

No Appendices

CHAPTER 6
Sustainability

No Appendices

CHAPTER 7
Phasing and Construction Methodology

No further appendices submitted

CHAPTER 8
Archaeological and Historic Resource

No further appendices submitted

CHAPTER 9
Historic Environment

No further appendices submitted

CHAPTER 10
Visual Assessment

No further appendices submitted

CHAPTER 11
Socio Economic Assessment

No further appendices submitted

CHAPTER 12
Noise and Vibration

No further appendices submitted

CHAPTER 13
Ground Conditions

No further appendices submitted

CHAPTER 14
Flood Risk

No further appendices submitted

CHAPTER 15
Transport and Highways

Appendix 15.1 – Technical Appendices

CHAPTER 17
Air Quality

No Appendices

CHAPTER 18
TV and Radio Reception

No further appendices submitted

CHAPTER 19
Wind Assessment

No Appendices

CHAPTER 20
Summary of Mitigation Measures and Residual Impacts

No Appendices

Islington Wharf
215/01

TIA
Transport and Highways

Introduction

This chapter was prepared by Martin Stockley Associates on behalf of the developer ISIS. It looks at the existing transport infrastructure of the site area and considers the impact of the traffic related proposals that form the Islington Wharf development. In addition, accessibility to public transport and predicted effects on the highway network and on pedestrian movement have been considered. It considers two options for the site which are generally similar except option II includes a hotel use.

It relates the consultations which have taken place with Manchester City Council and New East Manchester and the agreements reached. It uses the figures generated from a numerical model for the New Islington Millennium Community project which immediately adjoins Islington Wharf to the North East and adapts these figures to show the impact of the Islington Wharf development. This avoids the need to rerun the numerical model and ensures that both the separate and cumulative impacts of the two developments can be considered.

The data from the trip generation for vehicle movements has been used by Arup in their assessment of the acoustic and air quality impact of the scheme.

The Site

The Islington Wharf site is located to the North East of the city centre bounded by Manchester's Inner Relief Road, Great Ancoats Street, Old Mill Street, Vesta Street and the Ashton Canal.

Great Ancoats Street is part of the Primary route network and is an element of the very busy Manchester and Salford Inner Relief Road. We have adopted an approach which assumes that we limit the impact on Great Ancoats Street to a sensible minimum.

Old Mill Street, which was once a busy through route into Manchester City Centre connecting directly to the ring road, is currently undergoing a transformation. From Vesta Street up to Weybridge Road its focus is changing, from one of only through traffic to one which also serves the people living, working and visiting the area. The aim is to civilise the road by reducing speeds and changing the priority to favour cyclists and pedestrians which will in turn improve the general environment.

The section of Old Mill Street which runs from Vesta Street to Great Ancoats Street acts as a transition from the heart of New Islington Millennium Community to the Inner Relief Road. The proposals involve removing the existing access on Old Mill

Street to the British Waterways site and forming the one new main access to the Islington Wharf development from Old Mill Street.

In Option I this new access provides for private car parking for residents, short term parking for users of the proposed commercial units on Old Mill Street and service access to the residential blocks and the commercial units.

In Option II this will also provide for some service access to the proposed hotel although there is no parking allocated to the hotel development. The drop off and pick up facility will be located within the commercial car park area using the parking facilities or the access point within the site boundary has been made wide enough to allow dropping off and picking up. Residents will be able to access the hotel from the car park.

The proposal for this section of Old Mill Street is of four lanes as you turn off/ turn onto Great Ancoats Street. This will allow vehicles wishing to turn off Old Mill Street into the Islington Wharf development to do so without impeding vehicles turning off Great Ancoats Street onto Old Mill Street.

Methodology

The basis methodology involves:

i. Liaison with Manchester City Council Highways Authority to discuss and agree the approach and principles of the scheme.
ii. Designing the public realm to accommodate the major improvements for pedestrians and cyclists.
iii. Checking that the public realm can accommodate the forecast additional vehicle movements within the site including access and servicing etc.
iv. Calculation of vehicle trip generation numbers for vehicles entering the Highways network resulting from the provision of parking spaces and servicing of the proposed development.
v. Calculating the significance of the trip generation from ii above within the context of the numerical model from New Islington TIA.
vi. Further Liaison with Manchester City Council Highways Authority to agree that the earlier agreed principles have been followed through in the final design.

An initial meeting with Chris Barber of Manchester City Council Highways Department and Lyn Fenton of New East Manchester was held on 6th June 2004 to discuss the key issues of the site and the likely implications of any proposed development. At this stage no plans were formed and the purpose was to get input to the design from the two parties mentioned.

A further meeting with Chris Barber and Phil Tran of Manchester City Highways department was held on 15th September 2004 at which the principles of the scheme were discussed and agreed. The key elements of this agreement were: -

a) That an extra lane should be provided going North East on Old Mill Street to avoid vehicles queuing to enter Islington Wharf from impeding flow off Great Ancoats Street onto Old Mill Street.
b) That the footpath on the North East side of Old Mill Street should be widened to an average of ten metres to make better provision for pedestrian movement.
c) That the means of assessing the numerical impact on Great Ancoats Street of vehicles entering and leaving Islington Wharf would be assessed by modifying the results of the numerical model for the immediately adjacent New Islington Millennium Community.
d) That the entry point off Old Mill Street as shown was far enough removed from the junction with Great Ancoats Street to avoid interference with the latter.
e) That a single HGV parallel parked on the widened footpath beside the large retail unit was an appropriate method of servicing this unit.
f) That a managed service access - left in, left out - off Great Ancoats Street onto the canal side was appropriate.
g) That parking on the road edge of the widened footpath on Old Mill Street was appropriate for short term parking.
h) That a residential parking provision of less than 1:1 would be justified on the basis of proximity to the city centre and excellent public transport, improved quality of the public realm particularly in respect of pedestrians and cyclists and in order to discourage the use of private vehicles.
i) That a pedestrian facility maybe provided by Highways at the junction of Old Mill Street and Great Ancoats Street.

