

28.04.2021

David Brettell
Planning Department
Manchester City Council,
Albert Square,
Manchester
M60 2LA

Project
Brazennose House
Application
No:111805/FO/2016/C1

Dear David,

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We write with reference to the discharge of Planning Condition No.13:

Condition 13 – ‘Use of the development shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter place in accordance with the approved strategy’.

The proposal is for a project at Brazennose Street, Manchester, which is a new build office, with Ground Floor Retail uses and Basement parking. This servicing strategy is for the office and car park sections only. The retail units will be covered under a separate discharge application at a later date.

The entire proposed building benefits from an internal loading bay, located on the Ground Floor adjacent to the refuse store. The loading bay is reached via Mulberry Street on the building’s North elevation. This is in a very similar position to the demolished building’s access ramp and easily identifiable on approach to the building. Mulberry Street is the best location for such a loading bay, as it is already used to service both the new building, 125 Deansgate and the retail units, such as Dutton’s which address Albert Square.

The position of the loading bay is a key consideration for the function of the Ground Floor and indeed the access to the entire building. It is cited next to building’s refuse store, and at the head of the Car Park entrance ramp. Consolidating all of the servicing requirements into a small co-ordinated space.

Access from here to the rest of the building is via a dedicated service corridor, leading directly into retail units, reception, management offices and quick access to the lift core for the offices above. This access is clearly shown in the appended drawing 05219_B1_SK276 with orange arrows. The refuse store and its loading bay are also highlighted on the same drawing, these are discussed more thoroughly in WSP's Waste Management Report, which has already been submitted and approved as part of the initial Planning submission. Also appended is the drawing, 899-RAM-XX-00-SK-CR-00112, which shows how all vehicles access the loading bay and the Basement Car Park.

It is proposed the schedule of loading and unloading times will be 6am to 10pm every day of the week.

Yours Sincerely,

John Crellin
Director