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Planning, Development & Heritage Consultants

Junction Manchester Limited

Junction Hotel, Rolls Crescent

Planning Statement

19 August 2020

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1. Introduction

1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of Junction Manchester Limited and is submitted in support of planning application 126780/FO/2020. The application is for a proposed mixed-use development at the former Junction Hotel ('the former hotel') and adjacent surface car park, Rolls Crescent, Hulme, Manchester ('the site'). The site is currently occupied by the vacant two storey former hotel which was most recently in use as a public house before its closure in 2016.

Image 1: The Junction Hotel

1.2 The proposals comprise the restoration, refurbishment and expansion of the former hotel, the demolition of a single storey extension, and the construction of a connected four storey apartment building with ground floor commercial use. Once complete, the former hotel will comprise a community hub at ground and basement levels, and apartments at first and second floor levels, the second floor being a lightweight rooftop extension.

1.3 In total, a mix of 28 one and two bedroom apartments will be provided, together with four commercial units, car parking, amenity spaces, and refuse and cycle stores at ground floor level.

1.4 This statement has been prepared in accordance with the policies and procedures of the National Planning Policy Framework (NPPF), in addition to an examination, analysis and assessment of available historic records and cartographic sources.

Structure of Statement

1.5 This statement includes:

- A description of the application site and surrounding area;
- A review of the application site's planning history;
- An overview of the proposed scheme;
- A review of the relevant national and local planning policy guidance; and,
- An appraisal of the proposed scheme against its planning policy context and relevant planning issues.

Supporting Information

1.6 The planning application is also supported by a series of planning drawings prepared by Roost Architects, along with the following documents:

- Heritage Statement prepared by Paul Butler Associates.
- Design and Access Statement prepared by Roost Architects.
- Transport Statement by Local Transport Projects.
- Environmental Standards Statement prepared by Element Sustainability.
- Crime Impact Statement prepared by Greater Manchester Police Design for Security.
- Bat Survey prepared by Braithwaite Bat Surveys.
- Air Quality Assessment prepared by Redmore Environmental.
- Phase 1 Contaminated Land Assessment prepared by GeoSmart.
- Completed Waste Proforma.

2. The Application Site and Surrounding Area

Application Site

2.1 The site is located at the junction between Rolls Crescent, Old Birley Street, and George Parr Road, in Hulme, approximately a mile to the south of Manchester City Centre. The site accommodates a two storey building which is vacant and in a poor state of repair, and also includes an additional surface level car park. Whilst the building remains clearly identifiable as a former public house, this along with the car parking area has a generally negative impact on the surrounding streetscene.

