

Our Reference: 81536-CUR-XX-XX-T-TP-00004-P02

10 August 2022

Manchester City Council Highways

By Email Only

Re: 2 & 3 Angel Square NOMA (134307/FO/2022)

Curtins has been appointed on behalf of NOMA (GP) Ltd to provide traffic and transportation advice in relation to the redevelopment of 2 & 3 Angel Square, NOMA, Manchester (Planning Application Reference: 134307/FO/2022).

Curtins produced a Transport Statement (TS, Document Reference: **81536-CUR-XX-XX-T-TP-00001**), Framework Travel Plan (FTP, Document Reference: **81536-CUR-XX-XX-T-TP-00002**), and Waste Management Strategy (WMS, Document Reference: **81536-CUR-XX-XX-T-TP-00003**) to support the application.

This letter has been prepared to address the post-submission comments received from Manchester City Council (MCC) Highways. The following response to each topic sets out the comment received in italics and Curtins' response.

PARKING LAYOUT AND EV CHARGING PROVISION

Plots 2 and 3 will each provide 15 on-site car parking spaces at lower ground level in each of which three spaces will be electric vehicle (EV) charging spaces and two will be accessible bays. This amount of parking is acceptable subject to confirmation that:

- *The EV charge units are a minimum of 7kW;*
- *The remaining bays will be fitted with the necessary infrastructure (ducting) to allow further future EV conversion; and*
- *That each standard space is a minimum of 2.4 x 4.8m and accessible bays 3.6 x 6m with a 6m aisle between.*

BuroHappold, the M&E consultant for this project, has confirmed that the 3no. EV chargers will be a minimum of 7kW each and the remaining spaces will be provided with infrastructure to enable them to be provided with EV chargers in the future.

Curtins can also confirm that each regular parking space is a minimum of 2.4 x 4.8m with aisles in between of at least 6m. Disabled parking spaces are 3.6 x 6.0m, with the surrounding 1.2m wide hatched area to be added at the detailed stage.

PEDESTRIAN ACCESS

Whilst the pedestrian access arrangements are acceptable to us in principle, we seek confirmation that the retained public footway to both Miller Street and Angel Street have a minimum width of 2m and clear of any obstructions. We reference landscape drawing PL2190.1-PLA-XX-XX-DR-L-1000 Rev P05 which is not clear in this regard in relation to retained public footway to the south side of Angel Street. We also seek clarification as to whether a ramped route is provided in the public realm area between the two plots for those who use wheelchairs or scooters.

Planit-IE, the landscape architect for this project, has confirmed that Miller Street is 6.5m approximately from kerb face to building edge. This includes an unimpeded footway zone of approximately 2.8m.

Planit-IE has also confirmed that Angel Street is approximately 4.1m from kerb face to building edge, including an unimpeded footway zone of approximately 2.1m. Trees and cycle parking are proposed to be positioned on the carriageway side to give more room for tree canopies and provide separation between pedestrians and vehicles.

Post Submission Note

Regarding the pedestrian connectivity between the two plots, there is a proposed lift to navigate the 4.5m level change from underground to ground level floor, however it is not possible to accommodate a ramp to connect the different levels in this area. Nonetheless, there is level access from Thread Street to Angel Square via Angel Street footway.

VEHICULAR ACCESS

With regard to vehicle access, for Plot 2 this is provided from Angel Street via Angel Square Turning Circle. For Plot 3, vehicle access is provided from the existing Service Access Road off Miller Street between Plot 3 and Angel Gardens. Whilst the indicative vehicle tracking provided shows that the necessary vehicle manoeuvres can be made to/from the proposed car parks, we request the following further details:

- *Engineering drawings of the proposed access arrangement from Miller Street should be provided. Tactile paving and dropped kerbs should be installed either side of the new site access point, along with appropriate give-way lining arrangements;*
- *Visibility splays at the access points of 2.4m x 43m should be verified;*
- *The gradient of the access ramp into the lower ground car park to Plot 3 should be confirmed which needs to be in accordance with IStructE guidance; and*
- *Further details of the traffic signal entry/exit arrangement to the Plot 3 car park including proposed road markings should be submitted including details of the proposed interaction with traffic simultaneously accessing/egressing Angel Gardens.*

Curtins has prepared **Drawing 081536-CUR-XX-00-D-TP-75001-P02** showing the proposed access arrangement details to both plots. The plan includes tactile paving and dropped kerbs, which will be retained, proposed give way arrangements, visibility splays, and details of the traffic signal and waiting space arrangement for Plot 3 basement access. **Drawings 081536-CUR-XX-00-D-TP-05001-P05, 081536-CUR-XX-00-D-TP-05002-P05 and 081536-CUR-XX-00-D-TP-05003-P05**, containing the swept path analyses of a refuse vehicle, fire tender and large car respectively, have also been updated to include the updated road markings. All drawings are included to the rear of this letter.

Cartwright Pickard, the architect for this project, has confirmed that the proposed 12.5m long ramp will be a maximum 1:7 gradient. This ramp will be complete with transition sections at the head and base of the ramp with a varied gradient as they are located on a bend, averaging 1:16 at the top and 1:20 at the bottom.

SERVICING ACCESS

In relation to waste management, whilst the bin storage provision, designated collection areas and bin transportation proposals are acceptable, we would query whether the proposed access and egress proposals for the waste collection vehicle are viable for Plot 3. Whilst tracking has been provided showing theoretically that a large refuse vehicle can make the required manoeuvres, it relies on the turning area being clear of parked vehicles and it is observed that vehicles currently park here for the Angel Gardens development. In this regard further clarification is sought. Furthermore, in relation to the servicing for the commercial units, insufficient detail has been provided and we therefore request that either further information is submitted to allow us to adequately assess this important element or that the requirement for a servicing strategy is conditioned as part of any planning approval.

The developer has confirmed that that the Plot 3 turning head is accessible to all land users under a tri-partite agreement which includes Moda.

Parking abuse control also falls under this agreement and will be actioned by the management company for the site to ensure vehicles do not block servicing.

Furthermore, the refuse vehicle tracked is a worst-case scenario and on the basis that the refuse will be collected by a private company, it is likely that the actual vehicle in use is smaller. Deliveries would very likely rely on smaller vehicles as well.

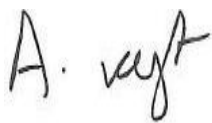
Post Submission Note

Servicing for the commercial units will follow the same principles as the office uses and will primarily rely on the existing loading area along Angel Square, complemented by the new loading bay proposed as to the east of Plot three, of Miller Street.

The contents of this note, in addition to the appended drawings, is considered to adequately address the comments raised within MCC Highways' response.

We trust that the above now provides MCC with the required information to support the planning application for the proposed development. We would be very keen to assist should you have any more queries relating to traffic and transport for the proposed development.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'A. Vogt'.

