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Curtins

Our Ref: 81536-CUR-XX-XX-T-TP-00005-P01

12 July 2024

Planning, Licensing and Building Control
Growth and Development Directorate
Manchester City Council
PO Box 532
Manchester
M60 2LA

Via Email Only

Re: 138245/NMC/2023 – NOMA Plots 2 & 3 Angel Square

Dear Sir / Madam,

Curtins has been appointed on behalf of NOMA (GP) Limited to provide traffic and transportation advice in relation to the redevelopment of 2 & 3 Angel Square.

The proposed development comprises plots M and N of the adopted NOMA Masterplan, known as 2 and 3 Angel Square, with the following development description:

"An application for full planning permission comprising:

Erection of 2 Angel Square, a 14 storey building (excluding roof top plant) to form a mixed use office development (Use Class Egi) with two flexible commercial units at Upper Ground floor Level (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q)), and with a flexible office (Use Class Egi) and/or restaurant (Use Class Eb) space at Level 12, along with Lower Ground Level car and cycle parking, hard and soft landscaping and other associated works;

Erection of 3 Angel Square, a 13 storey building (excluding roof top plant) to form a mixed use office development (Use Class Egi) with two flexible commercial units provided over Lower and Upper Ground Floor Levels (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q)), a further flexible commercial unit at Upper Ground Floor Level only allowing for ancillary seminar space and / or Sui Generis Use Class (t) Cinema space, together with an ancillary gym space at Upper Ground Floor, as well as Lower Ground Level car and cycle parking, hard and soft landscaping and other associated works."

The site comprises an extensive planning history, summarised in the following list:

- 109865/FO/2015/N1 – Initial planning application;
- 124973/FO/2019 – New planning application following modifications to the proposal. From a traffic and transport perspective, the changes predominantly related to revised access, reduction in car parking numbers, and improved cycle storage and shower facilities;
- 134307/FO/2022 – New planning application following modifications to the proposal. From a traffic and transport perspective, the changes predominantly related to a further reduction in car parking spaces with a renewed focus on encouraging staff and visitors to reduce travel by car; and

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Registered office: 51-55 Tithebarn Street, Liverpool, L2 2SB
Branch registered in Ireland No. 908625

- 138245/NMC/2023 – Non-Material Amendment (NMA) to capture further changes to the consented scheme. From a traffic and transport perspective, the changes predominantly related to an updated car park arrangement (allocation of electric vehicle (EV) parking and reduction in car parking spaces, motorcycle parking provision, and updated cycle store arrangement (reduction in cycle parking spaces).

At the time of writing, there have been further changes to the consented scheme, with those pertaining to traffic and transport summarised as follows. These changes (hereafter referred to as 'the 2024 changes') are proposed to be formalised through another NMA.

The 2024 changes are associated with Plot 2 only. It is envisaged that Plot 3 would remain as consented in the 2023 NMA. The changes to Plot 2 are detailed as follows:

Element	Plot 2					Plot 3
	Consented (2022)	NMA (2023)	Proposed (2024)	Difference to Consented	Difference to 2023 NMA	Remains as per 2023 NMA
Overall Gross Internal Area (GIA) (sqm)	25,803	26,385.7	26,476.9	**+673.9**	**+91.2**	31,075
Overall Net Internal Area (NIA) (sqm), including:	20,074	20,718.1	20,951.3	**+877.3**	**+233.2**	24,946.4
○ Standard office (Use Class Egi)	17,809	18,437	18,589	**+779.70**	**+151.70**	22,838
○ Flexible office (Use Class Egi) and / or restaurant (Use Class Eb) space at Level 12	1,139	1,188.9	1,280.60	**+141.60**	**+91.70**	N/A
○ Ancillary gym	N/A	N/A	N/A	**N/A**	**N/A**	173.6
○ Flexible office and / or Sui Generis Use Class (t) Cinema Space	N/A	N/A	N/A	**N/A**	**N/A**	593.7
○ Commercial retail (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q)) in NIA	566	538.3	563.8	**-2.20**	**+25.50**	1,086
○ Miscellaneous (Entrance)	560	533.8	518	**-42.00**	**-35.80**	255.1
Car Parking Spaces	15	15	14	**±1**	**±1**	14
Cycle Parking Spaces	122	108	180	**+58**	**+72**	131
Cycle Lockers	122	108	191	**+69**	**+83**	131
Cycle Showers	13	11	18	**+5**	**+7**	13

