TECHNICAL NOTE

Moxy Hotel Expansion

Transport Note

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Client:	KE Hotels		
Date:	30 October 2024	Job No	J328380
Prepared by:	LCW	Approved by:	ME

1.1 Introduction

1.1.1 This Transport Note (TN) has been prepared by Mode Transport Planning ('Mode') on behalf of KE Hotels (the 'Applicant') in support of a Detailed Planning Application for a 3-storey extension to the Moxy Hotel on Atkinson Street, Manchester.

1.1.2 The application seeks permission for an additional 54no. guest rooms increasing the overall number of rooms from 146no. to 200no. rooms.

1.2 Planning History

1.2.1 The hotel site was subject to previous planning consents for a commercial development and the operational hotel development. Details are as follows:

- Planning Application No. 111302/FO/2016/C1 - Redevelopment of Invicta House for office development (Use Class B1) with ground floor ancillary use (Use Classes A1/A2/A3/A4). Partial demolition of existing building with retention and refurbishment of main facade and erection of eight storey building (Use Class B1) to the rear. Approved 18th November 2016;
- Planning Application No. 116164/FO/2017 - Redevelopment of Invicta House for Use Class C1 hotel development comprising 146no. guestrooms, with ground floor ancillary facilities. Partial demolition of existing building with retention and refurbishment of main facade and erection of eight storey building (Use Class B1) to the rear. Approved 25th August 2017; and
- Planning Application No. 126945/FO/2020 – Application for an additional storey to the building, incorporating an additional 19no. guestrooms. Approved 15th September 2020 but never implemented.

1.3 Local Highway Network Improvements

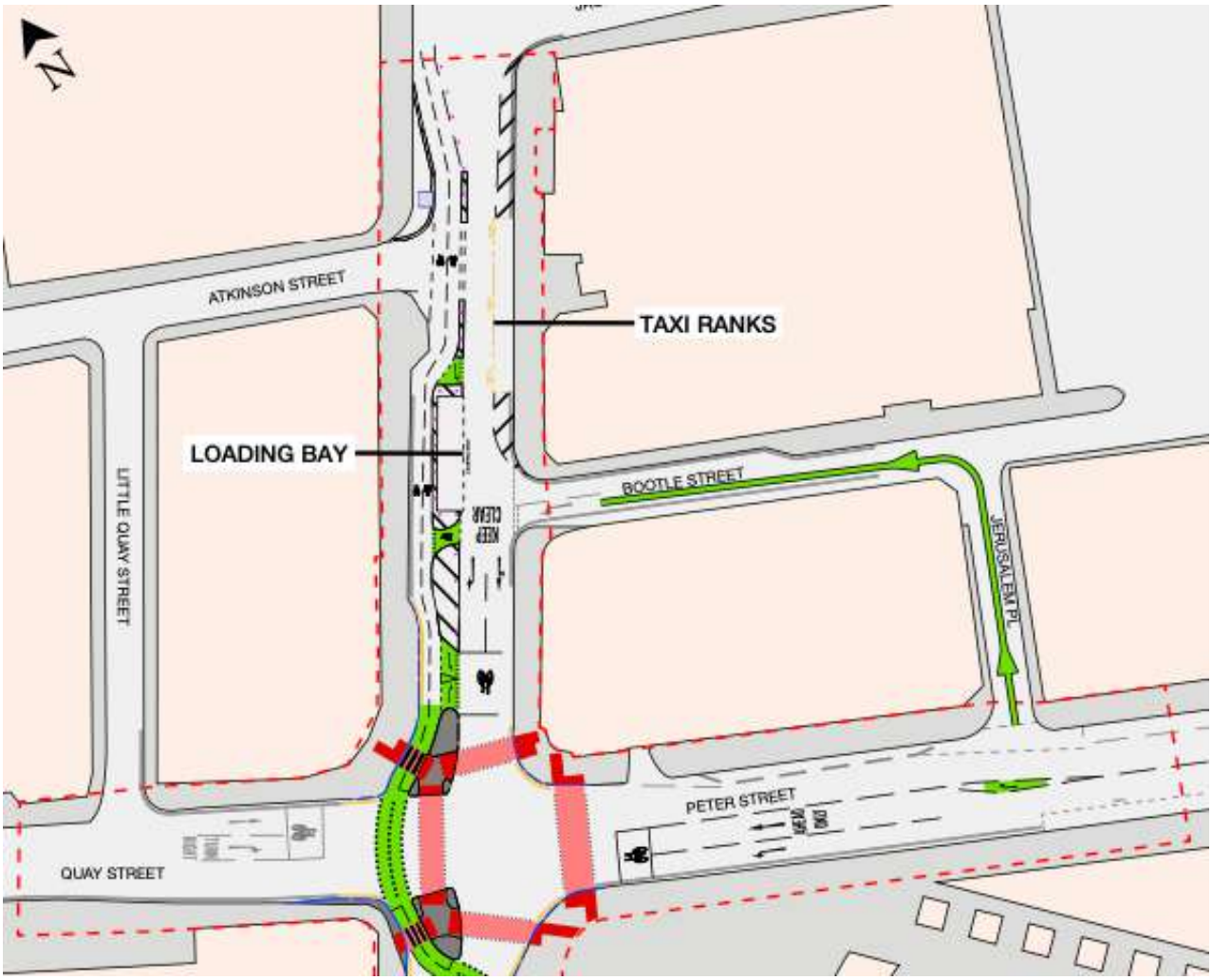
1.3.1 Following the previous planning approval, and subsequent construction and occupation of the hotel, Manchester City Council have introduced a cycle infrastructure scheme on Deansgate.