Alex Vogt

Board Director

For and on behalf of **Curtins**

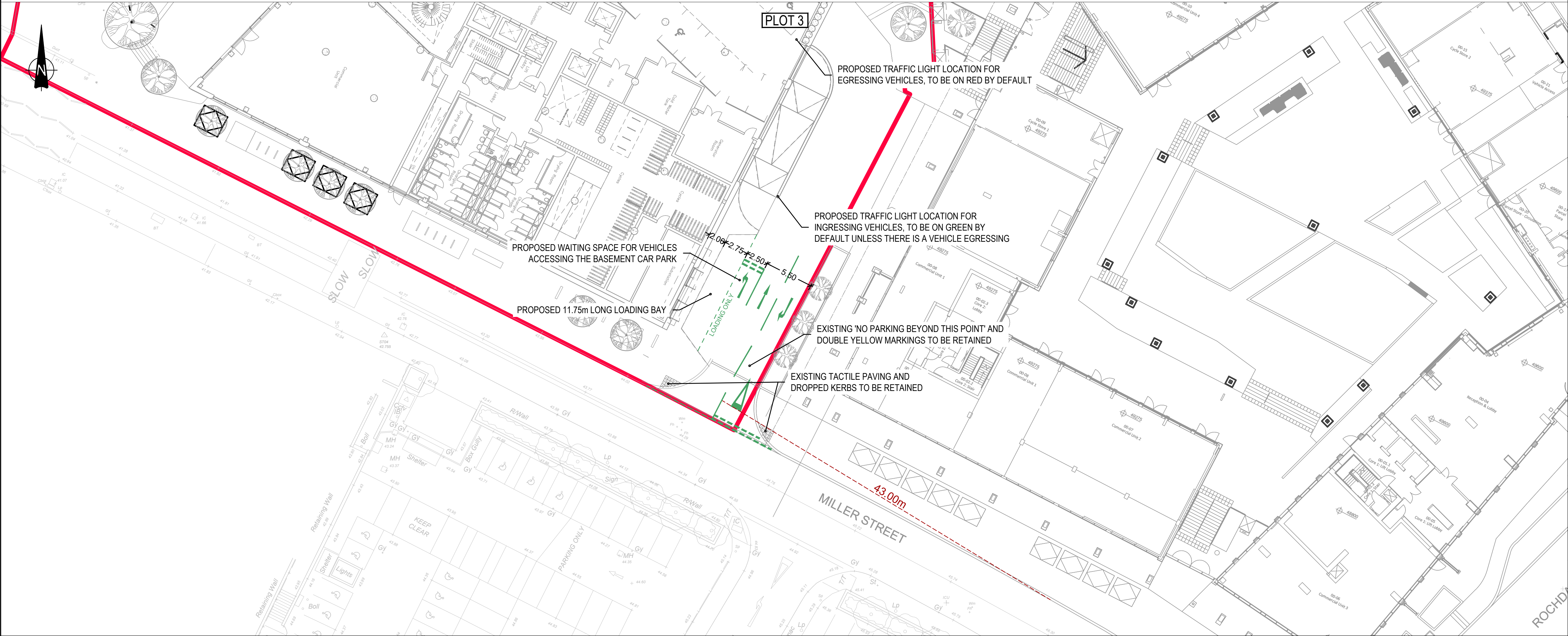
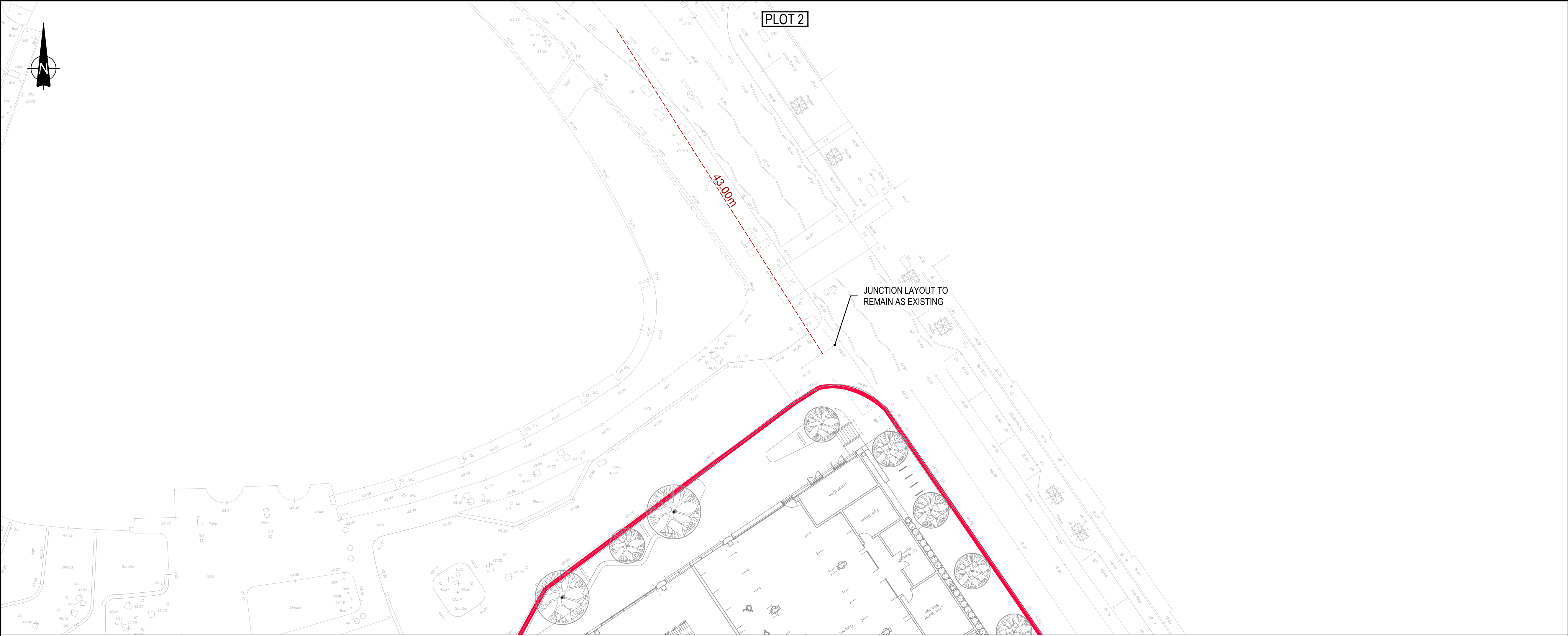
Drawings

Drawing 81536-CUR-00-XX-DR-TP-75001-P02 – Access Arrangement

Drawing 81536-CUR-00-XX-DR-TP-05001-P05 – Swept Path Analysis – Refuse Vehicle

Drawing 81536-CUR-00-XX-DR-TP-05002-P05 – Swept Path Analysis – Fire Tender

Drawing 81536-CUR-00-XX-DR-TP-05003-P05 – Swept Path Analysis – Large Car



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. LAYOUT BASED ON CARTWRIGHT PICKARD'S DRAWING REFS.: '947-CPA-P3-00-DR-A-0200-P01' AND '947-CPA-P2-00-DR-A-0200-P01
7. LANDSCAPE LAYOUT BASED ON PLANIT'S DRAWING REF.: 'PL2190.1-PLA-XX-XX-DR-L-1000-P05'

KEY: — RED LINE BOUNDARY
- - - PROPOSED ROAD MARKINGS
- - - PROPOSED VISIBILITY SPLAYS (30mph)

