

This document outlines the Applicant's responses, drawing on inputs from the relevant members of the technical team

Date	Support / Object	Comments Received	Response	Issued to MCC
Sep-23	Support	The principle of high density development of this site is supported. The current state is an eyesore and Manchester needs more housing to ensure that there is ample supply to meet demand, which will lower prices.	N/A	Y
Sep-23	Support	The additional use for food and drink or drinking establishments is excellent, as the existing towers next door, with shops and drinking establishments are excellent places to spend leisure time. A commitment to adding cycle parking is also an excellent part of this proposal.	N/A	Y
Sep-23	Object	Parking – Too many unnecessary car parking spaces are proposed in a centrally located site, particularly in the context of the Climate Emergency.	The Proposed Development includes a circa 30% parking provision, with up to 20% of those providing electric vehicle charging points, which reflects the highly accessible location of the Site in terms of opportunities for active and sustainable travel, in line with Core Strategy Policies T1 'Sustainable Transport', CC5 'Transport' and Places for Everyone Plan Policy JP-C8 'Transport Requirements of New Development' and Manchester Residential Guide. This level of provision supports the sustainability ethos of the Proposed Development and the Council's aim of making Manchester a zero carbon city by 2038, further endorsed by Places for Everyone. Furthermore, this is supported by a 1 cycle parking space per residential unit (100% provision), promoting active travel within the area. On-street car parking has been limited, with all resident parking underground, thereby maximising the quality of public realm. The impacts on climate change have been a key consideration to the design of the Proposed Development and best practice has been followed by the design team from the outset in terms of design, layout and function of the buildings. Sustainable design features have been incorporated into the design. Since the submission of the application, this has further been improved with the provision of Air Source Heat Pumps, to ensure the proposals align with Places for Everyone and to ensure the proposals are as energy efficient and therefore have less impact on the environment. The inclusion of an ASHP results in an improvement of 75.11% over Part L of the Building Regulations (2021) for the residential apartments. This is an improvement from the previous submitted strategy (without ASHP) which included a 50.52% improvement over Part L 2021. Additionally, parking provision and associated trips, has been assessed as part of the Highways and Climate Change ES chapters.	Y
Sep-23	Object	Poor Ground Floor Interaction – Three quarters of the perimeter of the site is surrounded by a delivery loop and dead spaces. The Council should downgrade the Mancunian Way to a more pedestrian-friendly environment with this site providing the perfect opportunity to open up development to the Mancunian Way, instead of turning its back on it. Where the Hulme Park bridge meets the site, pedestrians are faced with a bin store, substation, and a motorway slip road. Cafes, restaurants, shops and pedestrian-focused spaces should be prioritised here.	The masterplan seeks to provide open and inviting landscapes that are open to the public. Across the Great Jackson Street masterplan, the spaces have varying characters scales and proposed functions. The masterplan and the development being brought forward, are focused on public engagement at ground floor level and seek to deliver high quality public realm. The accompanying application at Crown Street Phase 3 seeks to deliver a formal green space, whereas Plot D proposes green space with a more informal character and linked to the palette seen at Crown Street Phase 2 park. This will help to create a visual connection for users travelling from Hulme along the boundary of Plot D and the Phase 2 developments.	Y
Sep-23	Object	Highways – Will result in more industrial traffic and pollution. Why isn't the motorway slip road being planned to be eradicated? This does not blend with this being a residential area.	The Site is located in a highly accessible area and can take advantage of the excellent existing public transport facilities, including both bus and Metrolink, in addition to walking and cycling opportunities, which will therefore provide viable alternatives to travel by car. Whilst the Proposed Development is being built, there will be a number of construction vehicles arriving at the Site each day. The amount of traffic this will create has been predicted to be less than the amount of traffic created by the Proposed Development when it is completed and occupied (operational). The operational impacts of the Proposed Development have therefore been the focus of the assessment with regard to the likely traffic and transport impacts. The results of the assessments demonstrate that, upon full completion and operation of the development, only the Great Jackson Street and Melbourne Street links would experience an increase in traffic of 30% or more. Melbourne Street has been designed as an access route for the wider Great Jackson Street Masterplan and will serve various plots. The redesign of Melbourne Street caters for lower speeds with an emphasis on active travel - such as speed calming for vehicles and signalised crossings for pedestrians and cyclists. The potential impacts on the Great Jackson Street and Melbourne Street links would result in a magnitude of impact of Neutral to Minor Adverse at a local level which is not significant overall. The Proposed Development will also be supported by the Framework Travel Plan which aims to minimise the number of car trips generated by the development and encourage residents, staff and visitors to use sustainable modes of transport. This sets out a range of initiatives for promoting sustainable transport, as well as the arrangements for managing and monitoring outcomes. In accordance with Transport for Greater Manchester advice.	Y