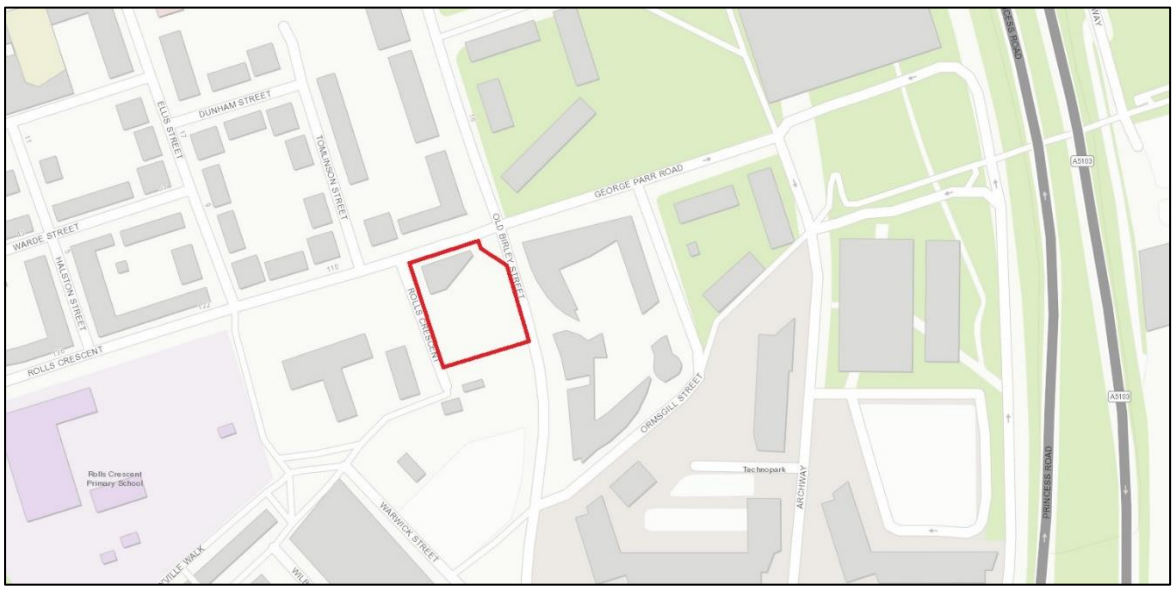

Image 2: Site Location

2.2 The Junction Hotel was constructed in about 1865. Reference to an OS Map of 1891 (see Heritage Statement, Image 8) confirms that at this time the building formed part of a densely packed urban environment, and was located at a key road junction. The building is the only surviving remnant of the 19th Century, with the nearby Hulme Hippodrome constructed in 1900-1901. A detailed description of the building is included within Section 5 of the Heritage Statement.

Image 3: Former Junction Hotel – north elevation

Surrounding Area

2.3 The site is located within the Manchester suburb of Hulme. Hulme saw tremendous change and several layers of development between the mid 19th Century through to the present day, and this change is continuing. Further to the demolition of the 'Hulme Crescents' to make way for the regeneration of the area in the 1990s, the most recent significant development to have taken place is the construction of the Birley Fields Manchester Metropolitan University Campus to the immediate north east of the site. The character of the area is therefore a mix of education, residential, as well as some community and commercial uses. Apartment blocks are located to the north and east, whilst a community centre is located to the west, and a community garden centre to the south.

2.4 There are no Listed Buildings on or adjacent to the site, and the site is not located within a Conservation Area. The closest Listed Buildings are the connected Hulme Hippodrome and The Playhouse both of which are Grade II Listed and which are located approximately 100m to the south.

Image 4: South Elevation

Image 5: West Elevation and single storey extension

2.5 The site is within an accessible location, approximately 20 minutes' walk to Manchester City Centre. Hulme High Street which is anchored by an Asda superstore is approximately 500m to the south, and there are multiple bus stops within the area.

Planning History

2.6 The site's planning history is very limited, relating only to an application (Ref: 024596) for the 'Bricking up of existing external door to off licence' which was approved on 14 June 1985, and 'Erection of a canopy at rear of Public House including elevational alterations and erection of a 2 metre high mesh security fencing' (Ref 083702/FO/2007/S1) which was refused on 29 November 2007.

2.7 There is therefore no planning history relating to the site which is relevant to the current planning application.

3. The Proposed Scheme

3.1 The proposed scheme comprises two main elements, the refurbishment and extension of the former Junction Hotel, and the construction of a linked mixed-use apartment block. The two elements are explained in further detail.

3.2 The proposed housing mix is as follows:

- 1 bed apartment: 4 (14.3%)
- 2 bed apartment: 24 (85.7%)

3.3 All dwellings are designed to comply with the Council's space standards as set out in the Manchester Residential Quality Guidance.

Refurbishment and Extension of former Junction Hotel

3.4 The proposals include the refurbishment, restoration, and extension of the former Junction Hotel. This will include the retention of historic internal features where possible, and the ground floor of the building will be brought back into use as a community pub and social hub. Prior to its closure, the pub was popular locally for its live music nights, and these are proposed to be reintroduced, utilising the building's cellar. The cellar will be a flexible space, able to host drama, lectures, seminars, and small conferences.

3.5 The first floor of the building will be converted to two 2-bedroom apartments, whilst a roof extension creating a second floor will reinstate this massing, which is understood to have been lost following a fire during the 1960s. The second floor extension will also accommodate two apartments, one 1 bedroom, and one 2 bedroom both of which will be provided with balconies. This is of a contemporary design, and a lightweight construction utilising metal cladding and glass, visually differentiating it from the historic building below.

3.6 Externally, the former hotel is proposed to be refurbished to restore its original grandeur. The proposals also include the demolition of a non-original single storey extension to the side and rear, which appears to have been constructed in the 1960s.

Mixed Use Apartment Building

3.7 Adjacent and connected to the former hotel's southern elevation, the construction of a four storey residential-led mixed use scheme is proposed. The building comprises an east and west section with semi-private plaza sections in between. At ground floor, in addition to access and plant areas, four commercial units are proposed facing Old Birley Street, along with undercroft car parking for apartment residents.

3.8 The apartment building will offer 24 further apartments, 21 of which will be 2-bedroom, whilst three will be 1-bedroom. All apartments are of a similar plan form, featuring an open plan kitchen dining / living area, opening out onto balconies.