Table 1 – Development Summary

This Technical Note (TN) has been prepared to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

The document provides an update to the approved schemes from 2015, 2019, 2022, and 2023, and should be read in conjunction with the most recent consented reports by Curtins (dated September 2023) namely:

- Transport Statement (TS) (Document Reference: 81536-CUR-XX-XX-T-TP-00001-P06_TS);

- Framework Travel Plan (FTP) (Document Reference: 81536-CUR-XX-XX-T-TP-00002-P06_FTP); and
- Waste Management Strategy (WMS) (Document Reference: 81536-CUR-XX-XX-T-TP-00003-P06_WMS).

EXISTING SITUATION AND ACCESSIBILITY

The site is located on the northern edge of Manchester City Centre, and is in close proximity of the wide range of retail, office, leisure, residential, and transport infrastructure associated with the city. It is not considered that there have been any material changes to the existing situation and accessibility by sustainable modes of travel to the site since the 2023 NMA documents were submitted.

CHANGES TO DEVELOPMENT PROPOSALS

The main changes to the layout of Plot 2 with regard to traffic and transport are predominantly on the lower ground (LG) floor, and are described as follows and shown in **Figure 1** and a comparison is provided in **Appendix A** to the rear of this note:

- Number of car parking spaces reduced to 14 (including 2 EV and 2 disabled), plus 2 motorcycles;
- Cycle store layout readjustment to increase the number of cycle spaces to 180, comprising:
  - 18 folding bike lockers;
  - 96 semi-vertical bike racks;
  - 18 Sheffield stands (totalling capacity for 36 bicycles);
  - 6 recumbent bike storage; and
  - 24 two-tier cycle racks;
- Changing room layout adjusted to increase number of showers to 18;
- Locker arrangement adjusted to increase number of lockers to 191; and
- Introduction of lobby to changing rooms and access route from main reception.

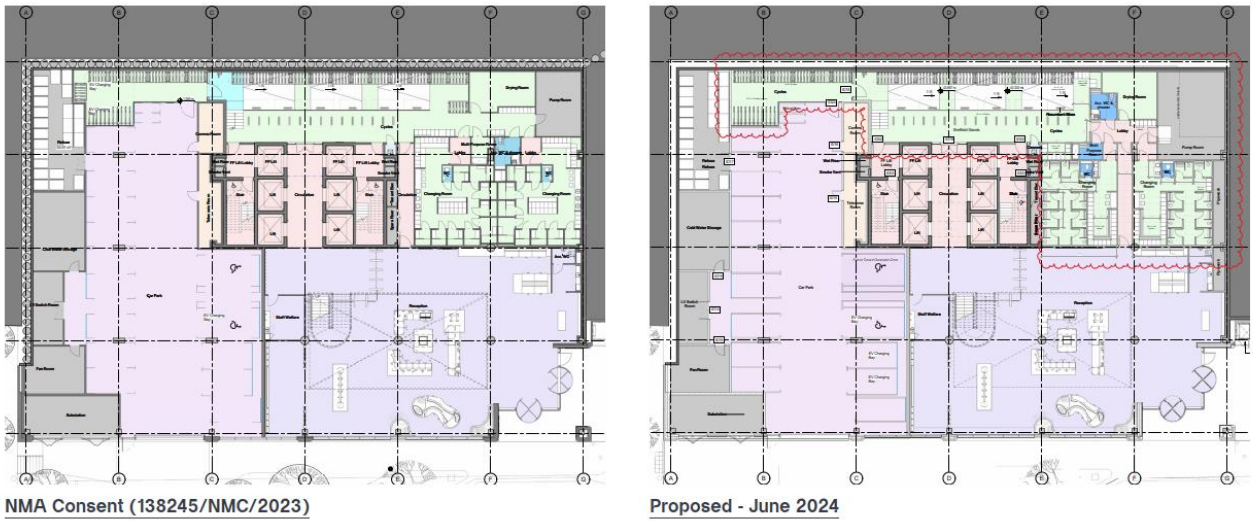

Figure 1 – Changes Between 2023 NMA and 2024 NMA

The above changes do not have a material impact on the access arrangements of the consented development, as such the swept path analysis drawings produced within the 2023 TS remain valid. There are also no proposed changes to the consented servicing strategy.