Sep-23	Object	Where Melbourne St meets Great Jackson St, there is a car-dominant pedestrian crossing. A continuous footway should be provided here to give priority to pedestrians.	Melbourne Street currently provides pedestrian access to Hulme and other areas to the south of the City Centre via a pedestrian and cycle bridge over the Mancunian Way, located at the end of Melbourne Street. Whilst this bridge is outside of Renaker's control, this route will be complemented by a 3m shared space for pedestrians and cyclists along the southern side of Melbourne Street and Plot D. Pedestrians and cyclists will therefore have a clear and safe route along Melbourne Street and Hulme Bridge. Where Great Jackson St meets Melbourne St, the carriageway will be reduced to 5.5m to encourage low speeds, there is proposed to be a raised table to encourage low speeds and facilitate pedestrian movements across Great Jackson Street, upgraded footways (minimum 2m), tactile paving and dropped kerbs on all crossings and a new signalised pedestrian crossing opposite Plot D. This is considered a significant improvement and enhance/promote active travel. The proposal seeks to enhance the landing area from the bridge and create clearer connections from Hulme through to the City Centre.	Y
Sep-23	Object	Appearance - Despite the height, this is one of the most boring proposals ever and lacks architectural merit. As the most high profile building, it needs a unique style and quality aesthetic. This scheme and the wider GIS masterplan is fast becoming one of the most bland areas of the country, with towers all of the same height, same cladding, with very little at ground floor to encourage pedestrians to explore. This is a very poor vision for Manchester. Salford Council have done a much better job working with Renaker at Greengate, with human-scale podiums and high quality landscaping being created to tie together a strong, resilient district. GIS by comparison is boring and bland, and a result of poor, unrestricted planning.	An extensive iterative design process has been undertaken by a team, that is incredibly experienced at delivering this form of high-density residential building within the City Centre context. Furthermore, it is reflective of the consultation that has been undertaken with the Local Planning Authority and Places Matter! design review panel, which have both positively informed the design development through the Pre-Application process. Renaker has demonstrated their ability to deliver buildings of exceptional quality in the GIS. The designs for Plot D and Crown Street Phase 3 continue this approach of clearly differentiating individual buildings (this is a fundamental part of Renaker's development brief) whilst creating a complementary whole and maintaining the high standards of quality set by the completed developments. Plot D's rigorously simple square checked façade, with its evocation of a lighthouse, delivers a unique building as one of Manchester's tallest tower and the culmination of the Great Jackson Street masterplan. The decision to locate the tower in this location has been informed by the consideration of adjacent buildings and the desire to establish appropriate separation distances from neighbours, quality and privacy, whilst achieving an acceptable level of daylight and sunlight. Further detail of the design iteration and alignment with the GIS Masterplan are included in the Design and Access Statement ('DAS'), the Planning and Tall Building Statement ('PTBS') and the PTBS Addendum.	Y

Sep-23	Object	Inadequate Viability Assessment – The viability evidence submitted in support of the application is wholly inadequate and is contrary to national planning guidance and the RICS professional standards. It fails to demonstrate that the scheme is either viable or that it is justified in making such limited Section 106 contributions. The Application is contrary to the development plan and should be refused. If Renaker submits any further information, particularly on viability grounds, in support of the application then we reserve the right to make representations to the Council at that time	An updated Viability Assessment has been prepared and has been submitted which is PPG and RICS compliant.	Y
Sep-23	Object	Too Tall – Will be another eyesore like 20 Fenchurch Street (Walkie Scorchie).	The footprint of the tower has been optimised to accentuate the slenderness of the tower form. This considers the adequate provision of lifts and stairs within the central core, as well as the suitable depth of residential units around the perimeter of the floorplate. Throughout the design process the building has been considered within the context of its surrounds. Massing of various heights have been tested and the final tower height has been judged as the optimal balance between creating a landmark building, whilst respecting the scale of the surrounding development. The proposed height and massing have been tested and robustly assessed within a Townscape Impact Assessment, submitted alongside the planning application, and through a series of accurately rendered key views. Overall, and for the reasons set out in the Townscape Impact Assessment, It is considered to have a beneficial impact on the townscape.	Y