1.3.2 This includes Deansgate changing from a two-way street to a one-way street (southbound) for general traffic and the introduction of a two-way cycle lane on the western side of the carriageway.

1.3.3 This has resulted in the relocation of the existing loading bay into the centre of the carriageway from the western kerbline and this can now only be accessed from the north.

1.3.4 Servicing of the site via Hardman Street remain unchanged, however vehicles can now only exit onto Deansgate travelling southbound.

Figure 1.1 – Deansgate Cycle Infrastructure Improvements



1.4 Site Access

1.4.1 The site access arrangements for the hotel will remain as existing, which comprises:

- The main pedestrian access to the hotel off Scott Place.
- A pedestrian access for staff provided to the rear of the building off Tivoli Street.
- To the rear of the building, separate pedestrian entrances are provided as follows:
  - A service/delivery access into the main building;
  - Access the bin store;
  - A switch room (not accessible from within the main building);

- A meter room (not accessible from within the main building); and
- An electricity sub-station (not accessible from within the main building).

1.5 Servicing

1.5.1 The hotel is currently subject to a conditioned Servicing and Access Strategy (SAS) which is attached in Appendix A.

1.5.2 There will be no changes to the SAS as part of the proposed extension, however acknowledging that the Deansgate loading bay on the appended plans has been slightly relocated as part of the Deansgate cycle improvements.