Pedestrian movements have been forecast by looking at the local destinations and routes and by carrying out on-site walking tests to accurately assess the accessibility of the general area from the site and vice versa. See figure 2 showing Walking Contours.

The access points from Old Mill Street and Great Ancoats Street have been designed using the swept paths of a large rigid vehicle, see Figure 5 and 6. This ensures that an emergency vehicle, a refuse lorry or a servicing vehicle can use the access/ egress points. Visibility splays are shown on Figure 7.

Existing public transport connections around the Islington Wharf site have been assessed (see figure 3) by looking at the local bus routes, the site's proximity to the train services and the proposed Metrolink. This is a busy city centre area and all routes are well served by frequent services.

Vehicle Analysis

From our analysis, at the AM peak hour of 08.00 to 09.00 an additional 58 trips will be generated to and from the development at the Weybridge Road junction of Old Mill Street and an additional 60 trips at the Great Ancoats Street junction in Option One and 80 and 86 in Option Two. This is an addition of 4.8% in Option One and

6.6% in Option Two to the current figure at the Weybridge Road junction and 1.7% in Option One and 2.3% in Option Two at Great Ancoats Street junction.

At the PM peak hour of 17.00 to 18.00 and additional 65 trips are generated at the Weybridge Road junction and 69 trips at the Great Ancoats street junction in Option One and 105 and 112 in Option Two. This is an increase of 4.8% in Option One and 7.8% in Option Two to the current figures at Weybridge Road and1.7% at In Option One and 2.8% in Option Two at Great Ancoats Street.
The results of the modified numerical analysis on vehicle numbers (see table attached) show that the effect on Great Ancoats Street even at peak times is forecast to be insignificant (less than 5% increase) in both Option I and Option II. This is because the phasing of the traffic signals at the junction of Old Mill Street and Great Ancoats Street regulates the number of vehicles moving on to Great Ancoats Street to a fixed maximum number. Therefore increasing the number of vehicles trying to access Great Ancoats Street can only result in longer queuing on Old Mill Street and this does not have an impact on the primary road network. It will also only occur during the limited morning and evening peak periods of the day. The analysis was carried out on a 1:1 parking provision so the actual provision of 0.64:1 will have a further reduced impact.

It was agreed in principle with the Highways Authority that a reduction in 1:1 provision of residential parking could be justified on the basis of quality and proximity of public transport provision, quality and availability of pedestrian and cyclist facilities, provision of secure cycle parking on site and in order to discourage the unnecessary use of private vehicles.

It is envisaged that a significant proportion of the new residents at Islington Wharf will work in the City Centre and use both local retail and City Centre retail facilities. Of those not working in the City Centre a significant proportion are likely to use the existing and planned public transport facilities to commute to surrounding local areas and to other nearby cities.

As noted previously the public realm is greatly improved as a result of these proposals. Public Transport in the area is already excellent and the addition of the new Metrolink route in the medium term will further add to this. Connections and access to public transport are greatly enhanced by this proposal. Provision is made to support more use of cycles by residents and there is provision to add further to this if more cycle spaces are required within the basement car parks. The reduced provision of 0.64:1 parking spaces will significantly reduce the potential impact on the road network.

Service vehicles are able to be accommodated without making dedicated provision such as lay-bys and service yards. When dedicated provision is made within the public realm this generally has a very negative effect of taking large areas which could be footpath and allocating the space to an activity which occurs over a very limited period of any particular day.

Service vehicles will use the access from Old Mill Street to the get to the rear of the retail/commercial units. Service vehicles for the larger retail unit on the corner of Old Mill Street and Great Ancoats Street will pull onto the widened and

strengthened footpath and park parallel to the unit and the roadway in order to unload. Similarly the vehicle will then pull forward onto Old Mill Street across the footpath to continue its journey. This avoids the stopped vehicle impeding vehicles on Old Mill Street, avoids having to transfer goods across the width of the footpath and allows plenty of footpath space for pedestrians. This will be a left in- left out only access point for one vehicle at a time. The use of trees, street furniture and signage will enforce this. Servicing for the West retail unit will take place within the site in the area of commercial car parking. The access point will be made wide enough for a service vehicle to park and still allow cars and pedestrians to pass safely.

A café/restaurant/bar unit is proposed beside the Ashton Canal and close to Great Ancoats Street. This will be serviced via a controlled (e.g. rising/falling bollard) entry from Great Ancoats Street. The footpath is enhanced in order to provide for HGV access at this point. This will also provide canalside access for emergency vehicles. This point is sufficiently far away from the signalled junction with Old Mill Street to avoid this impeding vehicles on Great Ancoats Street and there is adequate space provided before the control point to allow the HGV to pull out of the moving lane. Vehicles are able to turn within the site and re-enter Great Ancoats Street in a forward motion.