3.9 The commercial units at ground floor level facing Old Birley Street will introduce active frontage to this elevation, creating interest, activity, and enabling natural surveillance. These are designed to be flexible, in which the number and size of units is able to vary from a maximum of four, and will be targeted towards start-up small businesses.

3.10 Elevationally, the design of the apartment block is, like the rooftop extension to the former Junction Hotel, distinctly contemporary, but incorporates traditional materials which are reflective of the current and historic vernacular of the area. At ground floor level, a stone cladding will be used which will visually connect the building with the Junction Hotel, whilst at upper levels, red brick is used. Stone shadow gaps help to express the verticality of the building, making the building appear as four separate built components. Punched openings within the upper level brick facades, consisting of inset balconies and windows add visual interest.

Pre-Application Discussions

3.11 A planning application for the proposed scheme was submitted in April 2020 but was found to be invalid by MCC. MCC's letter dated 28 April 2020 has been helpful due to it setting out the additional information and documents required in order to enable a full assessment of the application proposals.

4. The Planning Policy Context

4.1 This section of the statement sets out the national and local planning policy context relevant to the determination of this planning application. An appraisal of how the proposal relates to the key planning considerations relevant to the Site is set out in section 5 of this statement. An assessment of the scheme within the context of national and local heritage policy is contained within the submitted Heritage Statement.

National Planning Policy Guidance

Town and Country Planning Act 1990

4.2 Planning policy guidance of relevance to the proposed development, and which provides the context for its assessment, is set out within the following documents:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

National Planning Policy Framework

4.3 The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the government's planning policies and how these are expected to be applied. It replaces the Framework published in March 2012, however a presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

4.4 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or

- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

4.5 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

4.6 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters. The chapters of relevance to this development are discussed below.

4.7 Delivering a sufficient supply of homes (Chapter 5) – paragraph 59 explains that in order to support the government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

4.8 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the

event that there has been significant under delivery when measured against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

4.9 Paragraph 68 highlights that small to medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Paragraph c) emphasises the importance of windfall sites and states that local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

4.10 Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is to be given to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This section also recognises that a lack of housing can act as a potential barrier to investment.

4.11 Ensuring the vitality of town centres (Chapter 7) – states that planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Paragraph 87 states that when considering edge of centre proposals, preference should be given to accessible sites which are well connected to the town centre.

4.12 Promoting healthy communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

4.13 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be

designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.14 Paragraph 109 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.

4.15 Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 118 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Further, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

4.16 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 122 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.

4.17 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 127 that planning policies and decisions should aim to ensure that developments:

a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) Are visually attractive as a result of good architecture and appropriate landscaping;

c) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;

d) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks;

f) Create places that are safe, inclusive and accessible and which promote health and well-being.

4.18 Decision making – guidance in paragraph 38 states that local planning authorities should approach decisions in a positive and creative way, making use of the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants. Decision makers at all levels should seek to approve applications for sustainable development where possible.

Development Plan for Manchester

4.19 The Development Plan for Manchester comprises the following documents:

- Manchester Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995);
- Manchester Residential Quality Guidance (March 2017);
- The Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007); and,

- Design for Access 2 (December 2003).

Manchester Core Strategy Development Plan Document (July 2012)

4.20 The Core Strategy was adopted in July 2012 and sets out the long term strategic policies for Manchester's future development. The Core Strategy sets out the key challenges facing the City. These include removing health inequalities and enabling more healthy lifestyles, and continuing to ensure that development is of a consistently high quality.

4.21 Core Strategy objectives and policies of particular relevance to the proposed scheme include:

- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the city can contribute to halting climate change. Recognising the need for mitigation and adaption to climate change, the Core Strategy will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City.

- Spatial Objective SO2 'Economy' – supports a significant further improvement of the city's economic performance to spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create sustainable communities.

- Spatial Objective SO3 'Housing' – seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth. The emphasis for the City Council is the provision of a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City in order to create sustainable lifetime neighbourhoods with high quality environments, good local facilities with easy access to employment opportunities.

- Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.

4.22 The detailed policies of the Core Strategy are organised to reflect the spatial objectives of the City Council in order to manage development within the local authority over the plan period. The relevant policies of the Core Strategy to the determination of this application are set out below.

- SP 1 'Spatial Principles' sets out the key spatial principles which will guide the strategic development of Manchester to 2027. The Policy notes that development in all parts of the City should make a positive contribution to neighbourhoods of choice including making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community; protect and enhance the built and natural environment; minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; improve access to jobs, services, by being located to reduce the need to travel and provide good access to sustainable transport provision.