P02	Background updated	10/08/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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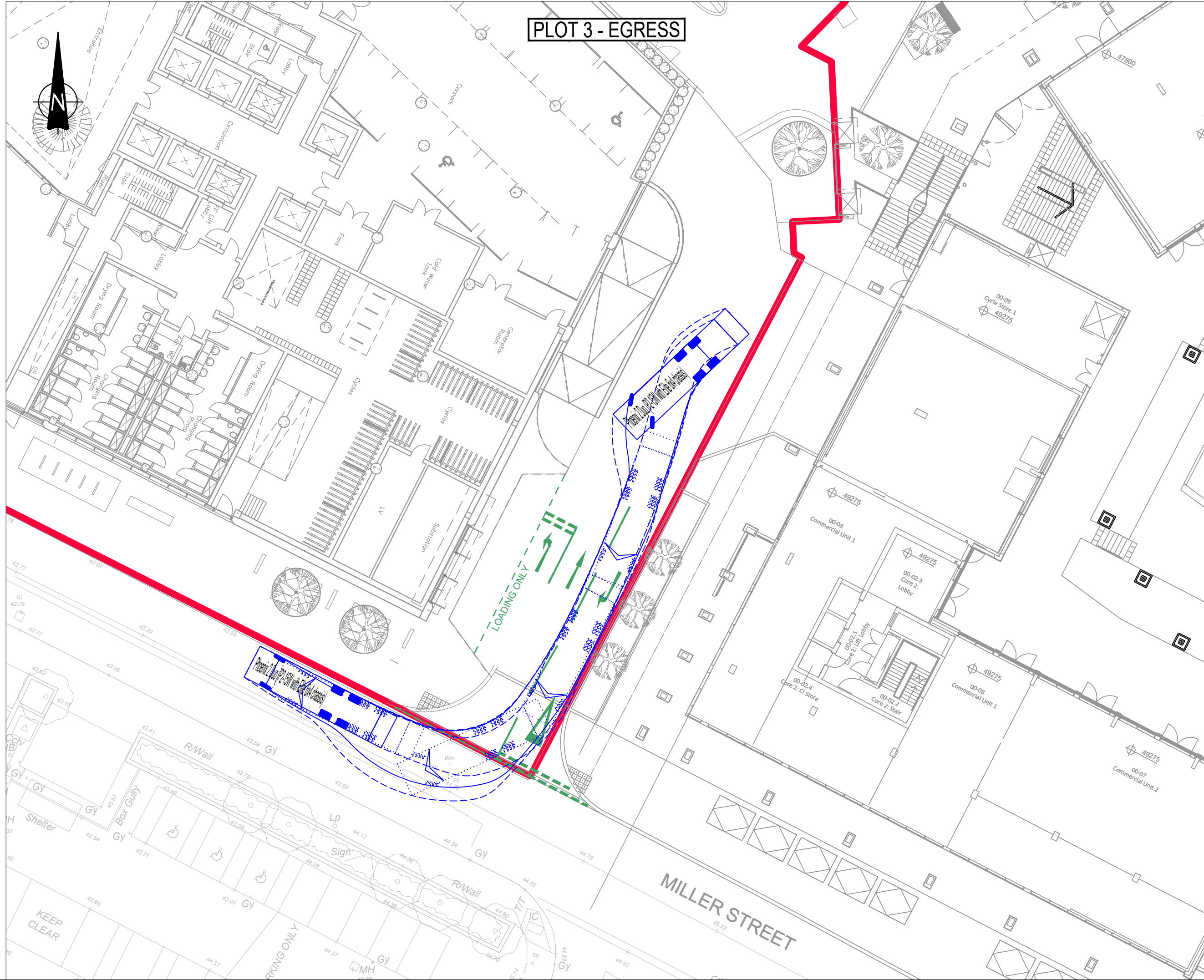