Pedestrian and Cycle Movement Analysis

Pedestrian and cycle movement has been assessed by looking at the existing movement around the site and the routes of new access and movement are shown in Figure 1. Figure 2, a walking contour diagram, gives an indication of the distance a pedestrian can walk from the centre of the site in 3 minutes. All the bus routes and the proposed Metrolink station are under a 3 minute walk away. Piccadilly Station is within ten minutes walk.

The proposed scheme provides pedestrian and cycle movement in places where none exists e.g. from Old Mill Street along canal arm to the Ashton Canal, and improves the quality of provision in existing areas on Old Mill Street, the Ashton Canal towpath and Great Ancoats Street. New public realm is provided beside the Ashton canal with high quality pedestrian access.

Secure cycle parking will be provided within the development. Completion of Phase One will provide 15% ratio of secure cycle parking.

Conclusion

This assessment was carried out in order to assess the potential impact on Movement and Transport of the proposed development at Islington Wharf. The key issues relate to the existing poor quality public realm, the poor provision for pedestrians and cyclists and whether new vehicle movements generated by the new development would have a negative impact on Great Ancoats Street and the wider network.

The findings of the assessment show that the impact of vehicle numbers on Great Ancoats Street are not significant and that provision for cyclists and pedestrians is significantly improved.

There is some increase in vehicle numbers on Great Ancoats Street as a result of the development but the small percentage change at peak times is not significant. This is because the phasing of the traffic signals at the junction of Old Mill Street and Great Ancoats Street regulates the number of vehicles moving on to Great Ancoats Street to a fixed maximum number. Therefore increasing the number of vehicles trying to access Great Ancoats Street can only result in longer queuing on Old Mill Street and this does not have an impact on the primary road network. It will also only occur during the limited morning and evening peak periods of the day.

The additional vehicle numbers also have the positive impact of generating activity on the edge of a new residential area which can enhance the natural surveillance of the streets.

Islington Wharf

Option 1
Vehicle Movement Figures Using the TIA
(All figures based on numbers of apartments not parking spaces.)

VESTA STREET – Block E
139 apartments
44 parking spaces

- Residential

139 units = 139 trips
Reduction of 40% as city centre = 83 trips

	Arrival	Departure	Total
AM peak	4	19	23
PM peak	16	7	23

- Commercial (A1)

343m^2 unit space
Reduction of 40% = 206m^2

	Arrival	Departure	Total
AM peak	3	1	4
PM peak	3	4	7

OLD MILL STREET – Blocks A-D
401 apartments
302 residential parking spaces and 35 retail parking spaces

- Residential

401 units = 401 trips
Reduction of 40% as city centre = 241 trips

	Arrival	Departure	Total
AM peak	12	55	67
PM peak	46	19	65

- Commercial (A1, A2, A3, B1 & D1)

2293m^2 unit space
Reduction of 40% = 1376m^2

	Arrival	Departure	Total
AM peak	18	9	27
PM peak	20	25	45

VESTA STREET

Residential Units – 139
Residential Parking Spaces - 44

Trip Rates

Residential	Arrivals	Departures	Totals
AM (8-9)	0.05	0.23	0.28
PM (5-6)	0.19	0.08	0.27

Resultant Trip Rates
(with 40% reduction) – 83 trips

Residential	Arrivals	Departures	Totals
AM (8-9)	4	19	23
PM (5-6)	16	7	23

VESTA STREET

Commercial Space (A1 use) – 343m^2

Trip Rates

Retail	Arrivals	Departures	Totals
AM (8-9)	1.3	0.67	1.97
PM (5-6)	1.44	1.84	3.28

Resultant Trip Rates
(with 40% reduction) – 206m^2

Retail	Arrivals	Departures	Totals
AM (8-9)	3	1	4
PM (5-6)	3	4	7

OLD MILL STREET

Residential Units – 401
Residential Parking Spaces – 302

Trip Rates

Residential	Arrivals	Departures	Totals
AM (8-9)	0.05	0.23	0.28
PM (5-6)	0.19	0.08	0.27

Resultant Trip Rates
(with 40% reduction) – 241

Residential	Arrivals	Departures	Totals
AM (8-9)	12	55	67
PM (5-6)	46	19	65

OLD MILL STREET

Commercial Space (A1, A2, A3, B1 & D1) – 2293m^2
Commercial Parking Spaces – 35

Trip Rates

Retail	Arrivals	Departures	Totals
AM (8-9)	1.3	0.67	1.97
PM (5-6)	1.44	1.84	3.28

Resultant Trip Rates
(with 40% reduction) – 1376m^2

Retail	Arrivals	Departures	Totals
AM (8-9)	18	9	27
PM (5-6)	20	25	45

Additional Vehicles (Residential & Commercial) from Islington Wharf and New Islington

	Islington Wharf		New Islington		Total	
	No. of vehicles	% Increase to vehicle figs.	No. of vehicles	% Increase to vehicle figs.	No. of vehicles	% Increase to vehicle figs.
Weybridge Road – AM Peak	59	4.9%	339	22%	398	26.9%
Great Ancoats Street – AM Peak	62	1.7%	245	16%	306	17.7%
Weybridge Road – PM Peak	68	5.0%	193	5%	261	10.0%
Great Ancoats Street – PM Peak	72	1.8%	167	4%	239	5.8%

Islington Wharf

Option II
Vehicle Movement Figures Using the TIA
(All figures based on numbers of apartments not parking spaces.)