- EC 1 'Employment and Economic Growth in Manchester' states that the Council will support significant contributors to economic growth and productivity. Development proposals should have regard to climate change resilience; ensure design makes the best possible use of a site or building in terms of efficient use of space; minimise detrimental impacts on adjacent uses, consider the needs of users/employees of a site/building for access via walking, cycling and public transport; and reduce opportunities for crime by applying current best practice in security design. Development proposals should also have regard to flood risk through the Manchester-Salford- Trafford Strategic Flood Risk Assessment (SFRA).

- Policy H1 'Overall Housing Provision' – the policy sets out that approximately 60,000 new dwellings will be provided for in Manchester over the period 2009 to 2027. New Housing will be predominantly in the North, East, City Centre and Central Manchester. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability.

- The policy also prioritises the redevelopment of brownfield land with a target for 90% of residential development to be on previously developed land. The approximate

number of dwellings (net) to be provided over the plan period in Central Manchester is 8,200.

- New residential will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations; contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in, physical, social or green infrastructure, prioritise sites in close proximity to centres of high frequency public transport routes; consider environmental constraints; and be designed to give privacy to both its residents and neighbours.

- Policy H5 'Central Manchester' – over the Core Strategy period, the area of Central Manchester will accommodate around 14% of new residential development. Priority here will be given to family housing and other high value high quality development where this can be sustained. The policy states that high density housing will be permitted within or adjacent to the Regional Centre including Hulme, as part of mixed-use schemes.

- Policy H8 'Affordable Housing' – the requirement for affordable housing or any alternative financial contribution applies to all residential developments consisting of more than 15 units. All new development will be expected to contribute towards the city wide policy of 20% of new housing to be affordable. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. Affordable housing units should be inclusively designed to reflect the character of development on the site.

- Policy C9 'Out-of-centre development' – Development that improves the environment of an existing out-of-centre facility or its relationship with surrounding uses will be supported, providing that it also meets the other criteria in this policy.

- Policy C10 'Leisure and the Evening Economy' - Development and redevelopment which supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be

permitted, subject to a number of considerations including impact on neighbouring uses in terms of noise, traffic and disturbance.

- Policy T 1 'Sustainable Transport' – Aims to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses, partly by improving access to jobs and services, particularly for those most in need and for those without a car.

- Policy T 2 'Accessible areas of opportunity and need' seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

- Policy EN 1 'Design Principles and Strategic Character Areas' - All developments within Manchester are expected to follow the seven principles of urban design set out in national planning guidance. Development should also have regard to the strategic character in which the site is located. Hulme is identified as falling within the Central Arc Character Area. Within this area:

    - The opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities.

    - The opportunity should also be taken to use the canals to create a distinctive urban environment and enhance access through the City.

- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all development must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

- Policy EN 6 'Target Framework for CO2 reductions from low or zero carbon energy supplies' sets out the Council's requirements and targets relating to low and zero

carbon, decentralised energy. The Policy sets out the requirements for the scope of Energy Statements to be submitted in support of applications. Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.

- Policy EN 8 'Adaptation to Climate Change' requires all new development to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. The policy notes that the reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways can assist with this.

- Policy EN15 Biodiversity and geological conservation – the policy seeks to avoid any adverse impacts upon biodiversity. Where impacts are unavoidable, developers will be required to provide appropriate mitigation.

- Policy EN16 Air Quality - the policy is in place to improve the air quality within Manchester, and particularly within Air Quality Management Areas. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives.

- Policy EN18 Contaminated Land and Ground Stability - the policy outlines the need for ground conditions associated with a development to be considered and assessed at the outset.

- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

- Policy PA1 Developer Contributions – the policy outlines the scope of potential planning obligations that may be sought. In determining the nature and scale of any planning obligation, the Council may take into account specific site conditions and other material planning considerations including viability, redevelopment of previous developed land or contamination.

- Policy DM1 Development Management – sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation; refuse storage and collection; effects relating to archaeological or built heritage; vehicular access and car parking; effects relating to biodiversity, landscape, archaeological or built heritage; and Green Infrastructure including open space, both public and private.

4.23 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the above Core Strategy policies.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

4.24 The UDP was superseded by the Core Strategy. However a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

- DC7.1 New Housing Development – seeks to ensure new housing is accessible at ground floor level for disabled people where this is practical.

- DC26.1 Development and Noise – states that the Council will consider the implications of new development being exposed to existing noise sources which are effectively outside planning control.

4.25 As with the Core Strategy policies, the detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with this saved UDP policy.