Sep-23	Object	Lack of Local Community Benefit – It will not be Mancunians living in the top 20 floors. This large commercial development will bring less light, more pollution and traffic, probably more lending from ourselves. Who is it going to benefit? It needs to add more things that the local community needs.	The Proposed Development provides a number of public benefits, including the delivery of 1,746 new homes, 4,655 sq m of public realm, 1,262.9 sq m of flexible commercial space, increased vitality in the area, more pedestrian and cyclist-friendly routes, new landscaped spaces and an estimate of 346 no. of FTE jobs. These proposals will contribute towards the growth of the economy in Manchester, as well as contributing towards the city environmentally, socially and culturally.	Y
Sep-23	Object	Fire Risk – Height could result in fire risk – what investment is the applicant putting into the Fire Service to assist fighting risks?	A detailed Fire Statement prepared by Tenos has been submitted alongside this planning application, which sets out that the design of the Proposed Development has been created in line with the latest Building Regulations guidance documents. Further engagement with HSE followed the submission of the application. The Plot D building will be fully sprinklered and of reinforced concrete construction, providing a minimum of 120 minutes structural fire resistance. A smoke clearance system will be installed that shall operate automatically in the event of a fire within the residential sections of the development. An automatic opening vent (AOV) will be installed at the head of the stair core within each tower. All residential apartments will implement a 'stay put' evacuation strategy, whilst the residents' amenity, ancillary, and restaurant accommodation (i.e. at Levels 67 to 70, Ground floor, Level 01 and the three basement car parking levels) will implement simultaneous evacuation strategies. To ensure compliant travel distances and adequate escape capacity, an additional escape stair will serve the three basement floors and will discharge direct to outside at Ground floor. This additional basement stair will rise up within the footprint of, but will be separated by imperforate 120 minute compartment construction from, the adjacent low-rise office building. Although the provision of more than one stair to serve the upper apartment floors is not a requirement of the current BS 9901, in line with latest DLLHC Guidance 'Amendments to Approved Document B: Second Staircase' (April 2024), it is proposed that the central core will be provided with two protected escape stairs that are accessed from separate mechanically ventilated lift lobbies; namely, a main firefighting stair and a secondary escape stair. The secondary stair will terminate at Ground floor, whilst the firefighting stair will continue down to serve the basement floors but will be sub-divided at Ground floor by means of a cross-landing wall and door. To ensure compliant travel distances and adequate escape capacity, an additional escape stair will serve the three basement floors and will discharge direct to outside at Ground floor. This additional basement stair will rise up within the footprint of, but will be separated by imperforate 120 minute compartment construction from, the adjacent low-rise office building. The Level 70 public restaurant will be accessed via dedicated lifts (which will not serve any other floor level) from the restaurant entrance space at Ground floor. However, means of escape from the restaurant will be provided by means of access to both stairs within the dual central core arrangement. The provision of restaurant escape via the main tower core was agreed with Greater Manchester Fire Service high-rise team and Manchester City Council Building Control within the fire strategy design review meeting on 30/11/2022 (see appended minutes), on the basis that the restaurant is at the uppermost floor level, is sprinklered, and is separated from residential apartment levels below by multiple compartment floors.	Y
Sep-23	Object	Infrastructure – More local services, schools and healthcare should be provided for the thousands of extra residents.	A Human Health Assessment has been undertaken as part of this planning application and is detailed within the Environmental Statement submitted alongside this planning application. This identifies that the introduction of the doctors surgery at Crown Street Phase 2 will elevate some of the pressure on GPs, in addition there are a number of schools within 1 mile of the Site and a new primary school is to be provided at Crown Street Phase 2. The assessment therefore concludes that the impact on GPs and educational provision is not significant. Please refer to the Human Health Assessment submitted alongside this application for further details in relation to local service provisions.	Y
Sep-23	Object	Noise – Will result in extra noise.	Construction Noise The Environmental Statement submitted alongside this planning application outlines the construction method for the Proposed Development. A requirement for a detailed Construction Management Plan will be attached to any Decision Notice issued by the Council. This will need to be issued to the Local Planning Authority and approved prior to works starting on Site. This document will go into more detail on construction traffic mitigation measures, noise, vibration and environmental management. Construction works such as excavation, piling, cutting, breaking out and plant movements which cause noise, vibrations or dust will be monitored and planned to minimise impacts. Further measures include low noise options, noise attenuation techniques and carrying out certain activities during agreed hours of the day, as well as regular contact with local residents and community groups to ensure they are kept up to date with general progress on the Site.	Y