VESTA STREET – Block E
171 apartments
44 parking spaces

- Residential

171 units = 171 trips
Reduction of 40% as city centre = 103 trips

	Arrival	Departure	Total
AM peak	5	24	29
PM peak	19	8	27

- Commercial (A1)

343m^2 unit space
Reduction of 40% = 206m^2

	Arrival	Departure	Total
AM peak	3	1	4
PM peak	3	4	7

OLD MILL STREET – Blocks A-D
347 apartments
302 residential parking spaces and 35 retail parking spaces

- Residential

347 units = 347 trips
Reduction of 40% as city centre = 208 trips

	Arrival	Departure	Total
AM peak	10	48	58
PM peak	40	17	57

- Commercial (A1, A2, A3, B1 & D1 use)

6626m^2 unit space
Reduction of 40% = 3976 m^2

	Arrival	Departure	Total
AM peak	52	27	79
PM peak	57	73	130

VESTA STREET

Residential Units – 171
Residential Parking Spaces - 44

Trip Rates

Residential	Arrivals	Departures	Totals
AM (8-9)	0.05	0.23	0.28
PM (5-6)	0.19	0.08	0.27

Resultant Trip Rates
(with 40% reduction) - 103

Residential	Arrivals	Departures	Totals
AM (8-9)	5	24	29
PM (5-6)	19	8	27

VESTA STREET

Commercial Space (A1) – 343m^2

Trip Rates

Retail	Arrivals	Departures	Totals
AM (8-9)	1.3	0.67	1.97
PM (5-6)	1.44	1.84	3.28

Resultant Trip Rates
(with 40% reduction) – 206 m^2

Retail	Arrivals	Departures	Totals
AM (8-9)	3	1	4
PM (5-6)	3	4	7

OLD MILL STREET

Residential Units – 347
Residential Parking Spaces – 302

Trip Rates

Residential	Arrivals	Departures	Totals
AM (8-9)	0.05	0.23	0.28
PM (5-6)	0.19	0.08	0.27

Resultant Trip Rates
(with 40% reduction) – 208

Residential	Arrivals	Departures	Totals
AM (8-9)	10	48	58
PM (5-6)	40	17	57

OLD MILL STREET

Commercial/ Hotel Space (A1, A2,A3, B1 & D1 use) – 6626m^2
Commercial Parking Spaces – 35

Trip Rates

Retail	Arrivals	Departures	Totals
AM (8-9)	1.3	0.67	1.97
PM (5-6)	1.44	1.84	3.28

Resultant Trip Rates
(with 40% reduction) – 3976m^2

Retail	Arrivals	Departures	Totals
AM (8-9)	52	27	79
PM (5-6)	57	73	130

Additional Vehicles (Residential and Commercial) from Islington Wharf and New Islington

	Islington Wharf		New Islington		Total	
	No. of vehicles	% Increase to vehicle figs.	No. of vehicles	% Increase to vehicle figs.	No. of vehicles	% Increase to vehicle figs.
Weybridge Road – AM Peak	82	6.8%	339	22%	421	28.8%
Great Ancoats Street – AM Peak	88	2.4%	245	16%	333	18.4%
Weybridge Road – PM Peak	108	8.1%	193	5%	301	13.1%
Great Ancoats Street – PM Peak	113	2.8%	167	4%	280	6.8%



Notes:

This drawing is to be read in conjunction with all relevant Architects and Engineer's drawings and specifications.

All dimensions are to be verified by contractor on site. Any discrepancies should be referred to the C.A. prior to commencement of the works.

Key:

Existing access points and pedestrian routes.

New access points and new strong pedestrian link.

Proposed introduction of pedestrian crossing or existing crossing might need to be improved.