Manchester Residential Quality Guidance (March 2017)

4.26 The Manchester Residential Quality Guidance seeks to provide clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. The Guidance is designed to build upon the Council's adoption of the London Housing Design Guide space standards in

March 2015. The purpose of the document is to outline the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.

4.27 The Guidance sets out nine components that combine to deliver high quality residential development, through safe, inviting and sustainable neighbourhoods where people want to live. The nine components are:

- Make it Manchester – Understanding the character and qualities of the various parts of the city.
- Make it bring people together – Encouraging a sense of community and neighbourliness.
- Make it animate street and spaces – Relationship between buildings, streets and spaces in making a place feel safe and inviting.
- Make it easy to get around – Ensure development is accessible, well connected and easy to get around.
- Make it work with the landscape – Enhancing the connection with landscape and nature.
- Make it happen – Ensuring deliverability, and that schemes are delivered as designed, well-constructed, and sustainable.
- Make it a home – Provide sufficient space, natural light and storage.
- Make it future proof – Anticipate the impacts and effects of climate change that can make residential design more efficient.
- Make it practical – Dealing with the clutter of life.

4.28 For each component, the key ingredients, key actions, and key requirements are set out within detailed guidance.

Guide to Development in Manchester Supplementary Planning Document 2007 (SPD)

4.29 This document aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that everyone wants to see in Manchester. The SPD has provided useful guidance, particularly in terms of the following:

- Accessibility (Section 3)
- Environmental Standards (Section 4)
- Parking Guidelines (Section 6)
- Community Safety and Crime Prevention (Section 8)

4.30 The proposed redevelopment scheme has been designed in accordance with the design guidance outlined within this document.

Design for Access 2 (2003)

4.31 This is the Council's best practice guidance on inclusive design standards. This document has been considered in developing the scheme's design, with regards to internal layout arrangements, and access and manoeuvrability.

4.32 The detailed assessment of the scheme within Section 5 of this Statement confirms that the proposal accords with the above national and local policies.

5. Planning Appraisal

5.1 Having regard to the above planning policy guidance, the main material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Residential and Commercial Development
- Design Quality
- Potential Impact on Amenity
- Sustainable Development: Economic, Social and Environmental Benefits
- Accessibility and Parking Provision
- Access for Disabled People
- Crime and Security Issues
- Servicing: Waste Management and Deliveries
- Ecology
- Affordable Housing Statement

5.2 An appraisal of the heritage issues relating to the scheme is contained within the submitted Heritage Statement. Further details regarding the design of the scheme are provided in the Design and Access Statements prepared by Roost Architects.

Principle of Residential and Commercial Development

5.3 The principle of a mixed-use residential-led scheme on the site accords with local planning policy guidance. In accordance with Core Strategy Policy SP1 – Spatial Principles, the proposals will create a range of apartment types in a distinctive setting, within an established residential area. The site is located within 300m of the boundary of Hulme District Centre, and residents also have access to regular bus services located on Rolls Crescent and Stretford Road. The City Centre can also be reached quickly and safely by bicycle.

5.4 In general terms the scheme will provide a series of benefits which are identified below. The principle of residential and retail/leisure uses within the development is considered under separate headings.

5.5 The benefits of the scheme are that it:

- Involves the sympathetic restoration and extension of a historic building with a mix of uses that will secure its long-term future, and ensure the retention of historic/architectural features.

- Provides a residential use that will have a positive impact on the ongoing regeneration of Hulme. The mix of 1 and 2 bedroom apartments will meet an identified need for accommodation within Manchester and will also help the Council to achieve its target of 90% of residential development being on previously developed land in accordance with Policy H1 – Overall Housing Provision.

- Ensures no adverse impact on the amenity of existing neighbouring residents, whilst the design will enable a good standard of living for future occupants.

- Will secure direct investment into the local community through the provision of jobs during the construction stage and once the community pub and commercial uses are operational, as well as spending in nearby facilities by future residents.

- Provides flexible spaces which can be used by students, the local community, small business start-ups, and community groups.

- Involves the development of a site in a highly sustainable and accessible location, with these benefits contributing significantly to the viable and sustainable regeneration of the broader area.

- Will encourage further investment into the area and the provision of uses that will encourage natural surveillance to help reduce crime and the fear of crime.

- The application site and building are not affected by any development constraints which cannot be mitigated through the planning process.

5.6 The above points are considered in more detail within the remainder of this section and demonstrate that the scheme wholly accords with national and local planning policy guidance.