Sep-23	Object	Structural Safety – Is it wise to build so many towers at the same location, given their combined weight? Could you also show us the studies that should have been carried out with regard to earthquakes in the region of Manchester? About fifteen years ago, the region was subject to a 4.8 magnitude earthquake, which is not negligible. Have centennial and millennial simulations been carried out to be on the safe side, and also considering all the towers that will be built, at the same time, and not individually?	All the towers are founded on the underlying sandstone which lies beneath most of Manchester and the Northwest. The zone of pressure under each tower does not interact with the any of the adjacent towers. The British Geological Society classifies the UK as 'Low' to 'Very Low' with respect to Seismic activity. As a result, there is no requirement for seismic design.	Y
Sep-23	Object	Lack of Landscaping – Given the heights of the buildings more space between them is required, more variety of building height and more communal green spaces. With the high density housing in this area the pavements are covered in excrement and urine. There should be a park for dogs and one where dogs are not allowed. The natural grass had to be changed to artificial grass, which does not help with the smell as well.	Height The footprint of the tower has been optimised as far as practicably possible to accentuate the slenderness of the tower form. As noted above, this considers the adequate provision of lifts and stairs within the central core, as well as the suitable depth of residential units around the perimeter of the floorplate. Throughout the design process the building has been considered within the context of its surroundings. Massing of various heights have been tested and the final tower height has been judged as the optimal balance between creating a landmark building, whilst respecting the scale of the surrounding development. The proposed tower has a minimum separation distance of 20m between facing elevations within the Site and adjacent buildings of Deansgate Square at the closest point, exceeds the guidance set out within the Manchester Residential Quality Guidance (2017). Public Realm The Applicant will deliver new public realm associated with the residential scheme, which will represent a significant financial contribution. For Plot D this provides improved landscaping linking the site with Hulme, the public spaces in New Jackson and the remainder of the City Centre. This contribution to the Framework area builds on the progress made to date with the delivery of Deansgate Square, Crown Street Phases 1 and the ongoing delivery of Crown Street Phase 2 to include a school and new public park and the new public realm proposed as part of the concurrent application at Crown Street Phase 3.	Y
Sep-23	Object	Daylight/Sunlight – The towers will cause loss of light to every aspect of the neighbourhood. They will overshadow the square on 1st Street, which has already lost a lot of sunshine due to Deansgate Square. After more high-rise buildings there will be no sunshine in the square at all.	Sunlight, daylight and overshadowing have been key considerations to the design of the Proposed Development. A Sunlight, Daylight and Overshadowing Assessment has been undertaken and is submitted in support of the planning application. This includes an assessment of the impact on Deansgate Square. Although the Proposed Development will inevitably have a level of impact on surrounding open space, the Assessment found that the effects on sunlight, daylight and overshadowing acceptable in context, including for Deansgate Square. It should also be noted that paragraph 129(c) of the NPPF recommends that when considering application for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.	Y
Sep-23	Object	Departure from the Masterplan/Local Development Plan – The Masterplan shows that there should be a variety of building heights, most below 30 floors. Numbers over 240 were always opposed by the Head of Planning prior to 2020. Meetings with planning officers made clear numbers could not exceed 180 units on this site.	The Proposed Development accords with the key objectives of the GIS Framework, as addressed in Table 6.1 of the Planning and Tall Building Statement. It is relevant to acknowledge that the masterplan drawings included in the GIS Framework and accompanying Development Matrix are indicative. As such, any detailed proposals, pursuant to the GIS Development Framework, would need to be subject to rigorous further testing and analysis against the Development Plan and other material considerations as part of the formal planning process. The Proposed Development has been through that process, as presented within the wider planning submission. In line with the Framework, the Proposed Development will deliver: a high density residential neighbourhood; a mix of apartments with residential amenity; increased quantum and variety of public space; new cycle parking; and discrete car parking. There is a continuing need for residential units across the City to meet the housing requirements locally and nationally, with the Regional Core and the City Centre being the focus to ensure the delivery of sustainable development which would support the vibrancy and economic growth of the City. The provision of 642 residential units is therefore fully justified, aligns with the City's strategic objectives and is in response to demand.	Y