12.11.04	P01	Issued for Information	LS	PS
DATE	REV.	DESCRIPTION	DRAWN	CHKD

Martin Stockley Associates
CONSULTING ENGINEERS

Project:
Islington Wharf

Title:
Site Plan
Pedestrian Routes To and From the Site

Status:
INFORMATION

Scale	Date	Drawn	Checked
1:250	March 04	VP	PS

Job No.	Sheet No.	Rev.
215/01	SK (03)	P01

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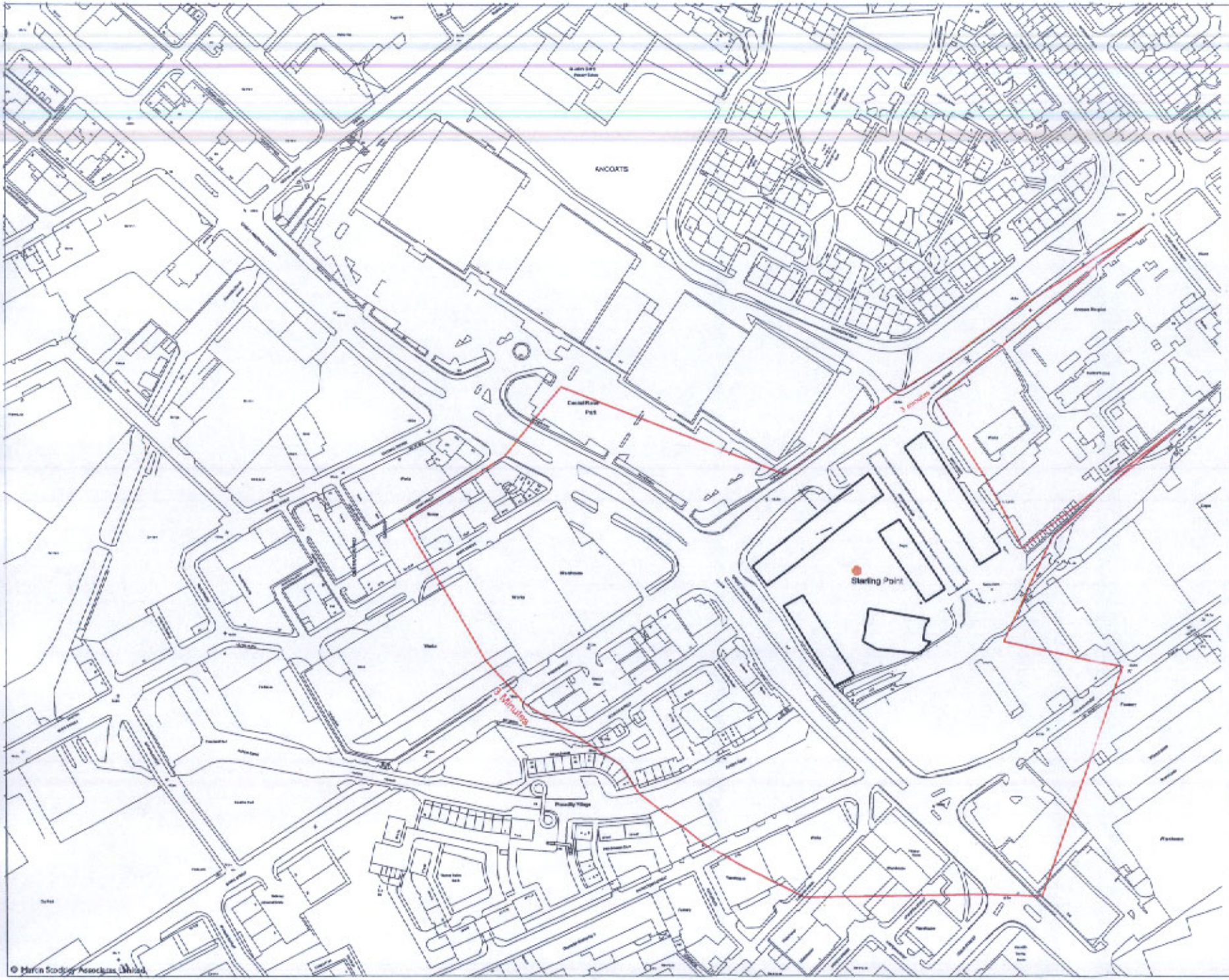

Notes:

The drawing is to be read in conjunction with Anderson Architect's and Engineer's drawings and the specification.

The drawing should not be scaled.

All dimensions are to be verified by the contractor on site. Any discrepancies should be referred to the CA, prior to commencement of the works.

3 Minutes

Note: Piccadilly Station is a 10 minute walk from the starting point

DATE	NO	DESCRIPTION	DRWN	CHKD
12.11.04	P01	Issued for information	LS	MS

Martin Stockley Associates
CONSULTING ENGINEERS

PROJECT
Islington Wharf

TITLE
3 Minute
Walking Contours

STATUS
INFORMATION

SCALE	DATE	DRAWN	CHECKED
1:1250	April 04	LS	MP
JOB No	DRAWING No		REV
215/01	(SK) 01		P01

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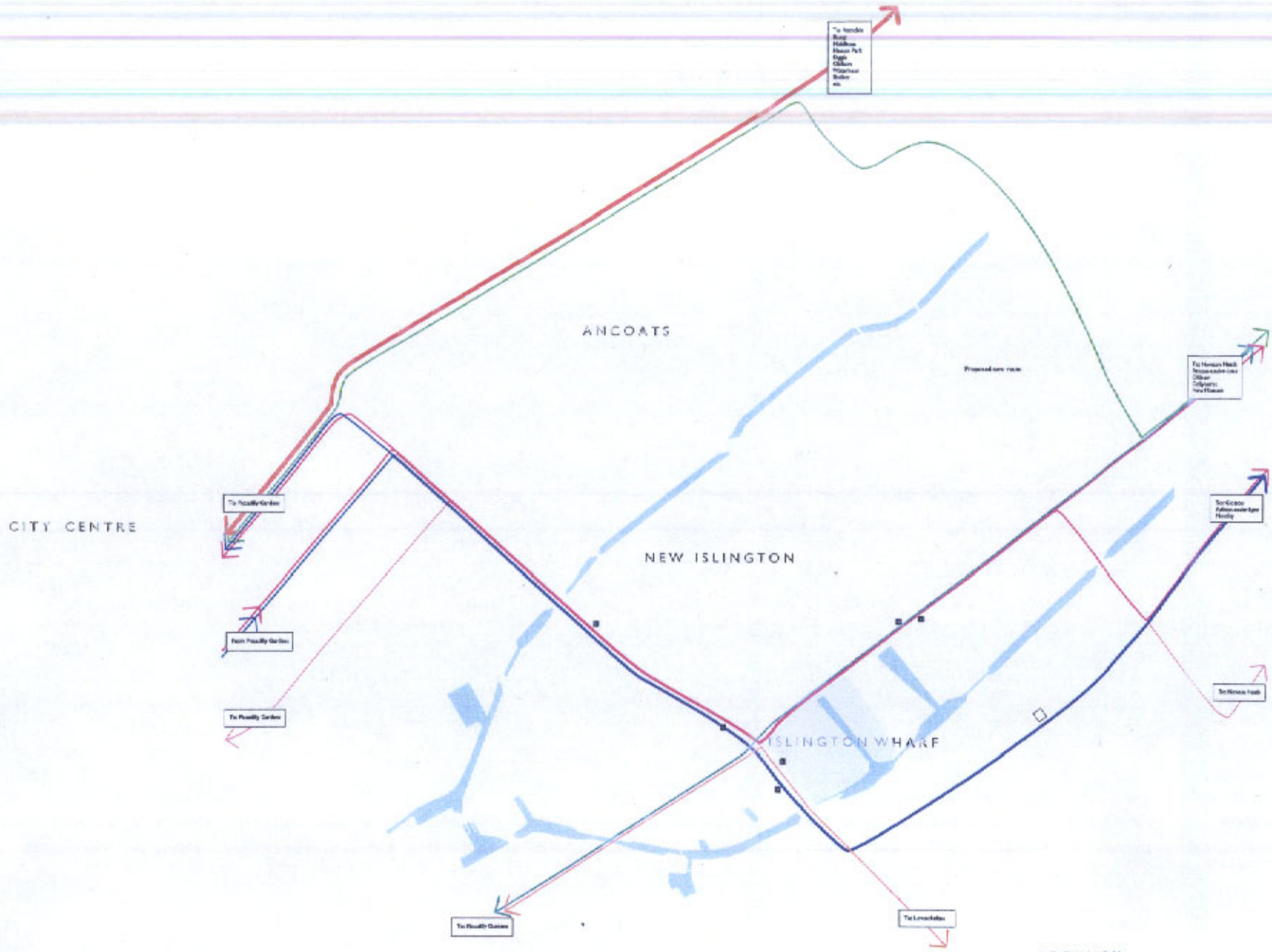