Principle of Residential Development

5.7 Planning policy guidance supports development that makes the best use of previously developed land and vacant buildings, which are well located in terms of existing activities and infrastructure. The site is located within 'Central Manchester' as allocated by Core Strategy Policy H5. Policy H5 states that Central Manchester will accommodate around 14% of new residential development, a target which the proposals will help to meet. In addition, and as per Policy H5, the proposals will offer a variety of apartment sizes and will be of a high quality, within an accessible location.

5.8 The population of Manchester continues to grow which is placing increasing pressure on the existing housing stock. The need for additional housing is recognised by CS objective S03, as well as policies H1 and H5. The provision of 28 dwellings will contribute to meeting this need and at the same time assist in the regeneration of this part of the City; will provide a mix of accommodation that will attract economically active people who will contribute to the long term economic growth of the City; and, the mix of 1 and 2 bedroom dwellings will provide a range of household types. With regards to this latter point, no more than 15% of the apartments will be 1 bedroom, which will encourage a wider mix of occupiers and a more stable population, thereby contributing to the creation of a mixed, inclusive and sustainable community.

5.9 It is important to highlight that a residential use is also deliverable on the site for the following reasons:

- It is Available – The site is owned by the applicant who is in a position to build out the scheme.
- It is Suitable – The suitability of the site for residential and commercial development is confirmed throughout this report, by reason of its highly accessible/sustainable location and its proximity to existing residential development.

- It is Achievable – There are no policy restrictions or development constraints that would impact on the scheme's deliverability. Should planning permission be granted, the developer is keen to commence works on site.
- It is Viable – The scheme is financially viable and deliverable.

Principle of Town Centre Uses

5.10 Whilst this mixed use scheme predominantly comprises residential use, the proposals also include up to four commercial units, as well as the reinstatement of the existing building's A4 Drinking Establishment use. The annex to the NPPF identifies these uses as 'main town centre uses', therefore Section 7 and its requirements for new development are of relevance to the proposals. The site is located within 300m of the boundary of Hulme District Centre, and in NPPF terms, the site constitutes an 'edge of centre' site.

5.11 Annex 2 of the NPPF states that 'In determining whether a site falls within the definition of edge-of-centre, account should be taken of local circumstances'. Notwithstanding the site's accessible location and proximity to Hulme District Centre, we consider below the proposal against National and Local Planning Policy and Guidance.

5.12 The ground floor and cellar of the existing building will re-open once refurbished as a drinking establishment, with ancillary community uses. As this is the building's existing use, the principle of A4 use does not require assessment provided it is limited to the existing building.

5.13 The proposed retail / commercial units will be located on the ground floor of the proposed apartment block. Given the relatively modest amount of retail floorspace proposed, and the fact that the site is located to the edge of and will support Hulme District Centre, it is not considered that this floorspace has the potential to materially detract from the vitality and viability of Hulme District Centre. This part of the proposal will also lead to the creation of activity on this section of Old Birley Street and Rolls Crescent.

5.14 The commercial units will be flexible in terms of size ranging from a single unit of 105 sqm, to four small units of c. 26 sqm each. These are designed to be adaptable for the lifetime of the development, and will be targeted towards local start-up businesses – both from local

residents and university students. Along with the cultural activities proposed for the re-opened Junction Hotel, the commercial element of the proposal contributes to the creation of sustainable communities. The NPPF notes the importance of ensuring 'accessible local services that reflect the community's needs and support its health, social and cultural well-being' in achieving sustainable development.

5.15 The National Planning Practice Guidance published in March 2014 and updated regularly since sets out the considerations that should be taken into account in determining whether a proposal complies with the sequential and impact tests. Paragraph 11 of the NPPG Guidance 'Town centres and retail' notes that the application of the sequential test should be proportionate and appropriate for the given proposal.

The Sequential Test

Has the suitability of more central sites to accommodate the proposal been considered?

5.16 The application proposals are for a residential-led redevelopment, which includes the restoration and reuse of a historic public house. The applicant and architects have therefore had to develop a bespoke design solution which respects and enhances the significance of the building, makes the optimum use of the site, whilst also ensuring that the proposals are deliverable. The ground floor commercial use is an essential part of the proposed scheme. It is therefore clear that this unique proposed development could not be accommodated elsewhere, and to disaggregate the proposals into their use components, would prevent the multiple regeneration benefits of the scheme, including the refurbishment and re-use of the former pub, to be realised.

Is there scope for flexibility in the format and/or scale of the proposal?