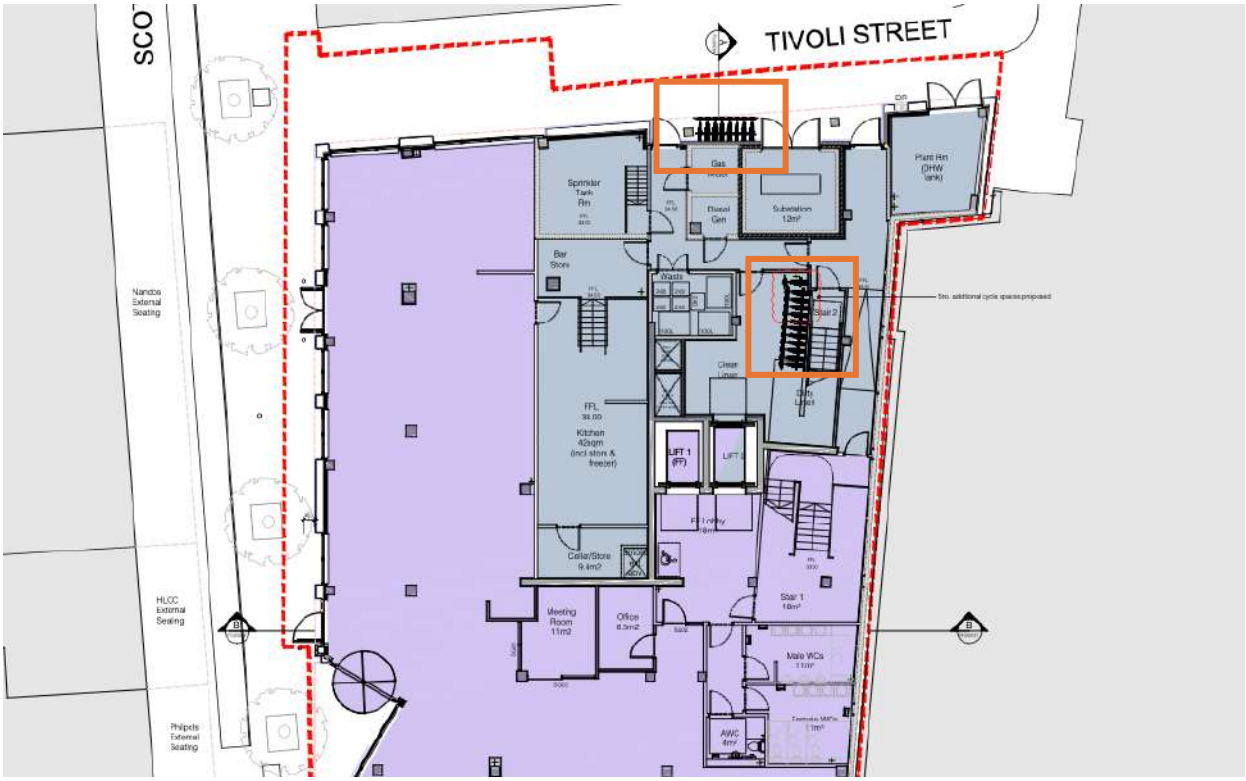
1.6 Parking Availability

1.6.1 MCC parking standards require the provision of 1 cycle parking space per 10 bedrooms. In accordance with the MCC cycle parking standards 20 secure spaces will be provided.

1.6.2 The existing provision includes 7 spaces internally within the development and 8 spaces externally on Tivoli Street located below the building overhang.

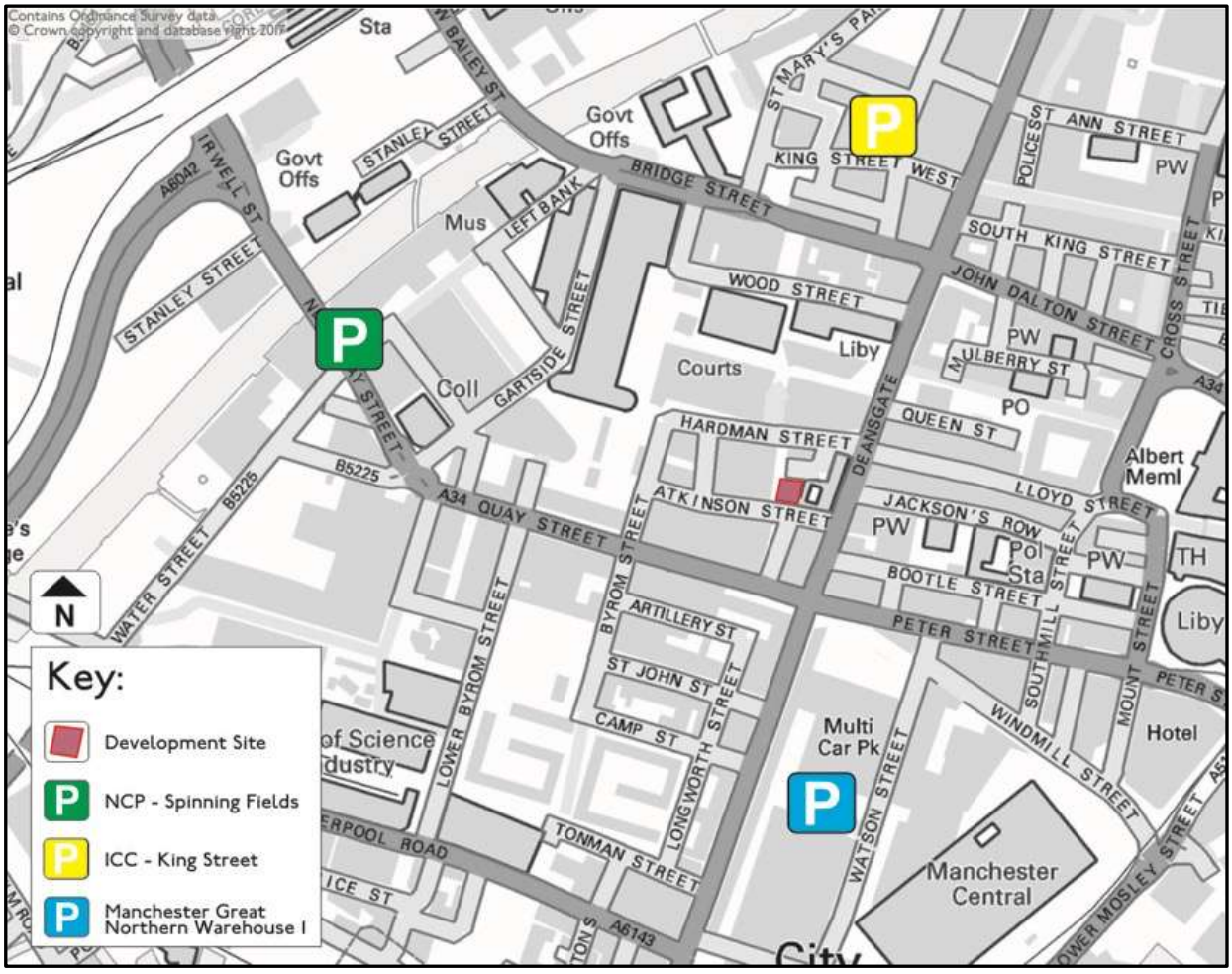
1.6.3 These will be supplemented by a further 5 spaces located internally adjacent to the existing spaces. The updated ground floor layout indicating the location of cycle parking spaces is shown in Figure 1.2.