Notes:

"For Drawing to be read in conjunction with all relevant Architect's and Engineer's drawings and Site specification.

All dimensions are to be verified by the contractor on site. Any discrepancies shown are to be referred to the CA prior to commencement of the works.

Key:

Existing bus routes

Existing bus stop

DATE	REV	DESCRIPTION	DRWN	CHKD
17.11.04	P01	Issued for Information	LS	PE

Martin Stockley Associates
CONSULTING ENGINEERS

PROJECT:
Islington Wharf

TITLE:
Site Plan
Public Transportation Routes
Bus Routes

STATUS:
INFORMATION

SCALE	DATE	DRAWN	CHECKED
1:500	April 04	LS	PE

JOB No.	DRG No.	REV.
215A01	SK (04)	P01

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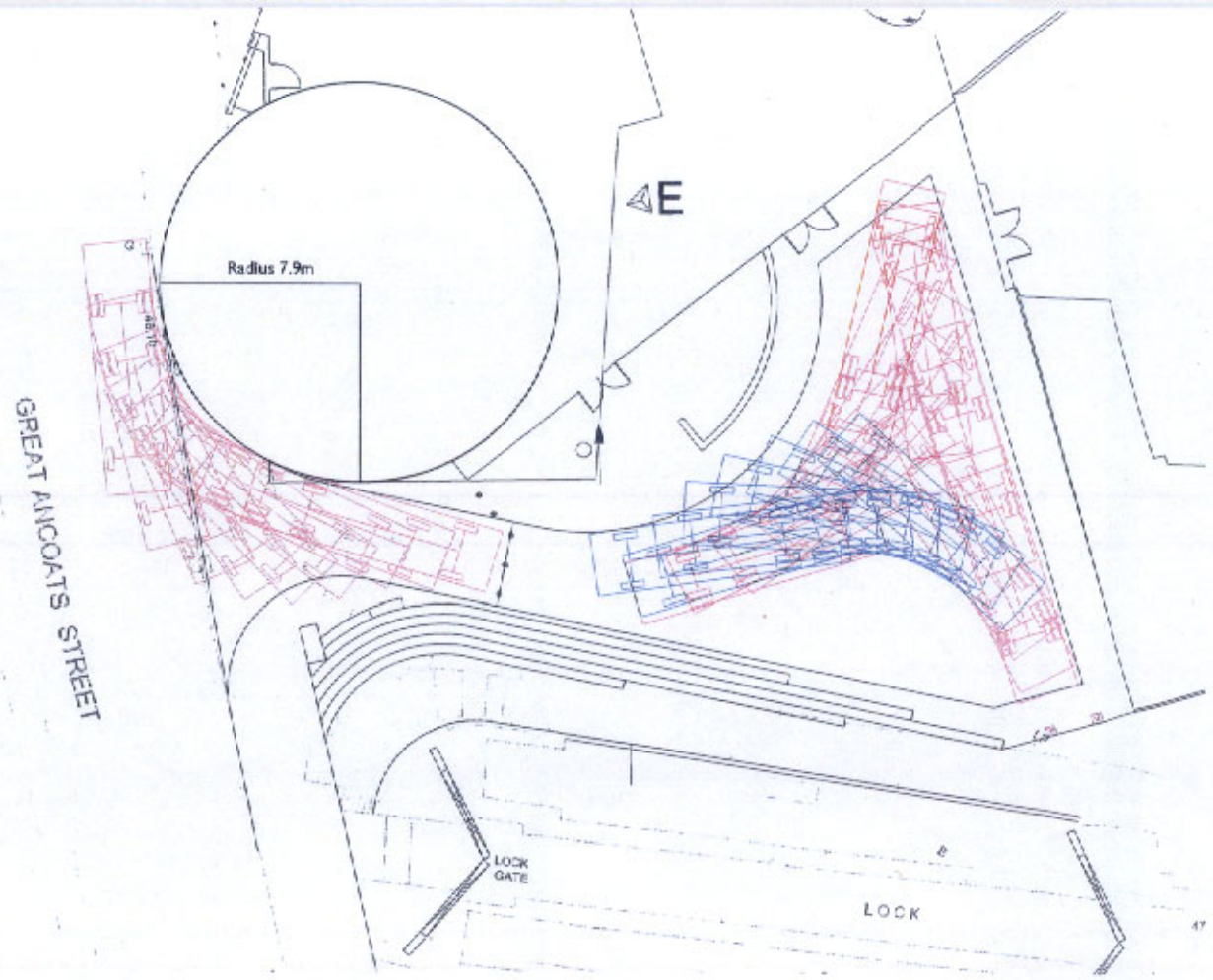

Notes:

This drawing to be viewed in conjunction with all relevant Architect's and Engineer's drawings and specifications.

