
Fwd: Planning and Highways Committee meeting - 24 September

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From: **Dave Roscoe** <[REDACTED]>
Date: Thu, 24 Sep 2020 at 12:08
Subject: Fwd: Planning and Highways Committee meeting - 24 September
To: Jennifer Atkinson <[REDACTED]> Julie Roscoe <[REDACTED]>

FYI

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From: **Wisher, Darren** <[REDACTED]>
Date: Thu, 24 Sep 2020 at 12:03
Subject: RE: Planning and Highways Committee meeting - 24 September
To: Dave Roscoe <[REDACTED]>

Thanks Dave

I have now had chance to review the CRA 2 report.

The report majors on three themes:

First, it reiterates the concerns of CRA that Ekosgen have cherry picked selected data and made assertions in arriving at their central growth estimate of +1.27M additional ticket sales by 2035. The arguments advanced by CRA on this topic are essentially the same as in the CRA 1 report that we have already reviewed and commented on. There is no new commentary we wish to offer on this matter.

Second, CRA 2 argues that the demand analysis from Amion – which points to the potential for +2.29M additional ticket sales by 2035 – is flawed. The argument presented by CRA is that there is a bias in certain parts of the wording of the Amion questionnaire and that Amion have made certain assertions in grossing up their survey findings. My observation on this matter is that even if certain aspects of the Amion demand analysis had to be “dampened down” to account for any apparent optimism bias then it is still likely to lead to a market estimate which is well in excess of the Ekosgen growth estimate. Our conclusion on the overall value of the Amion market analysis in validating the Ekosgen central growth estimate remains unchanged.

Third, CRA 2 argues that both Deloitte and Hatch have misinterpreted the CRA analysis on the ratio of seats per catchment area population. CRA 2 points back to the Annex of CRA 1 for an explanation. It is not possible from the Annex in CRA 1 to decipher precisely how CRA have arrived at their seats per catchment population ratios and how they have dealt with the issue of overlapping catchments. That said, Hatch remains of the view that the applicants argument – that Manchester is generally less well served by seats per catchment population than both Birmingham and London – is evidence based.

Overall, the main conclusions of our 2 Sept report submitted to you remain unchanged.

Darren Wisher

Global Director, Urban Solutions

M: [REDACTED]

Faulkner House, Faulkner Street
Manchester

HATCH

From: Dave Roscoe <[REDACTED]>
Sent: Wednesday, September 23, 2020 10:24 PM
To: Wisher, Darren <[REDACTED]>
Subject: Fwd: Planning and Highways Committee meeting - 24 September

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From: Jennifer Atkinson <[REDACTED]>
Date: Wed, 23 Sep 2020 at 21:09
Subject: Fwd: Planning and Highways Committee meeting - 24 September
To: Dave Roscoe <[REDACTED]> Julie Roscoe <[REDACTED]>

Jennifer Atkinson

Principal planner
Development Management North
Growth and Development

email. [REDACTED]

tel. [REDACTED]

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From: **Freyja Handy** <[REDACTED]>
Date: Wed, 23 Sep 2020, 20:45
Subject: Planning and Highways Committee meeting - 24 September
To: Jennifer Atkinson [REDACTED]

Dear Jennifer

Please find attached, for information, a copy of a letter (with attachments) we have today sent to the Councillors who are due to attend the Planning and Highways Committee meeting tomorrow at 2pm.

Kind regards

Freyja

FREYJA HANDY

Senior Legal Counsel

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Regards

Dave Roscoe

Planning

Growth & Development

Tel: [REDACTED]

[REDACTED]

Email: [REDACTED]

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Regards

Dave Roscoe
Planning
Growth & Development

Tel: [REDACTED]

Email: [REDACTED]