Figure 1.2 – Cycle Parking Location



1.6.4 There is currently no car parking available at the hotel. There are however plenty of off-site public car parking available in the city centre. The main public car parks within a 500m walk of the site are shown in Figure 1.3.

Figure 1.3 – Public Car Parks, 500m Catchment from Site



1.6.5 As can be seen in Figure 1.3, there are three major car parks within 500m of the development, which are as follows:

- NCP Spinningfields (Quay Street): 680 spaces, including 35 disabled bays.
- ICC (King Street): 544 spaces, including 5 disabled bays.
- Manchester Great Northern (Deansgate): 519 spaces, including 24 disabled bays.

1.6.6 This equates to at least 1,743 public car parking spaces accessible 500m from the site all of which is within a 5 to 6-minute walk time.

1.7 Sustainable Travel

1.7.1 As set out in the approved Transport Statement for the hotel, the site is located in a highly sustainable location.

1.7.2 The hotel includes shower and changing facilities for staff to encourage cycling. This will be further supported by the improved cycling infrastructure on Deansgate.

1.7.3 The site has a Travel Plan in operation to encourage the use of sustainable modes of travel.

1.8 Trip Generation

1.8.1 A summary of AM and PM peak hour trip rates from the approved Transport Statement, calculated per rooms, is shown in Table 1.1.

Table 1.1 – Approved Peak Hour Trip Rates

	Arrivals	Departures	Total Trips
08:00 – 09:00	0.049	0.123	0.172
17:00 – 18:00	0.088	0.052	0.140

1.8.2 The trips generated by the proposed 54-room extension are shown in Table 1.2.

Table 1.2 – Peak Hour Trips

	Arrivals	Departures	Total Trips
08:00 – 09:00	3	7	10
17:00 – 18:00	5	3	8

1.8.3 The increase in traffic generated by the proposed extension is considered to be negligible in the context of the wider highway network and could also be considered to be an overestimation given the lack of on-site parking provision.

1.9 Summary and Conclusion

1.9.1 In summary, this Transport Note has demonstrated that:

- The site is located to take full advantage of the sustainable transport modes, with easy access by walking cycling, bus, light rail and rail and currently benefits from a travel plan;
- Although no car parking is available on-site, there is ample car parking available in surrounding public car parks;

- Sufficient cycle parking has been provided to meet parking standards.
- The impact of traffic generated by the extension will have a negligible impact on the local highway network with only 10 additional trips in the AM peak and 8 in the PM peak; and
- There is an appropriate Servicing and Access Strategy in place for the hotel.

1.9.2 In conclusion, it is considered that there should be no highways or transportation reasons that prevents this planning application from being approved.

APPENDIX A

Servicing and Access Strategy

TECHNICAL NOTE

The Moxy Hotel, Manchester

Servicing and Access Strategy

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Client:	KE Hotels		
Date:	17 May 2022	Job No:	J323685
Prepared by:	LJ	Approved by:	ME

1. Introduction

1.1 Preamble

1.1.1 This Servicing and Access Strategy (SAS) has been prepared by Mode Transport Planning ('Mode') on behalf of KE Hotels (the 'Hotel Operator') for The Moxy Hotel on Atkinson Street, Manchester City Centre.