This drawing sheet metric sizes.

All dimensions are to be verified by the contractor on site. Any discrepancies should be reported to the C.A. prior to commencement of the works.

10m Rigid lorry

7.9m

Minimum radii for a 10m rigid lorry

2.01.05	P01	Issued for Information	LS	MS
DATE:	REF.	DESCRIPTION:	DRAWN	CHKD

MARTIN STOCKLEY ASSOCIATES
Consulting Engineers

PROJECT:
Islington Wharf

TITLE:
Great Amcoats Street
Access Point

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:
1:100	Jan 05	LS	MS
JOB NO:	DRG NO:		REV:
2.15/01	(MO) 006		P01

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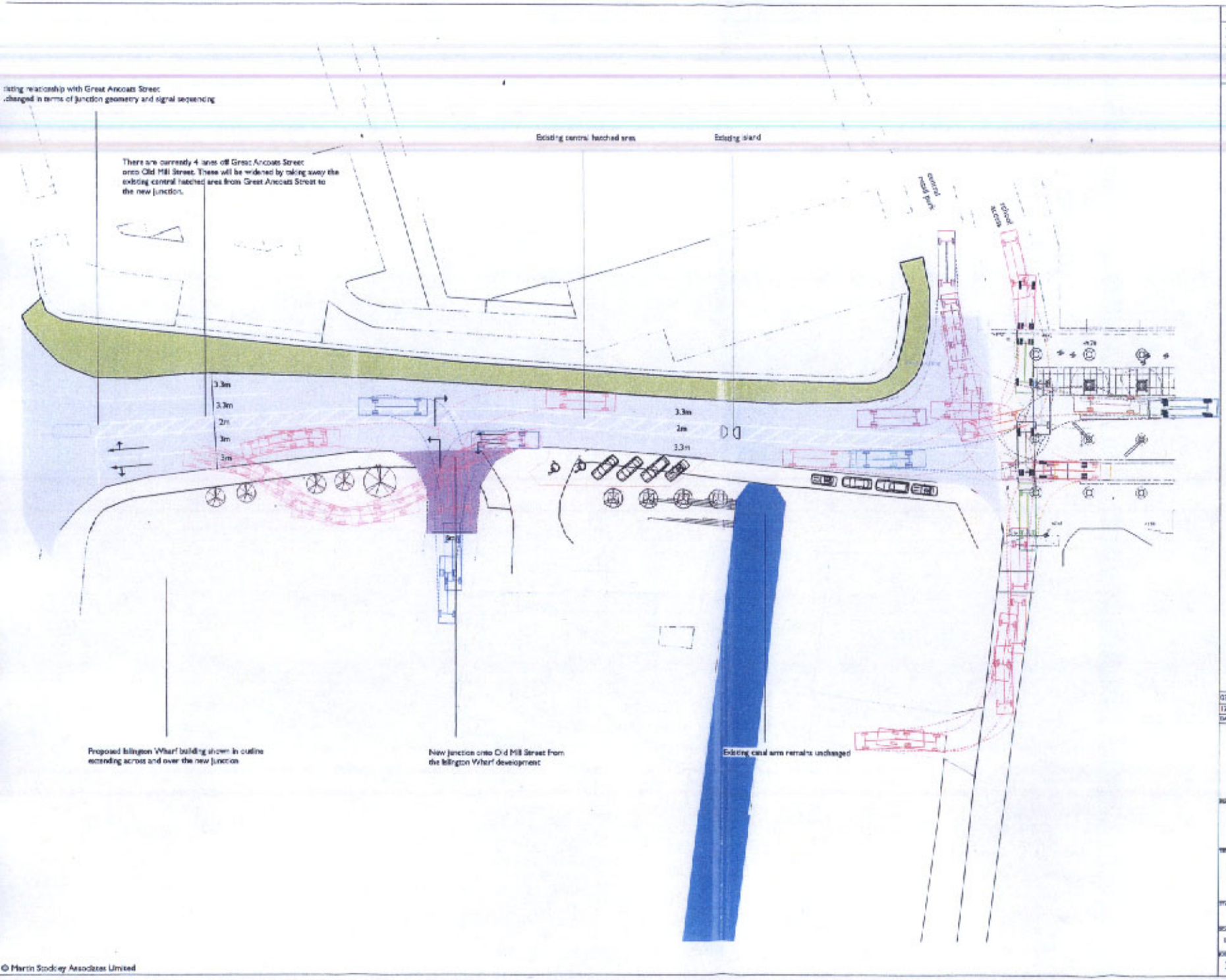

Notes:

This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and other specifications.

This drawing should not be scaled.

All dimensions are to be verified by the contractor on site. Any discrepancies should be referred to the CA prior to commencement of the works.