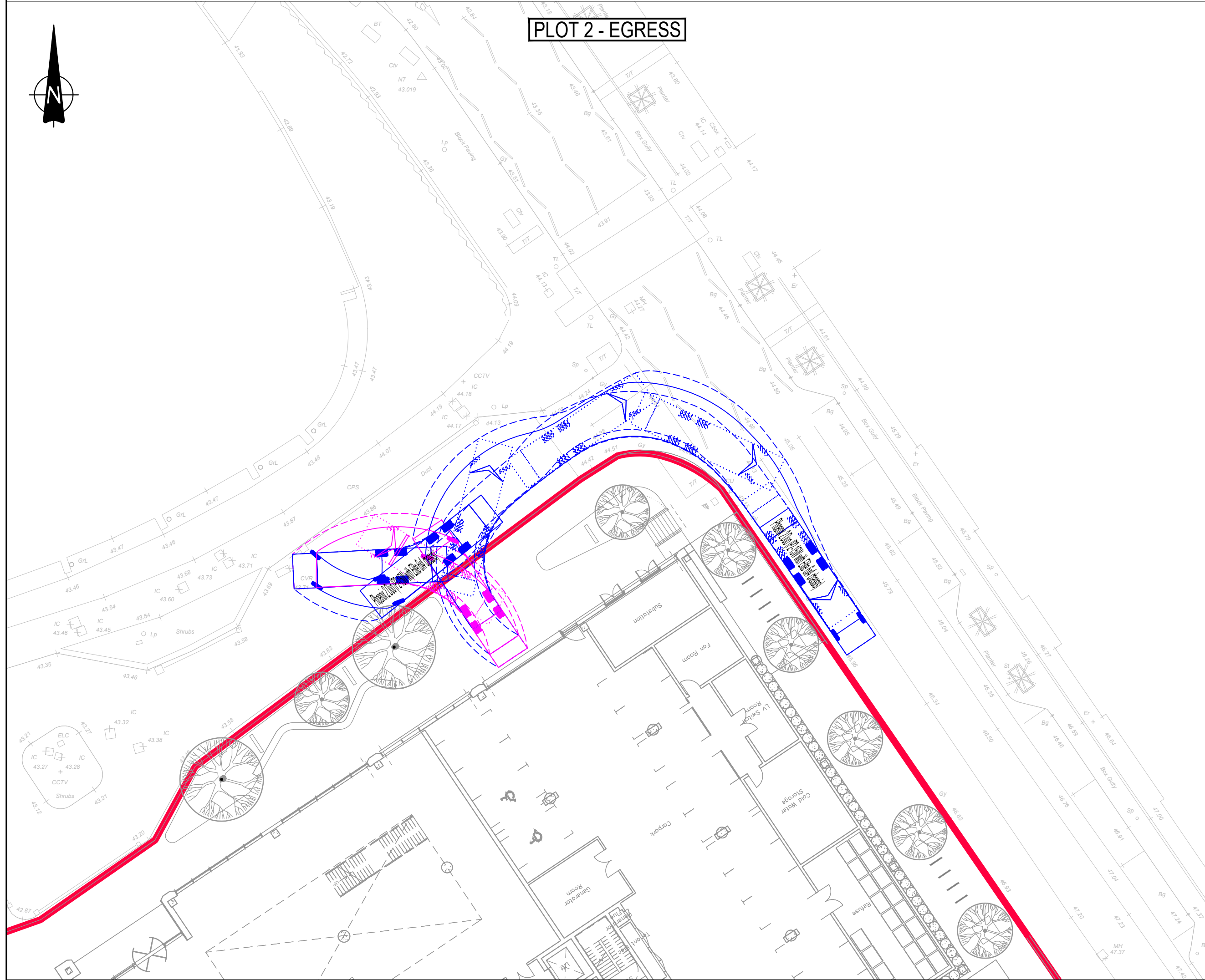
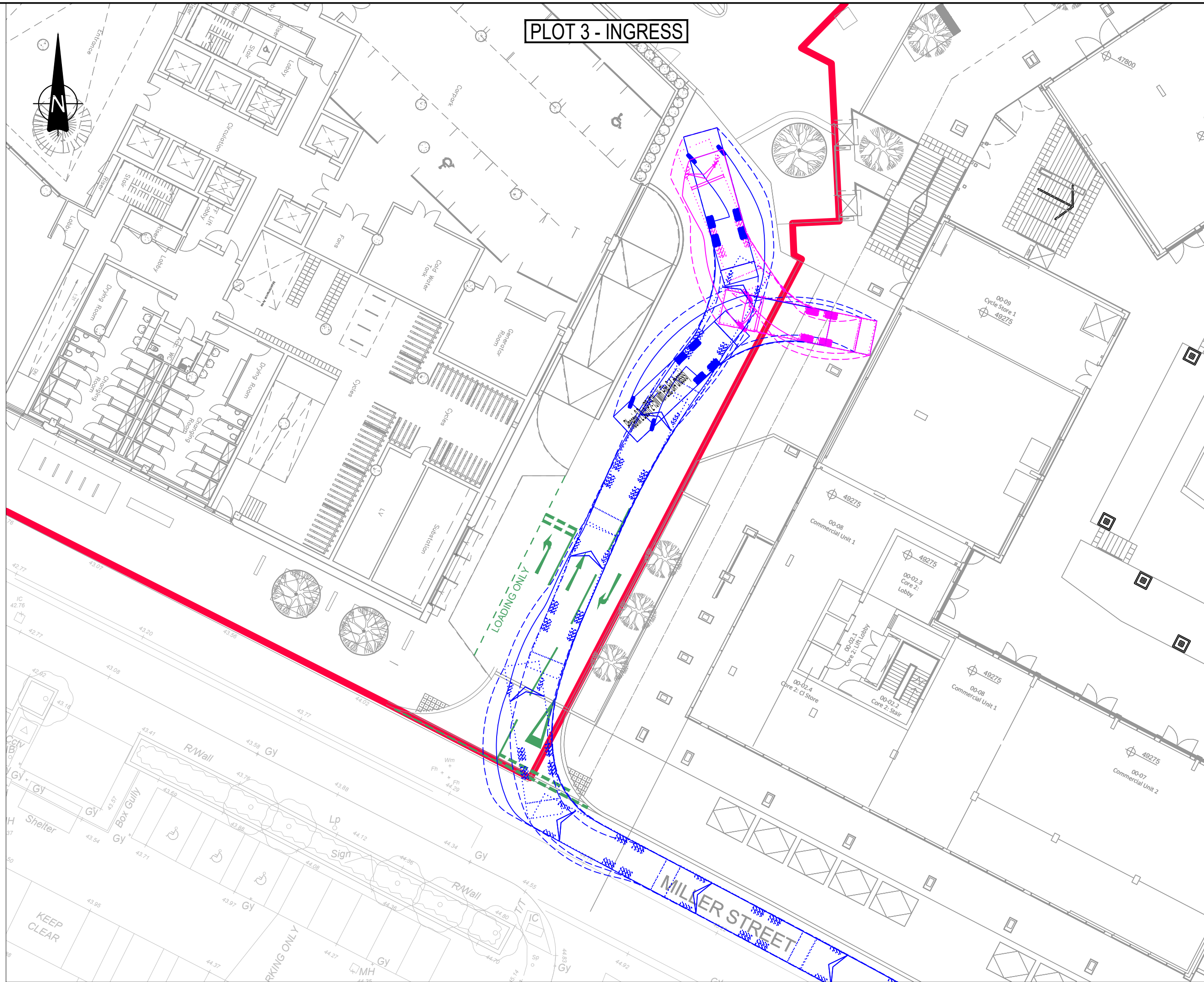
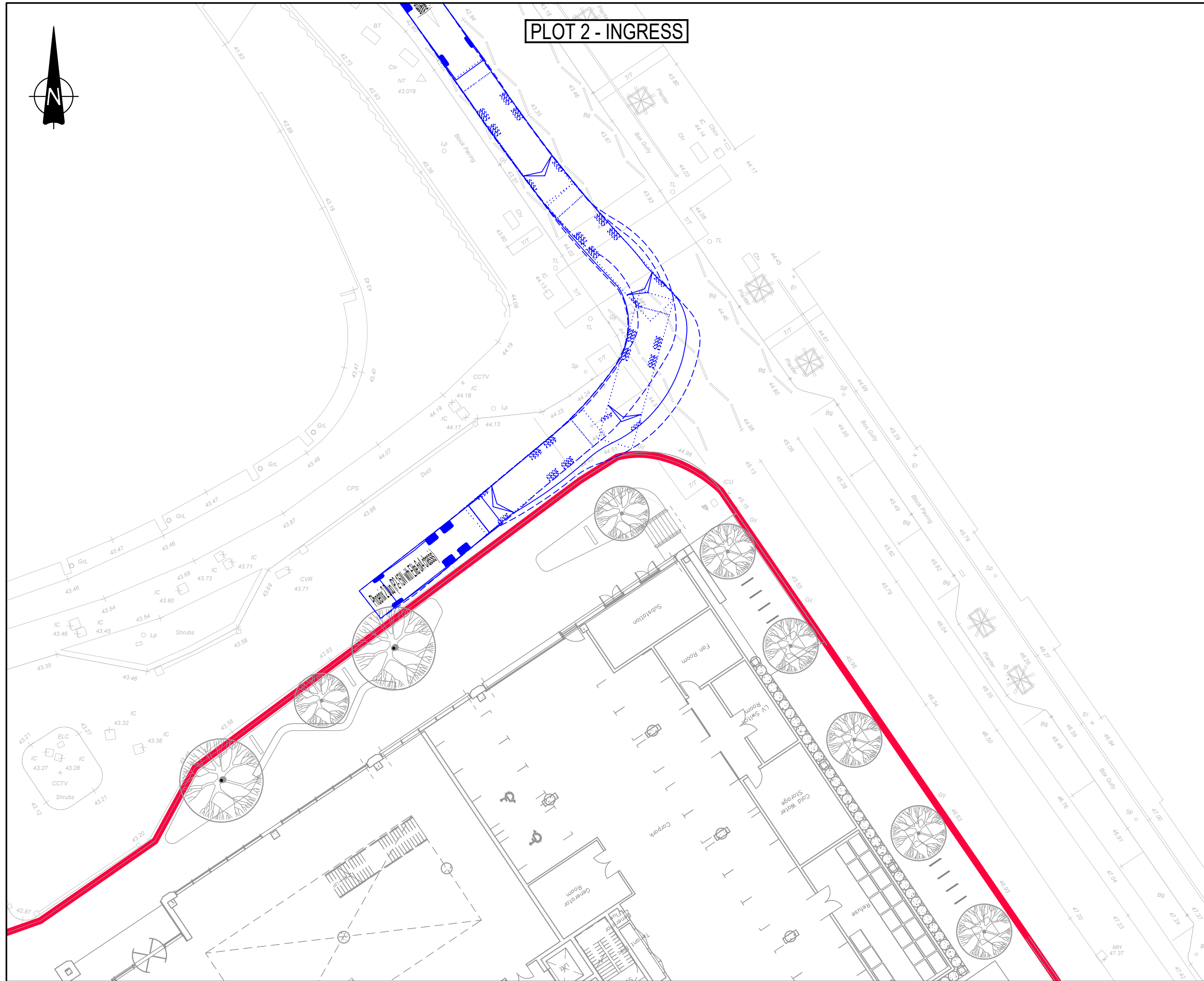
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Status: **PLANNING**