The reduction in 1 car parking space is not envisaged to have a material impact on the operation of the site, as the consented proposals accounted for low parking provision on the basis that the site is located in an area with high levels of public transport in the vicinity and proximity to major city centre areas. As such, this parking provision is in accordance with the transport policies set out in the Manchester Core Strategy, with respect to the nature of the site and realistic needs of the end users, and the proximity of the site to sustainable modes of transport.

The increased cycle parking provision to 180 is also a welcome addition, as Plot 2 comprises 20,951sqm NIA of office uses, which equates to a minimum of 105 spaces when considering MCC's cycle parking standards of 1 space per 200sqm of office uses.

CHANGES TO TRAFFIC FORECASTING AND HIGHWAY IMPACT

The consented methodology in the 2023 TS utilised the Gross Internal Area (GIA) within Plots 2 and 3 combined to calculate trip generation. Noting that the Plot 3 GIA would remain as existing, whereas the 2024 changes would result in an increase of 91.2m^2 gross area, the consented TRICS methodology has been adopted to quantify any increase in trips.

The level of trips generated by the existing uses of the site have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. Trip rates for office uses are per 100m^2 gross area:

Uses	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Person Trip Rate	2.262	0.185	2.447	0.220	2.187	2.407
Person Trips for c. 91.2 sqm	2	0	2	0	2	2

Table 2 – Net Person Trips

Table 2 demonstrates that the development could generate an additional 2 two-way person trips in the AM and PM peaks respectively, which is considered a negligible increase in trips when compared against the consented 2023 scenario.

The 2023 TS also goes on to refine the results further by applying a mode share for car drivers of 34% to determine the additional two-way vehicular movements. When applied to the 2 additional person trips shown in **Table 2** above, this would result in less than 1 additional two-way vehicular movement in the AM and PM peaks respectively.

On this basis, the minor increase in floorspace does not have a significant impact on the conclusions of the 2023 TS, which remain valid for the 2024 NMA.

UPDATES TO TRANSPORT PLANNING POLICY

An update to the National Planning Policy Framework (NPPF) was published in 2023. Upon review, there are no significant changes to Transport policy. Paragraphs 110-112 initially quoted in the 2023 TS have moved on to Paragraphs 114-116 instead, however there are no changes to the wording of the policies.

On this basis, the proposed development continues to accord with the general principles of the NPPF.

TRAVEL PLAN MEASURES

As the 2024 changes relate to minor variations in floorspace and not a change of use, the travel plan measures outlined in the consented FTP remain valid.

CHANGES TO WASTE MANAGEMENT GUIDANCE

Since the consented Waste Management Strategy was submitted, MCC have released an updated version (Version 7.00) of their Waste Storage and Collection Guidance for New Developments (GD 04).

The note now states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for both waste and recycling, including any plans and designs;
- Location of the proposed collection point and details of the route the collection vehicle will take;
- Details of how waste will be transferred between stores and to the collection location; and
- Details of number and capacity of bins proposed and collection frequency.

All of the above points have been considered in the consented WMS and are still considered valid, with the only changes as a result of the 2024 NMA arising from the minor variations in floorspace. This is detailed below.

CHANGES TO WASTE VOLUME FORECAST

The following **Table 3** demonstrates the minor changes to the proposed floorspace when comparing against the 2023 consented WMS.

Use	2023 NMA	2024 NMA	Difference
Overall Net Internal Area (NIA) (sqm)	20,718.1	20,951.3	**+233.2**
Office (Use Class Egi) (NIA) (sqm)	18,437	18,589	**+151.7**
Restaurant (Use Class Eb) space at Level 12 (NIA) (sqm)	1,188.9	1,280,6	**+91.7**
Commercial retail (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q)) (NIA) (sqm)	538.3	563.8	**+25.5**

Table 3 – Summary of Development Proposals for Waste Forecast Considerations

Similar to the methodology within the consented WMS, the waste weekly arisings for the office uses have been calculated based on MCC's GD04 Guidance recommendations for offices of 2,600l per 1,000m² of gross floor space. An initial recycling percentage of 60% has been estimated for calculation purposes.