5.17 The prosed scheme is unique, relating to the re-use of an historic building, in a highly visible key location, with associated mixed use apartment building, utilising a previously developed, vacant site.

5.18 Paragraph 11 of 'Ensuring the viability of Town Centres' within the National Planning Practice Guidance states that 'Use of the sequential test should recognise that certain main town centre uses have particular market and locational requirements which mean

that they may only be accommodated in specific locations'. Whilst there is flexibility relating to the proposed commercial units (in that they can be adapted to accommodate varying levels of floorspace), this is a key element of the application proposals, and does not suggest that targeted occupiers could be accommodated elsewhere with the same level of flexibility, or as part of a community hub.

5.19 Furthermore, the proposed development is viable as the applicant owns the site, and is not therefore required to purchase an additional site or property from a private landowner. Paragraph 12 of the Planning Practice Guidance states: 'as promoting new development on town centre locations can be more expensive and complicated than building elsewhere local planning authorities need to be realistic and flexible in terms of their expectations'. The proposed commercial units are targeted towards start-ups that may not be able to secure premises in more central locations, or for that matter any premises.

The Impact Test

5.20 Policy C 9 of the Core Strategy confirms that an assessment of impact will be required for retail development of more than local significance. The supporting text to this policy sets a floorspace threshold of 650 sq m below which, retail proposals will be regarded as 'of local significance only'. At 105 sq m, the proposed commercial space is well below the threshold for which an impact assessment is required.

5.21 The proposed commercial units are an important part of the scheme as they will lead to the creation of additional activity, will create employment, and will be delivered as part of a sustainable mixed-use development also incorporating residential use. The proposals will also provide some active frontage overlooking Old Birley Street, thereby promoting passive surveillance and helping enliven the streetscene in a positive way, both in terms of design and function.

5.22 Furthermore, commercial use within the scheme is wholly appropriate bearing in mind the site's accessible location; and, in accordance with Core Strategy Policy C 9, would not adversely impact upon the vitality and viability of the nearby Hulme District Centre. The

use will also provide job opportunities in a location that is well connected to the nearby District Centre, the City Centre and residential areas.

5.23 The application proposal is considered to comply with relevant national and local town centre policy and guidance. The scheme is a site-specific proposal, within a highly accessible edge-of-centre location.

Design Quality

5.24 The design has been developed in response to the heritage significance of the former Junction Hotel building, and the character – existing and historic – of the immediate surrounding area. Not only will the provision of high quality apartments and commercial/leisure uses provide a mix of uses that will secure the long-term future of the former hotel, it will also contribute positively to the attractiveness/vibrancy of this part of Hulme.

5.25 In accordance with CS policy DM 1, the scheme's design will: improve the character and appearance of the surrounding area; ensure there is no adverse impact on existing amenity, whilst future occupants will be provided with good quality internal accommodation; enable access for disabled persons throughout the building; provide active frontage to Old Birley Street and Rolls Crescent, which along with the natural surveillance from residential properties will reduce the potential for crime; allow adequate provision for refuse storage and collection; and, enable the commercial elements of the scheme to achieve BREEAM 'Very Good', whilst the residential element of the scheme will align with Core Strategy energy efficiency and carbon dioxide emission reduction targets.

5.26 Further detail in terms of the design approach to the proposals is included within Section 3 of this Statement, along with the Design and Access Statement.

Potential Impact on Amenity

5.27 As noted above, the proposals involve the conversion and extension of a former hotel / public house along with the construction of a four storey building within its car park. The immediate surroundings of the site are mixed, with residential properties to the north and east (with MMU Birley Fields Campus to the north east), and community uses to the west

and south. The apartment development to the east also features some workshop and commercial ground floor uses. The proposals will not have a significantly adverse impact on the amenity of nearby residents due to the distances that will remain between the existing and proposed parts of the scheme. There will be no impact on adjacent properties in terms of an overbearing or overshadowing nature.

Future Residents

5.28 An important consideration relates to whether the proposed dwellings will provide future occupants with a satisfactory level of amenity. In terms of those to be located within the converted first floor of the former hotel, the utilisation of existing window openings and configuration of apartments around these will enable sufficient natural light into the apartments. The apartments within the extended second floor of the former hotel, and within the new apartment building will all be provided with large windows and balconies ensuring that good levels of natural day lighting will be achieved within all apartments.

5.29 Internally, each of the dwellings will be of a high standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation.