Project: **NOMA PLOTS 2 & 3 - MANCHESTER**

Orig Title: **PROPOSED ACCESS ARRANGEMENT**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	09/08/22	DD	DD	AV			
Scale: 1:250							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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- LANDSCAPE LAYOUT BASED ON PLANIT'S DRAWING REF.: 'PL2190.1-PLA-XX-XX-DR-L-1000-P05'

KEY:

- RED LINE BOUNDARY
- PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

Rev:	Description:	Date:	By:	Chkd:
P05	Background updated	10/08/22	DD	AV
P04	Tracking updated	09/08/22	DD	AV
P03	Layout updated	23/06/22	DD	AV
P02	Layout updated	06/05/22	DD	AV

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Status: **PLANNING**

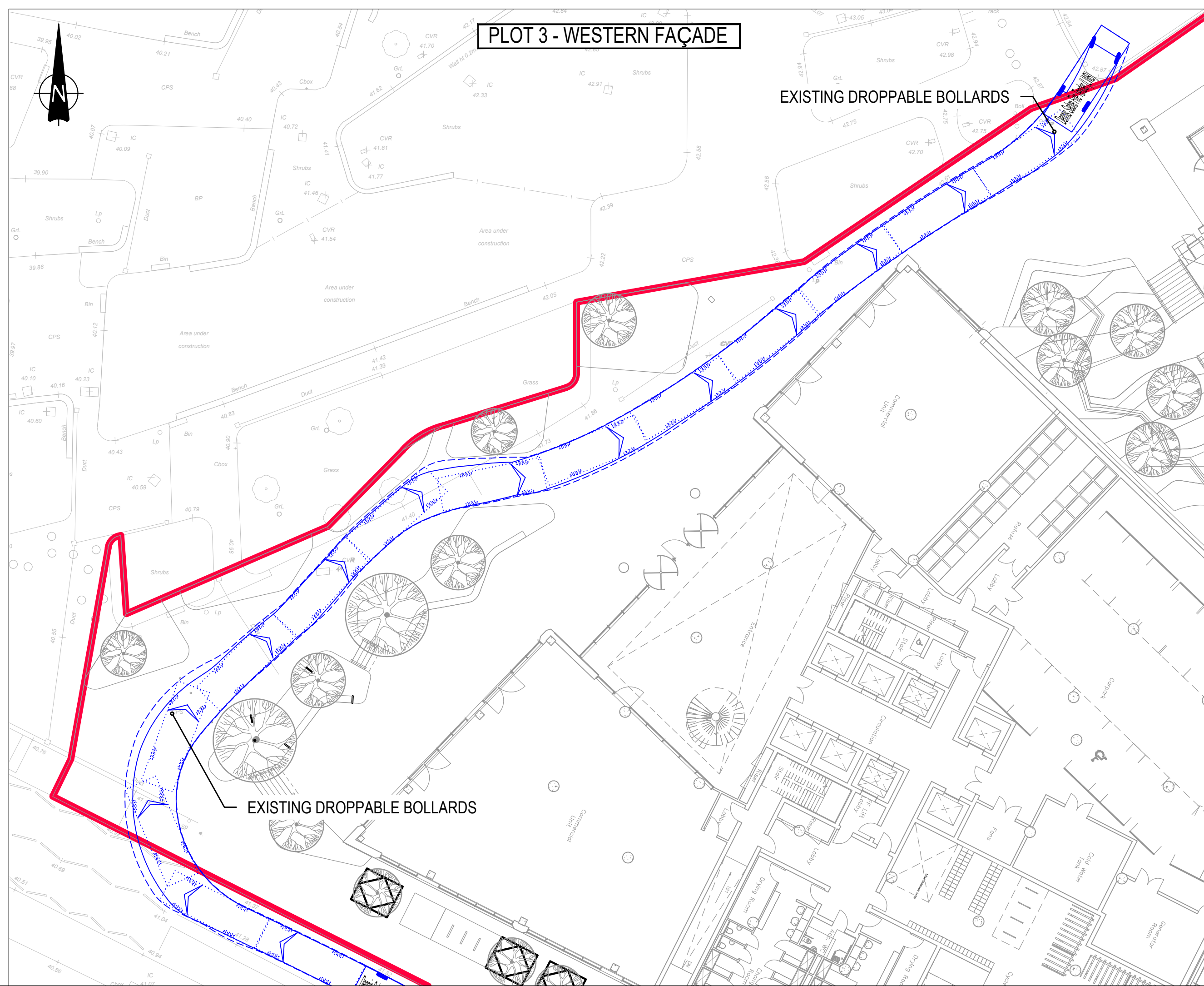
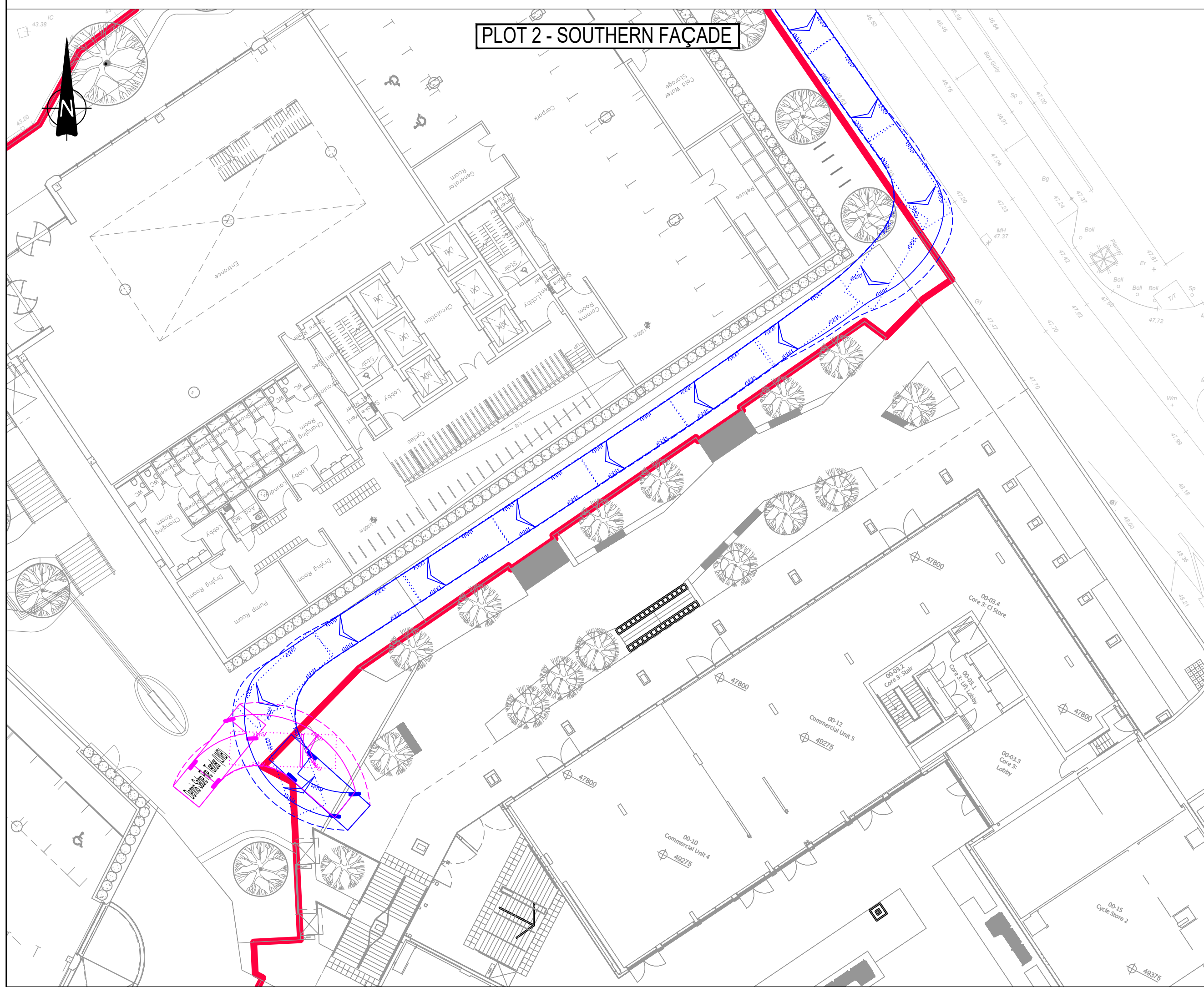
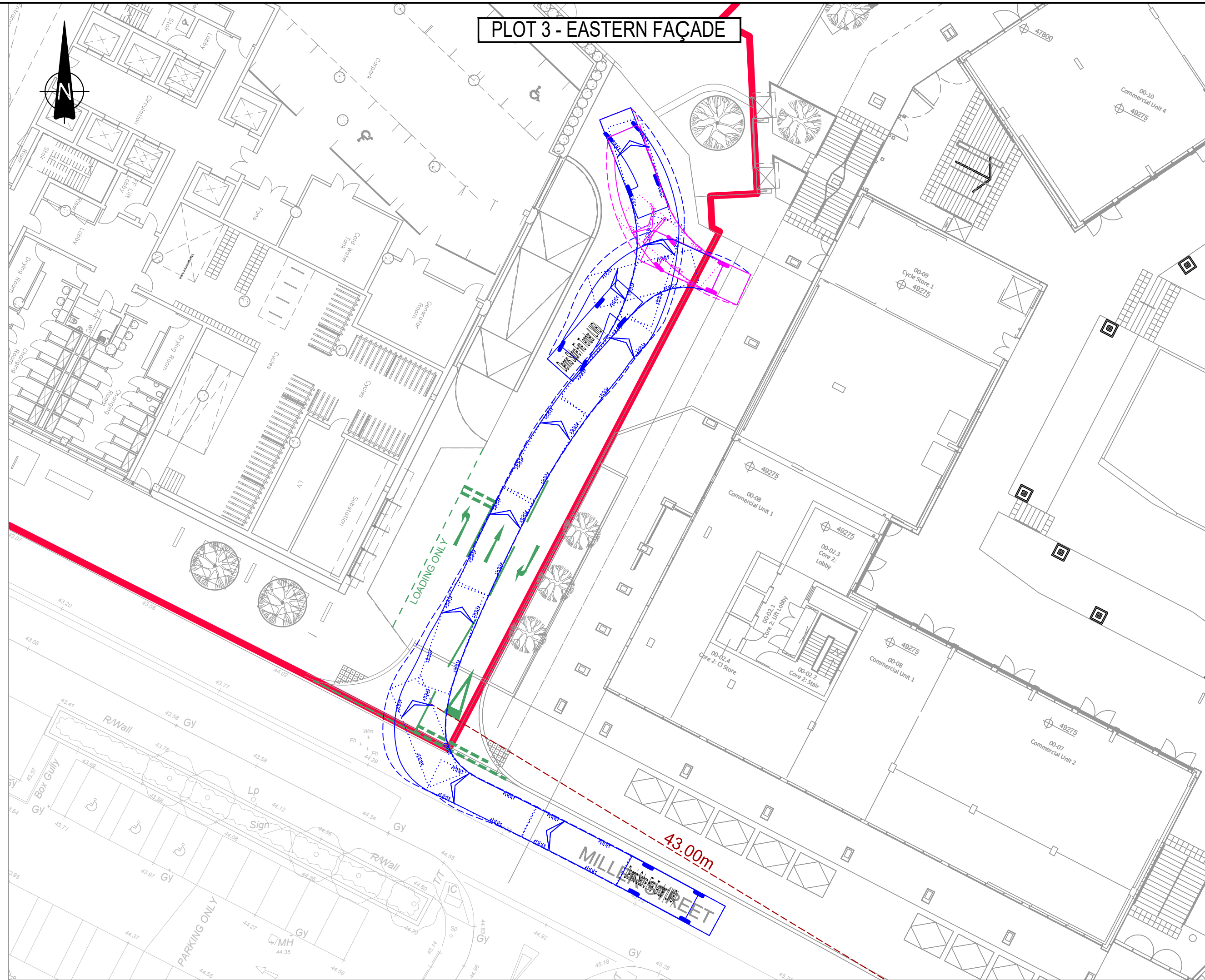
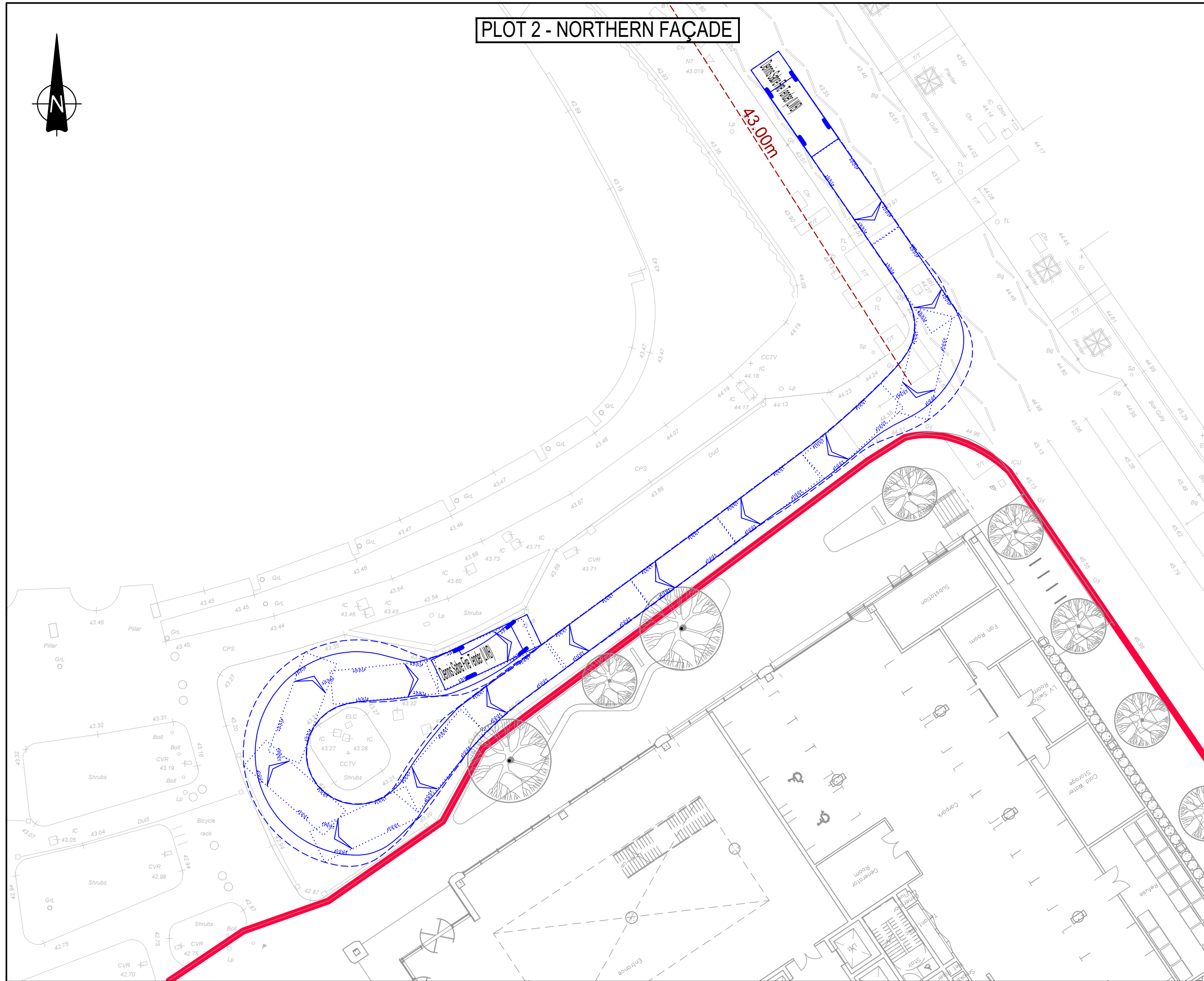
Project: **NOMA PLOTS 2 & 3 - MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	21/04/22	DD	DD	AV