The retail uses of the proposed development are located at the upper ground floor, and there would be a restaurant located on the twelfth floor. The total retail and restaurant use would have an approximate Net Internal Area (NIA) of 1,844.4sqm, a slight increase of 117.2sqm when compared against the 2023 floorspace. For robustness, the retail uses have been assumed to be Food and Beverage (F&B) (Use Class E(a, b, c)) uses, as this typically generate more waste than any of the other retail and commercial classes.

Therefore, the retail and restaurant use have been based on the same local guidance, following the recommendations for Restaurants / Fast Food Outlets of 1,500l per 20 dining spaces.

For robustness and to cater for any potential use, 552 dining spaces have been assumed for calculation purposes, in light of likely F&B cover / occupancy rates and considering typical back of house requirements. At 60%, the recycling rates for these uses are considered to be equal to the office use recycling rates. The resulting waste volume generated by both the proposed office and retail and restaurant uses associated with the development is as follows:

Waste Stream	2023 Waste Volume (20,718m²)	2024 Waste Volume (20,951m²)	Difference
Office Use			
Non-recyclable Waste	21,547 l	21,789 l	**+242 l**
Dry Mixed Recycling	24,240 l	24,513 l	**+273 l**
Glass Recycling	8,080 l	8,171 l	**+90 l**
Office Use Total	**53,867 l**	**54,473 l**	**+606 l**
Retail and Restaurant Use (F&B)			
Non-recyclable Waste	15,600 l	16,566 l	**+966 l**
Dry Mixed Recycling	14,040 l	14,910 l	**+870 l**
Glass Recycling	5,850 l	6,212 l	**+362 l**
Organic Recycling	3,510 l	3,727 l	**+217 l**
Retail and Restaurant Uses Total	**39,000 l**	**41,416 l**	**+2,416 l**
Plot 2 Total	**92,867 l**	**95,890 l**	**+3,023 l**

Table 4 – Development Weekly Waste Volume Forecast (Plot 2)

It is envisaged that the collection frequencies would remain as per the consented WMS, at 5 times a week for both the office and retail / restaurant uses. Based on **Table 4** above and assuming the same waste collection frequency, the number of bins required for each waste stream is as follows:

Waste Stream	Number of Bins (2023 Waste Volume)	Number of Bins (2024 Waste Volume)	Difference
Office Use			
Non-recyclable Waste	4 x 1,100l bins	4 x 1,100l bins	**No Change**
Dry Mixed Recycling	5 x 1,100l bins	5 x 1,100l bins	**No Change**
Glass Recycling	2 x 1,100l bins	2 x 1,100l bins	**No Change**
Office Use Total	**11 x 1,100l bins**	**11 x 1,100l bins**	**No Change**
Retail and Restaurant Use (F&B)			
Non-recyclable Waste	3 x 1,100l bins	4 x 1,100l bins	**+1 x 1,100l bin**
Dry Mixed Recycling	3 x 1,100l bins	3 x 1,100l bins	**No Change**
Glass Recycling	2 x 660l bins	2 x 660l bins	**No Change**
Organic Recycling	2 x 660l bins	2 x 660l bins	**No Change**
Retail and Restaurant Uses Total	**6 x 1,100l bins + 4 x 660l bins**	**7 x 1,100l bins + 4 x 660l bins**	**+1 x 1,100l bin**

Waste Stream	Number of Bins (2023 Waste Volume)	Number of Bins (2024 Waste Volume)	Difference
Plot 2 Total	**17 x 1,100l bins + 4 x 660l bins**	**18 x 1,100l bins + 4 x 660l bins**	**+1 x 1,100l bin**

Table 5 – Number of Required Bins (Plot 2)

Table 5 demonstrates that the proposed development would require an additional 1,100l Eurobin. Notwithstanding, both the consented and proposed site layout show that Plot 2 would comprise up to 23 no. 1,100l Eurobins, which is in excess of the 22 no. bins required by the development, as such this provision has been robust in accounting for any overflow.