1.1.2 The requirement for an SAS was set out in Condition 6 attached to the planning permission (Ref: No. CDN/21/0226) for the new Hotel. The wording of Condition 6 states that:

"No part of the development shall be occupied unless and until details of:

a) A servicing strategy (deliveries, collections and ad-hoc maintenance) to detail final arrangements in relation to both refuse collection and deliveries. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/unloading

b) An events management strategy, should the hotel undertake conferencing and events.

c) A drop off and pick up strategy for hotel guests.

Have been submitted to and approved in writing by the City Council as Local Planning Authority. Any approved Strategy shall be implemented in full at all times when the development hereby approved is in use."

1.1.3 This SAS will provide the requested details in the above condition and be implemented by the Hotel Operator, at all times.

2. Servicing Strategy

2.1.1 As required in **Part A** of Condition 6, the following details are provided:

- Frequency of Deliveries
- Vehicle Dimensions
- Location for Loading/Unloading

2.2 Frequency of Deliveries

2.2.1 The hotel will have in the region of 35no. deliveries per week comprising linen, food, drink, cleaning materials and stationery. This equates to approximately 5no. deliveries on a typical weekday, which can occasionally rise to 8no. deliveries per day during busy periods.

2.2.2 There will be approximately 2no. refuse collections per week.

2.3 Vehicle Dimensions

2.3.1 Table 2.1 provides the typical delivery and servicing vehicle dimensions which will be used by the Hotel.

Table 2.1 : Servicing and Delivery Vehicle Dimensions

Type	Anticipated Vehicles	Approximate Vehicle Dimensions
Daily Deliveries	Car Van	3.5m (L) x 2.1m (W) x 2.4m (H)
Daily Deliveries	3.5t Van	5.9m (L) x 2.5m (W) x 2.8m (H)
Daily Deliveries	7.5t Box Van	8.4m (L) x 2.5m (W) x 3.5m (H)
Refuse Collection	Refuse Collection Vehicle	11.2m (L) x 2.5m (W) x 3.8m (H)

2.4 Location for Loading / Unloading

2.4.1 Deliveries made by a car van, and 3.5t van or similar will utilise Sidney Street/ Tivoli Street. The location of these streets in relation to the Hotel are shown on **Drawing J32-2785-PS-001** attached in Appendix A.

2.4.2 Deliveries made by a 7.5t Box Van or larger, will utilise either the existing or the proposed loading areas on Hardman Street, or the existing loading area on Deansgate opposite the Atkinson Street Junction. The location of the loading areas in relation to the hotel are shown on **Drawing J32-2785-PS-001** attached in Appendix A.

2.4.3 As previously agreed with Manchester City Council (MCC) Highways, refuse collections would be made from Hardman Street, utilising the proposed loading area adjacent to the junction of Hardman Street/ Sidney Street which was and provided as part of the adjacent Courthouse development. The location of the loading area in relation to the hotel is shown on **Drawing J32-2785-PS-001** attached in Appendix A.

2.4.4 The Hotel Operator will manage deliveries and waste collection so that they take place during the following hours;

- 0730 to 20:00 Monday to Saturday
- 10:00 to 18:00 Sundays and Bank Holidays

3. Events Management Strategy

3.1.1 The Hotel does not have conferencing and events facilities; therefore, no events will be hosted. No details in response to **Part B** of Condition 6 are therefore required and an Events Management Strategy is not necessary.

4. Guest Pick-Up / Drop Off Strategy

4.1.1 As required in **Part C** of Condition 6, the following details are provided:

- Pick-Up / Drop-Off Locations
- Guest Arrival Information

4.2 Pick Up / Drop Off Locations

4.2.1 Guests arriving by car will utilise publicly available car parks within the vicinity of the site, information for which will be provided by the Hotel Operator. Those guests with disabilities can be picked up/dropped off on double yellow lines unless there are 'no loading' restrictions in place.

4.2.2 Guests arriving by taxi will utilise the existing taxi bay / loading area on Deansgate opposite the Atkinson Street junction, as shown on **Drawing J32-2785-PS-001** attached in Appendix A.

4.2.3 Guests utilising non-car modes such as walking, and cycling will not require drop-offs. Secure cycle parking is provided at the Hotel.