Sep-23	Object	Loss of Privacy – All existing and approved neighbouring buildings will suffer from reduced privacy.	The proposed tower has a minimum separation distance of 20m between facing elevations within the Site and adjacent buildings of Deansgate Square at the closest point, which exceeds the guidance set out within the Manchester Residential Quality Guidance (2017). The orientation and shape of the proposed tower floorplate has been developed to provide high quality, desirable spaces to live in that are well proportioned, with suitable storage provision. This is reinforced by the GIS Framework, which identifies a greater emerging density and an expectation for higher rise, and denser urban environment than other parts of the city. The endorsed guidance identifies a high density built character for the area – it specifically notes that the key changes to the Framework from previous iterations relates to reinforcing identified opportunities for height, greater separation between spaces and increase quantity and variety of public space. The Residential Quality Guide further sets out the importance of direct sunlight into living spaces. On this basis, and in accordance with BRE guidance, a different daylight benchmark for the surrounding sensitive receptors is considered to be appropriate.	Y
Sep-23	Object	Lack of Affordable/Social Housing/Social Mix – There is a lack of social housing in the whole area and this plan further reduces the opportunities. Developers can be forced to engage with a legitimate and legal requires to deal with the housing waiting list. This tower will consolidate the ghetto-isation and lack of social mix within the City Centre. The Council needs to reduce the percentage of developer profit to 15%.	The Applicant has submitted an updated viability appraisal in support of the application. This will be independently reviewed during the course of the application. This document outlines that it is not viable to provide affordable housing, however a mechanism will be included within a S106 Agreement, accompanying any planning permission, outlining an appropriate trigger for the LPA to review the current position.	Y
Sep-23	Object	Wind - Concern with wind factor assessment in the neighbourhood. The projections on the original development cannot have been in line with what happens now, as demonstrated by the trees blowing down etc.	An iterative wind microclimate assessment has been undertaken by WSP throughout the design process of the Proposed Development to ensure that wind conditions are safe and comfortable for their intended use. These comprehensive studies considered the current wind conditions in the vicinity, as well as Deansgate Square. Please refer to the Wind and Microclimate Assessment chapter within the submitted Environmental Statement for further details.	Y

Jun-24	Object	Impact on views given the 71 Storey building now proposed and impact on investment. The Council should reconsider the residents who invested into the property with the intention that the view would not be obstructed. Impact on and need for improved Road infrastructure given there are over 1000 homes already in Deansgate with more towers under construction in such a densely populated community	The impact of the Proposed Development on existing private views and investment, is not a material planning consideration . The Site is located in a highly accessible area and can take advantage of the excellent existing public transport facilities, including both bus and Metrolink, in addition to walking and cycling opportunities, which will therefore provide viable alternatives to travel by car. Whilst the Proposed Development is being built, there will be a number of construction vehicles arriving at the Site each day. The amount of traffic this will create has been predicted to be less than the amount of traffic created by the Proposed Development when it is completed and occupied (operational). The operational impacts of the Proposed Development have therefore been the focus of the assessment with regard to the likely traffic and transport impacts. The results of the assessments demonstrate that, upon full completion and operation of the development, only the Great Jackson Street and Melbourne Street links would experience an increase in traffic of 30% or more. The potential impacts on the Great Jackson Street and Melbourne Street links would result in a magnitude of impact of Neutral to Minor Adverse at a local level which is not significant overall. The Proposed Development will also be supported by the Framework Travel Plan which aims to minimise the number of car trips generated by the development and encourage residents, staff and visitors to use sustainable modes of transport. This sets out a range of initiatives for promoting sustainable transport, as well as the arrangements for managing and monitoring outcomes. In accordance with Transport for Greater Manchester advice.	Y