On this basis, it is not envisaged that this would result in a material or significant change to the consented proposals. Notwithstanding, an updated MCC Waste Proforma form for the proposed development is provided in **Appendix B** to the rear of this note.

SUMMARY

This Technical Note has been prepared to inform Highway Officers at MCC of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

It provides supplementary information and does not alter the conclusions of the documents submitted as part of the consented planning application.

We trust that the above provides MCC Highways with the required information to support the planning application for the changes to the proposals.

Appendix A – Ground Floor Comparison

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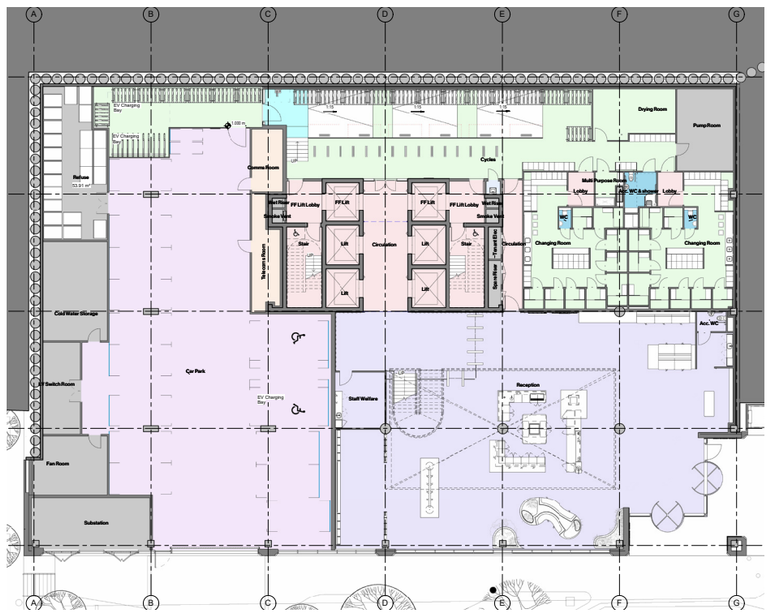
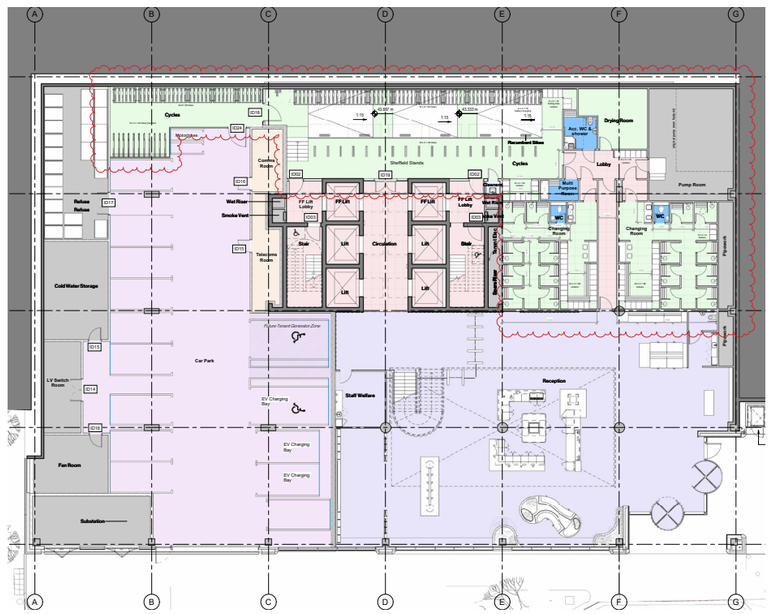
GA Plan - LG Floor - Comparison





Original Consent (134307/FO/2022)

Cycle parking:	108
Shower numbers:	12
Lockers:	158
Car parking:	15
Motorbike parking:	3

NMA Consent (138245/NMC/2023)

Cycle parking:	198
Shower numbers:	20
Lockers:	202
Car parking:	14
Motorbike parking:	2

Proposed - June 2024

Cycle parking:	180
Shower numbers:	18
Lockers:	180
Car parking:	14
Motorbike parking:	2

Appendix B – MCC Waste Pro Forma

MANCHESTER CITY COUNCIL

Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number: TBC
Date Submitted:
Estimated volumes / m2 required by the development

Will this property be used as a House in Multiple Occupation (HMO)?	~~Yes~~ / No (delete as appropriate)
If this property will be used as an HMO, how many people do you intend to accommodate (5+)?	