Existing pavement line

Existing pavement resurfaced and raised

Proposed extended footpath

Proposed junction

Canal

03.03.05	P02	Issued for information	LS	MS
12.1.04	P01	Issued for information	LS	MS
DATE	REV	DESCRIPTION	DRAWN	CHKD

Martin Stockley Associates
CONSULTING ENGINEERS

PROJECT
Islington Wharf

TITLE
Old Mill Street
Swept Paths

STATUS
INFORMATION

SCALE	DATE	DRAWN	CHECKED
1:250	Dec 04	LS	MS

JOB No.	DRG No.	REV
215101	(MO) 004	P02

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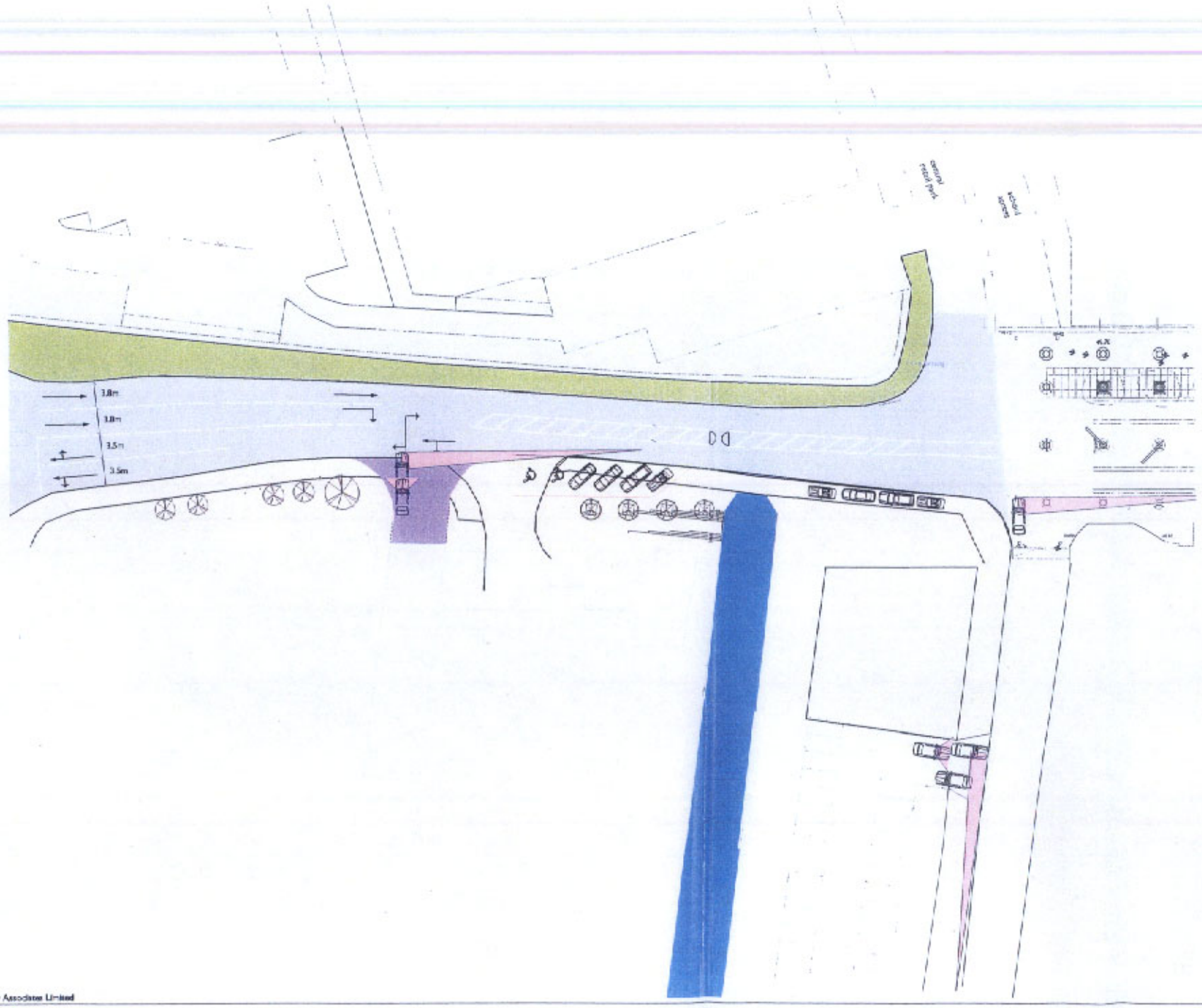

Notes:

This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and any specification.

This drawing is not to be scaled.

All dimensions are to be verified by the contractor on site. Any discrepancies shall be referred to the LA prior to commencement of the works.

Existing pavement line

Existing pavement resurfaced and raised

Proposed extended footpath

Proposed junction

Canal

Sightlines
-approaching carriageway
2.4mx33m

Sightlines
-approaching footway
2.4mx2.4m

28.01.05	P02	Issued for information	LS	MS
7.11.04	P01	Issued for information	LS	MS
DATE	REF.	DESCRIPTION	DRAWN	CHKD

Martin Stoddley Associates
CONSULTING ENGINEERS

PROJECT
Islington Wharf

TITLE
Old Mill Street
Swept Paths

STATUS
INFORMATION

SCALE	DATE	DRAWN	CHECKED
1:250	Oct 04	LS	MS

JOB No.	DRG No.	REV
215/01	(MO) 004	P02

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