Jun-24	Object	Impact of Daylight, Sunlight and overshadowing at Deansgate Square including: Figure 16 in GIA report shows that west facing side of the north tower, will be left with low level lighting. Concerns this will be the case for the West side of East Tower as well. Concerns about other surrounding development in the Jackson Street SRF area and the impacts on daylight for 2/3rds of apartments. Concerns over number of figures included and views / buildings analysed. Concerns around the microclimate impacts on the rooftop garden at North Tower and therefore, impacts to green space and facilities. Comments in relation to residents purchasing apartments based on a certain level of daylight and sunlight. Concerns that the proposals are taller than the GIS Framework and marketing information.	Sunlight, daylight and overshadowing have been key considerations to the design of the Proposed Development. A detailed Sunlight, Daylight and Overshadowing Assessment has been undertaken and is submitted in support of the planning application. This includes an assessment of the impact on Deansgate Square. Although the Proposed Development will inevitably have a level of impact on surrounding open space, the Assessment found that the effects on sunlight, daylight and overshadowing acceptable in context. All of the potentially affected windows and rooms in the surrounding properties have been assessed. Additionally, the consented buildings in the area are included in the assessment to understand the cumulative impacts on the surrounding residential properties once all are constructed. The impact of the Proposed Development on existing private views and investment, is not a material planning consideration. In relation to the Deansgate Square Roof Terrace, the structural planting of Taxus baccata (Yew), Carpinus (Hornbeam) and Ilex crenata (Japanese Holly) are all tolerant of Semi-Shade environments. Therefore, they will continue to grow and thrive as the masterplan develops. The proposals compliance with the Great Jackson Stret Framework is considered in detail in the Planning Statement, the Planning Statement Addendum and the Design and Access Statement.	Y
Jun-24	Object	Impacts of reduced daylight on current green spaces in terms of accessibility, biodiversity and social impacts.	Sunlight, daylight and overshadowing have been key considerations to the design of the Proposed Development. A Sunlight, Daylight and Overshadowing Assessment has been undertaken and is submitted in support of the planning application. This includes an assessment of the impact on all open space. Although the Proposed Development will inevitably have a level of impact on surrounding open space, the Assessment found that the effects on sunlight, daylight and overshadowing acceptable in context. The sunlight assessment of New Jackson Park and the area immediately adjacent to the school shows that the park will receive sunlight levels in accordance with the BRE target criteria, and the proposed development will have only a very minor effect on the levels of sunlight it will receive once constructed. The landscape design for the Park that has been delivered at Crown Street Phase 2 has taken into consideration impacts on daylight and overshadowing - The slender form of Crown Street 360, The Blade alongside the slender form of proposed tower at Plot D will allow the sun to traverse the blocks and allow light into the park at varying times of the day, in a similar manner that it does now in the context of the 360 and Blade development. The movement of the sun pattern across the existing park setting creates animation and pockets of activity in different areas throughout the day, which is considered to add to its character. The introduction of Crown Street Phase 3 and Plot D will have some impact on the park but with the position of the buildings to the east and southeast it is considered that the changes to the park are most likely to be in the morning only. The park planting has a mixture of planting types with a selection of Shade and Semi/Shade species with the selection of a pioneer tree species that can survive in mixed light levels and climatic conditions. Birch trees were selected for their light canopy and striking white stems to create a light and airy feel to the park and to avoid creating large / dense shade patterns, allowing for planting at the understorey to also get light and water.	Y
Jun-24	Object	Concerns in relation to proposed sunlight, daylight levels and the impacts on the primary school at Crown Street, particularly the play area and the impact on the wellbeing of the students.	Low baseline levels are key to understanding the true impact of the proposed development on the school. The actual reductions in daylight are very small, but they are proportionately much greater given that some areas receive lower than recommended levels of daylight without the proposed development. Notwithstanding, the more substantial reductions in daylight are to the office areas. Only three classrooms are affected by the proposed development and all of them experience minor reductions in daylight against the BRE targets. The play area is unaffected by the proposed development. The play area is located to the south west of the proposed development, so it will not cast any shadow on this area as the sun moves throughout the day to the south of the site. The play area is also screened by Blade so only part of Crown Street Phase 3 will be visible from it, and this is located to the north west so cannot shadow the play area.	Y
