VEHICLE SERVICING AND PARKING MANAGEMENT STRATEGY

1.0 EXISTING SERVICING

1.1 The property has no dedicated parking or service area, fronting directly onto Canal Street to the front of the premises and Richmond Street to the rear.

Canal Street is semi-pedestrianised with restricted vehicle movement and currently all servicing is street parking via Richmond Street.

1.2 The ground floor and basement have operated as a bar and restaurant for the past ten years or so. Vehicle movement and deliveries are generally between 3 and 4 daily, together with waste collection on a daily basis, and are subject to servicing and planning restrictions in force for the area in general.

1.3 The upper floors are at present vacant, but have previously been occupied by a design agency with their own servicing requirements.

2.0 PROPOSED SERVICING

2.1 As noted above, the service areas for the proposed hotel – the bar and restaurant – are already existing, and it is not envisaged that there will be any increase in servicing vehicles in the respect.

2.2 The proposal is to convert the upper floors to 20 No hotel bedrooms. In this respect the only additional servicing requirement will be a laundry vehicle 3 times a week, who is unlikely to be stationary at the site for more than ten minutes, collecting and delivering at the same time and subject to the same delivery time planning restrictions as other service vehicles.

3.0 EXISTING PARKING

3.1 The site is a city centre site with no dedicated parking.

3.2 All existing customers generally arrive by foot. There is metered parking in the immediate vicinity on Richmond Street and Minshull Street and 2 No public car parks within 3-4 minutes – Chorlton Street and Minshull Street.

There are good public transport connections locally via Chorlton Street Bus Depot, Piccadilly Station and the Metro Tram System.

4.0 PROPOSED PARKING

4.1 The Restaurant and Bar already exist, with their own customer base – generally foot traffic.

4.2 The proposal is to convert the upper floors to a 20 bedroom (double or twin) hotel – on full occupancy this would accommodate circa 40 people, generating a maximum potential vehicle flow of approximately 20 vehicles on the assumption that non arrive by public transport.

4.3 Good parking facilities already exist in the area, as noted in 3.2 above and the area is well serviced by public transport.

4.4 An occupancy of circa 40 people on the upper floors compares favourably with the previous usage as a Design Studio with approximately 60 staff, together with numerous clients/supplier movements to and from the offices during office hours.

4.5 It is envisaged that most traffic movement associated with the upper floor would be early morning – departures – and late afternoon/early evening for arrivals.