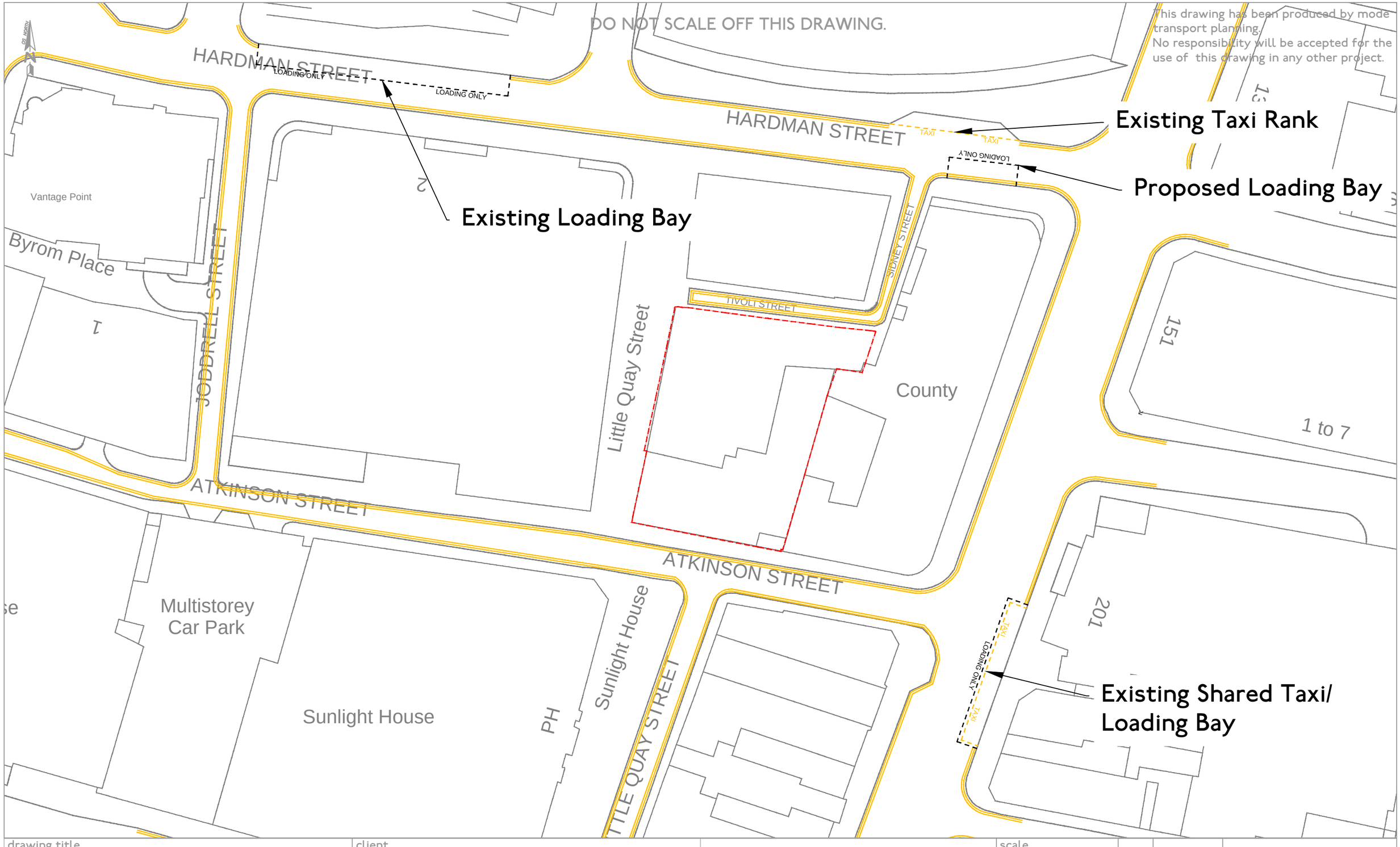
4.3 Guest Arrival Information

4.3.1 The booking confirmation email issued to guests will inform guests that no parking is available on-site and will direct guests to / provide information regarding nearby publicly available car parks within the vicinity of the Hotel.

APPENDIX A – Loading / Unloading Plan

DO NOT SCALE OFF THIS DRAWING.

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.



drawing title: Servicing / Deliveries	client: KE Hotels / Henry Boot Developments	mode transport planning Jactin House 24 Hood Street Manchester M4 6WX t 0161 974 3208 e info@modetransport.co.uk w www.modetransport.co.uk	scale: 1:500@A3	rev: - / date: 28-03-17 / remarks: Issued
	job title: Invicta House		drawn: LCW	
			checked: ME	
			created: March '17	drawing no.: J32-2785-PS-001