Jun-24	Object	Transport comments including: Comments in relation to traffic control and removal of barriers on Owen Street. Comments in relation to frequency of taxi usage generated from the area presently and congestion at turning circle and concerns in relation to increased development in the area. Comments in relation to the number of proposed drop-off areas and frequency of deliveries in the area presently. Concerns that the submitted transport assessments are based off wrong estimates and building heights and therefore presents incorrect data.	The Proposed Development will also be supported by the Framework Travel Plan which aims to minimise the number of car trips generated by the development and encourage residents, staff and visitors to use sustainable modes of transport. This sets out a range of initiatives for promoting sustainable transport, as well as the arrangements for managing and monitoring outcomes. In accordance with Transport for Greater Manchester advice. The barriers on Owen Street are not currently present, or effective, although red lines are still in place. Adherence to these parking restrictions and vehicular access in general is managed by 24-hour security presence. There are physical measures in place such as trees, street lighting and furniture along Owen Street that prevent vehicles encroaching onto the footway presently. Furthermore, pedestrian and cycle provision will be enhanced as a result of this development, with improvements across both plots as summarised in Section 4.3 of the Transport Assessment submitted as part of the planning application. Vehicle demand for the proposed loading bays and drop-off areas has been based on Trip Rate Information Computer System (TRICS) data for servicing vehicles. TRICS is the industry standard system for assessing trip rate generation across the UK and Ireland. Similar sites in size, nature and locations were chosen to provide data for this study. This methodology and the outcome of the study prepared to support this planning application has been accepted and approved by Manchester City Council Highways. All lay-by and drop-off areas are managed by Zenith and newly formed Neighbourhood Management Company.	Y
Jun-24	Object	Comments in relation to the ownership of apartments and owner-occupier numbers being a low proportion of residents. Comments on the impacts of tenure on petty crime rates in the area, particularly in relation to drug-use and the exacerbated impacts with increased development in the area.	The proposed housing mix and apartment size have been designed to provide inclusive accommodation for a range of residents. GMP has been consulted as part of the proposals and a Crime Impact Statement is submitted with the application. A condition will be applied to any consent requiring compliance and GMP approval of the development. The Applicant is committed to providing a safe environment and has 24 hr management and security in the area.	Y

Jun-24	Object	Comments on the revised viability assessment including: Revised viability assessment complies with the relevant guidance Public Realm Cost and attribution of external services Use of Benchmark Land Value in Assessment Level of developer profit and compliance with Core Strategy Policy EN2	A full Viability Assessment has been submitted with the application by Roger Hannah in line with the Guidance set out in the National Planning Policy Framework (NPPF) and the Planning Policy Guidance (PPG) on Viability. It also follows the requirements of the RICS for Surveyors dealing with Viability in Planning. This replaces and supersedes the previously submitted viability assessment. (The full viability assessment has been provided on an open and transparent basis and is the subject of public consultation. It will also be the subject of an independent review by the Council, the contents of which will also be made public. A full breakdown of costs is included and a cost plan has been produced by Edmund Shipway. The cost plan states that external services, are within the public realm cost heading, however, it is agreed that these costs are standard building costs and do not contribute to the public realm provision as identified in the cost plan. Notwithstanding this, the conclusions of the Viability Assessment remain. In regard to the proposal's public realm contribution noted within the Viability Assessment, it is clear that this relates to the onsite provision of public realm improvements. This is not a financial contribution and does not form part of any S106 proposed to be entered into in connection with the application. Furthermore, in line with the relevant PPG guidance, benchmark land value has been used rather than the purchase price. In terms of Core Strategy Policy EN 2 'Tall Buildings' the policy states 'It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable'. This is to ensure that sites with planning permission for tall buildings are not left unimplemented, therefore having an impact on land values and developability of other sites, which could hinder the regeneration of an area. To reiterate, the financial viability appraisal assumptions are in line with the Guidance set out in the National Planning Policy Framework (NPPF) and the Planning Policy Guidance (PPG). In applying these assumptions, the financial viability appraisal results in a level of developer profit that is below the identified target margin for the scheme. Notwithstanding this, the developer profit is deemed acceptable to the Applicant, who has an extensive track record of delivery within the New Jackson area and elsewhere in the City. The Viability Assessment notes on this point 'As a developer it is their prerogative to take a commercial view on this, and their exemplary track record of delivery would suggest that this scheme can be completed.' As such, it is considered that Policy EN 2 is fully complied with.	Y
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