Low Rise Domestic

Waste Types	Capacity required (litres)	Number of bins required (per household)	Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these)
General refuse	140 standard / 240 in certain circumstances	1 x wheeled bin (possibly more for HMO)	
Pulpable Recycling	240	1 x wheeled bin (possibly more for HMO)	
Mixed Recycling	240	1 x wheeled bin (possibly more for HMO)	
Garden Waste	240	1 x wheeled bin (possibly more for HMO)	
Food Waste	23	1 x 23 litre caddy (Possibly more for HMO)	

High Rise Apartment Developments

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes / No (delete as appropriate) How many of each container do you plan to provide? _____ x general refuse x 1100 litre (based on 110 litres per apartment) _____ x pulpable Recycling x 1100 litre (based on 55 litres per apartment) _____ x mixed recycling x 1100 litre (based on 55 litres per apartment) _____ x food waste x 240 litres (based on 10 litres per apartment) _____ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes / No (delete as appropriate)

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

Plot 2 (Office) - 4x 1,100l bins general waste, 5x 1,100l bins dry mixed recycling (paper / card and mixed), 2x 1,100l bins glass recycling.

Plot 2 (F&B) - 4x 1,100l bins general waste, 3x 1,100l bins dry mixed recycling, 2x 660l bins glass recycling, 2x 660l bins organic recycling. **-> Plot 2 (Total) - 18x 1,100l bins + 4x 660l bins**

Plot 3 (Office) - Same as consented WMS: 5x 1,100l bins general waste, 6x 1,100l bins dry mixed recycling, 2x 1,100l bins glass recycling.

Plot 3 (F&B) - Same as consented WMS: 2x 1,100l bins general waste, 2x 1,100l bins dry mixed recycling, 2x 660l bins glass recycling, 1x 660l bin organic recycling. **-> Plot 3 (Total) - 17x 1,100l bins + 3x 660l bins**

All relevant calculations for Plots 2 and 3 are provided in the accompanying 2024 NMA Technical Note (Document reference: 85453-CUR-XX-XX-T-TP-00005-P01) and 2023 consented Waste Management Strategy (Document reference: 85453-CUR-XX-XX-T-TP-00003-P06) respectively.

Has / will a contract be obtained with a licenced waste carrier?	Yes / ~~No~~ (delete as appropriate

Mixed Use Developments

Are the stores for residential and commercial waste completely separate from each other, with residents having no access to the commercial store and the commercial units having no access to the residential store?	Yes / No (delete as appropriate)

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

Cleaners / staff of the office and commercial uses will collect waste internally before taking it to the bin store at the ground floor, in close proximity to the core. It is envisaged that a private collection company would collect the waste at the following frequency for both plots, subject to revision following occupation: - Plot 2: 5 times a week for office and F&B uses. - Plot 3: 5 times a week for office and F&B uses. The bin store has been sized to accommodate this frequency of collection.

Ensure all bins in the store are accessible	X
Ensure recycling facilities are as easy to access as general refuse	X

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation - Consideration has been given to appropriately ventilate the waste storage facilities. Details have been provided in relevant documentation. Hygiene - Storage rooms will be constructed in impermeable materials. The management company will be responsible for cleaning the facilities.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g., resident / management company

The management company and the staff of the commercial units.

Please ensure that you have attached:

Detailed plans of bin stores	(in the consented WMS) [X]
Location plans showing stores	(in the consented WMS) [X]
Location plans showing the proposed collection point and the route the collection vehicle will take (please refer to the Road, Vehicle and Waste Operative Access Specification – paying particular attention to turning space and reversing)	[X] (in the consented WMS)

Please ensure that you have completed this form in accordance with the latest version of GD04 Waste Storage and Collection Guidance for New Developments – v.7 September 2023, read in conjunction with the Waste and Recycling Service Standard found on the Council website.