Scale: 1:250

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
081536	CUR	XX	XX	D	TP	05001	P05



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KEY:

- RED LINE BOUNDARY
- PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

Derive Safety Fire Tender (LWB)
Overall Length: 7.700m
Overall Width: 2.500m
Overall Body Height: 3.500m
Min. Kerb Street Clearance: 3.500m
Track Width: 2.500m
Lock to lock time: 15.00s
Kerb to Kerb Turning Radius: 7.400m

P05	Background updated	10/08/22	DD	AV
P04	Tracking updated	09/08/22	DD	AV
P03	Layout updated	23/06/22	DD	AV
P02	Layout updated	06/05/22	DD	AV

Rev:	Description:	Date:	By:	Chkd:

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Status: **PLANNING**

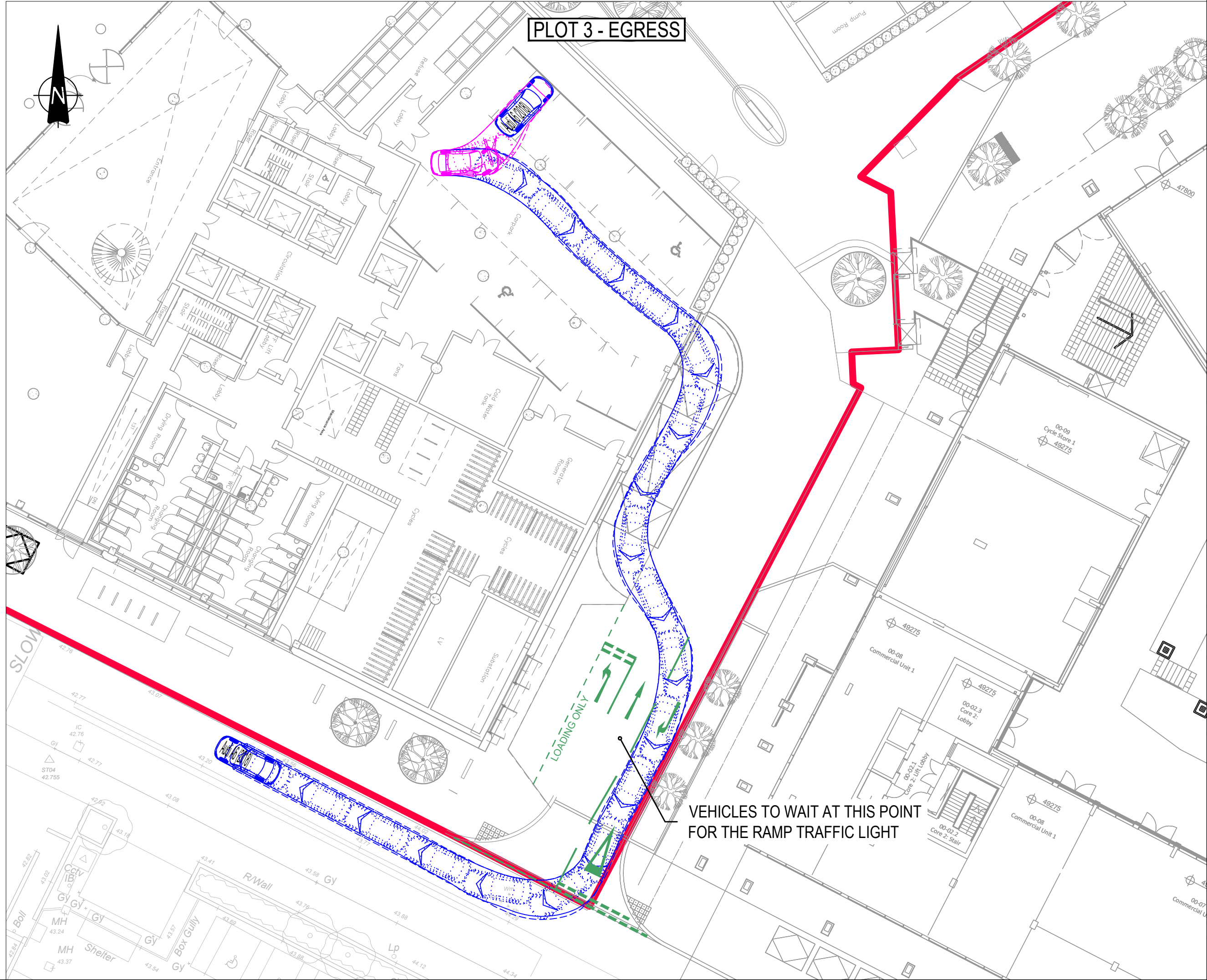
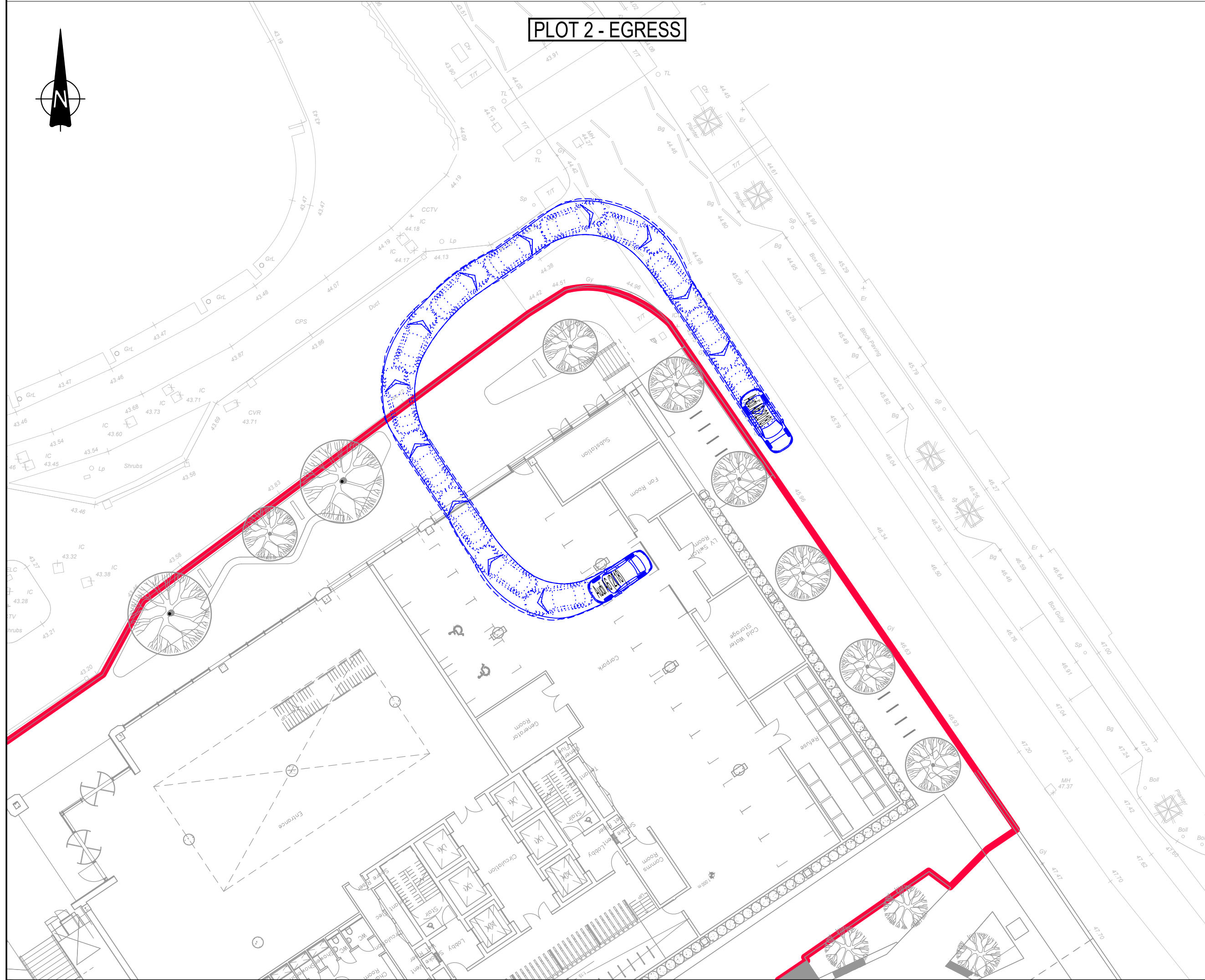
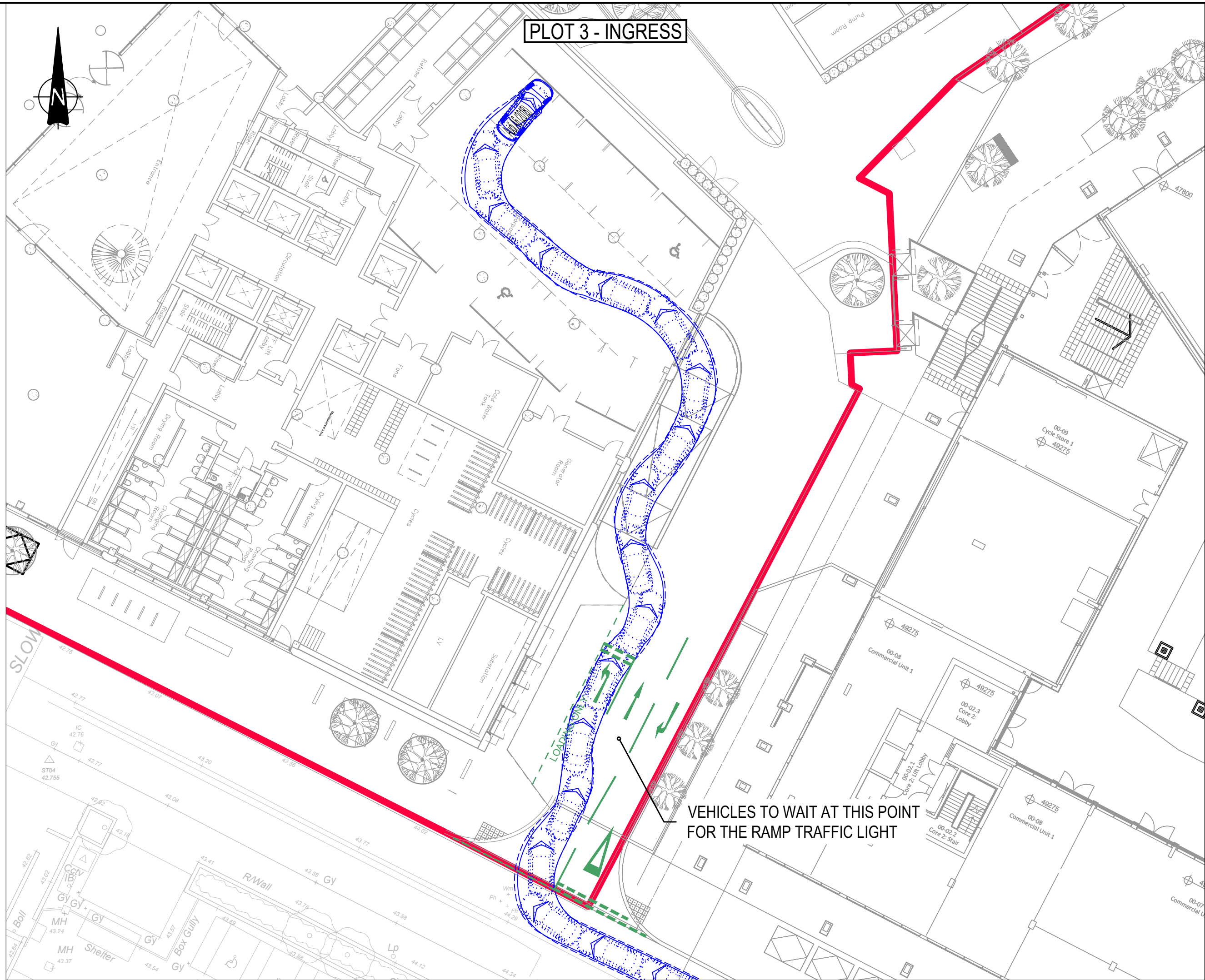
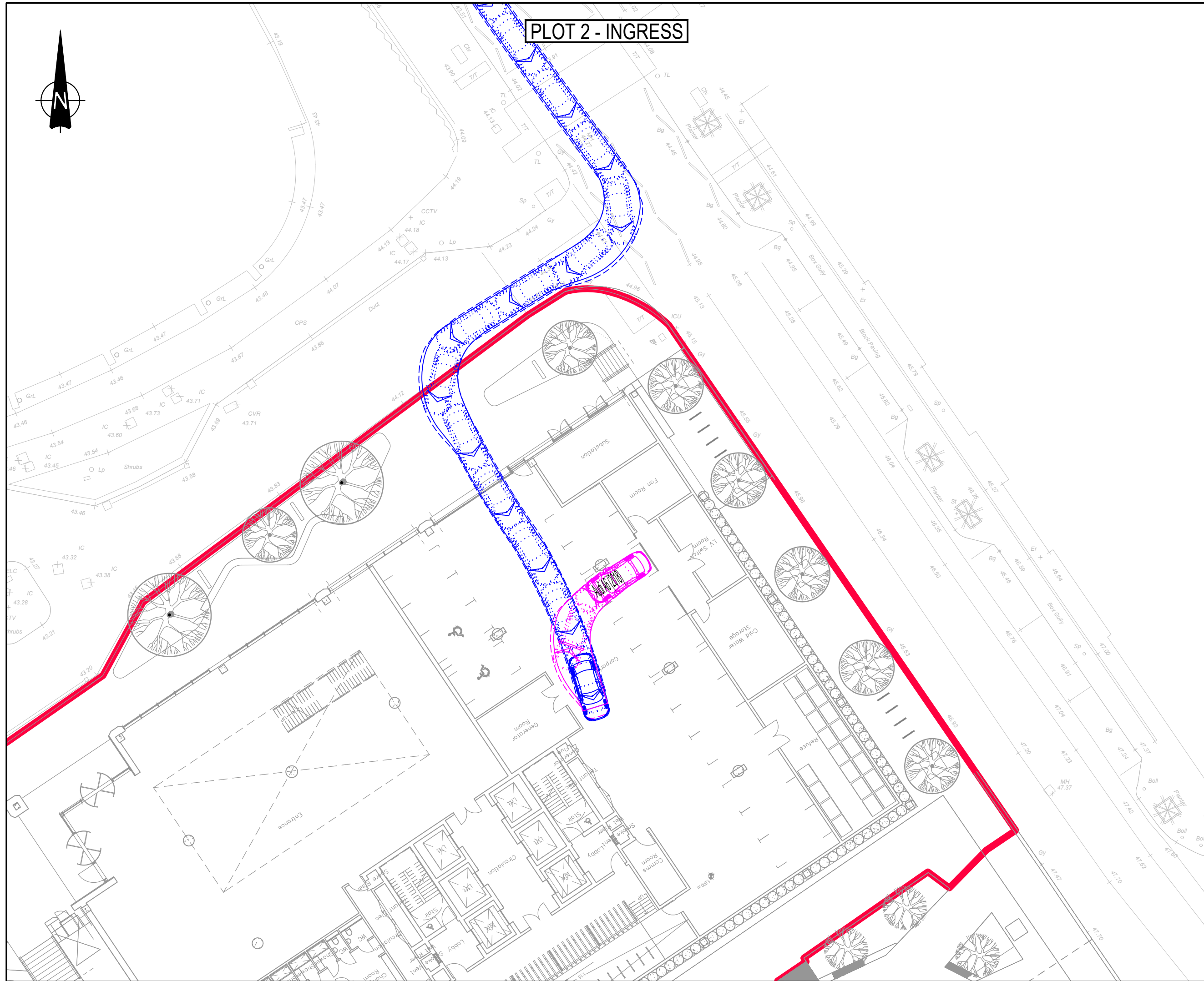
Project: **NOMA PLOTS 2 & 3 - MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS
7.7m FIRE TENDER**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	21/04/22	DD	DD	AV

Scale: 1:250

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
081536 - CUR - XX - XX - D - TP -	05002 - P05						



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7. LANDSCAPE LAYOUT BASED ON PLANIT'S DRAWING REF.: 'PL2190.1-PLA-XX-XX-DR-L-1000-P05'

KEY:

RED LINE BOUNDARY

PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

Audi A6 (2018)
Overall Length: 4.59m
Overall Width: 1.92m
Overall Height: 1.42m
Min (Rear) Wheel Clearance: 0.142m
Max Tyre Width: 1.87m
Lock to Lock Wn: 4.00m
Kerb to Kerb Turning Radius: 5.00m

P05	Background updated	10/08/22	DD	AV
P04	Tracking updated	09/08/22	DD	AV
P03	Layout updated	23/06/22	DD	AV
P02	Layout updated	06/05/22	DD	AV

Rev:	Description:	Date:	By:	Chkd:

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Status:PLANNING

Project:NOMA PLOTS 2 & 3 - MANCHESTER

Orig Title:SWEPT PATH ANALYSIS
LARGE CAR

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	21/04/22	DD	DD	AV

Scale:	1:250	Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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