Amenity Space Provision

5.30 The proposals also include the provision of a variety of 'urban gardens' comprising private and semi private spaces. The 'vertical gardens' will be a central semi-private amenity space centred around the external circulation space between the two apartment block buildings. Within these spaces, metal mesh banisters and mesh panels are used to encourage plant growth vertically. These areas help to connect all floors together whilst providing a level of privacy to the apartments, interrupting direct views.

5.31 The site is also located within close proximity to Hulme Park which provides multiple recreational and play opportunities, as well as public open green spaces within the MMU Birley Fields Campus. Future occupants of the scheme will therefore be provided with a good level of amenity in the surrounding area.

Noise

5.32 The potential impact on the amenity of future residents of the scheme as a result of off-site noise sources i.e. road traffic on Rolls Crescent / Old Birley Street along with the potential noise resulting from the resumption of the public house use has also been considered during the design process. The proposed apartments will be fitted with glazing of a noise attenuation specification which ensures that the amenity of future residents is not adversely impacted upon by noise pollution from passing vehicles.

5.33 Whilst the public house use could resume without the need for further planning permission, and live music could again take place at ground floor level, the proposed live music / entertainment space will be located within the building's cellar space which is to be converted. This will ensure that noise levels will be easier to contain. Furthermore, the ceiling of the community pub will be acoustically upgraded to prevent noise penetrating into the apartments above.

5.34 In summary, the proposed development will not have an adverse impact on the amenity of existing neighbouring uses, nor will the amenity of future occupiers be adversely affected by surrounding uses and noise sources. As such, the development complies with relevant policies contained within the NPPF, Core Strategy policy DM 1, UDP policy DC26.1 and the 'Guide to Development in Manchester' SPD.

Sustainable Development: Economic, Social and Environmental Benefits

5.35 The proposal will have high sustainability credentials as a result of the economic, social and environmental benefits that it will bring.

Economic Benefits

5.36 The proposed development will bring a number of economic benefits during and post construction, including in terms of job creation, providing flexible premises for start-up companies, and increased expenditure in the nearby Hulme District Centre. Together with the construction jobs created in the refurbishment, conversion, extension and construction of buildings, there will be employment created within the reopened public house and commercial uses. A shortage of housing can act as a barrier to people accessing job

opportunities, thus preventing the City from achieving its economic potential. The development's provision of 28 dwellings will help meet the needs of local people and those moving to the City, thereby contributing to the economy.

5.37 Ministerial statements refer to the pressing need of ensuring that the planning system does everything it can to help secure a swift return to sustained economic growth, urging planning authorities to make every effort to identify and meet the housing needs of their areas. It is accepted that house building is a driver of the local economy. Together with creating job opportunities during and after the construction phase, the proposed dwellings will increase Council tax revenue. The proposed development will help to act as a catalyst for further regeneration within this part of Hulme.

Social Benefits

5.38 The proposed scheme will provide a mix of apartments which will help meet the local demand for residential accommodation in this part of Manchester. The provision of leisure / commercial uses will create job opportunities and additional local amenities, whilst also increasing activity and natural surveillance. Due to the site's highly accessible location, there are multiple amenities and employment opportunities on offer, whilst the site is accessible by sustainable modes of transport.

Environmental Benefits

5.39 The proposed scheme will have significant environmental benefits since it involves the redevelopment of a brownfield site and re-use / conversion of an existing building, which has been vacant since 2016. This will help to reduce development pressure on greenfield sites and help the Council meet its 90% target for new development to be on previously developed land. The refurbishment and proposed uses will provide the site with a new lease of life, and will result in a positive impact upon the streetscene. The site's location is accessible, thereby reducing the need to travel by unsustainable modes of transport. Furthermore, the scheme will provide secure cycle storage facilities for future residents and employees.

5.40 An Environmental Standards Statement has been prepared by Element Sustainability which reviews the sustainability performance of the proposed development, including a

preliminary assessment of the potential BREEAM rating for the refurbished element of the scheme. This Statement confirms that:

- The scheme will comply with the key criteria of the Manchester Core Strategy subject to the incorporation of the proposed energy strategy whilst also taking MCC's declaration of a Climate Emergency into consideration and responding positively to the emerging GMSF criteria.

- The proposed energy strategy will incorporate an enhanced 'fabric led' material specification, along with high quality design and construction standards to improve the energy efficiency of the existing building.

- The development will be designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN 4.

- The proposed new build elements of the scheme will significantly improve upon the current stringent Part L1A (2013) compliance standard in accordance with adopted Core Strategy Policy EN 6. This is to be achieved via the incorporation of enhanced fabric measures, energy efficient mechanical and electrical systems plus renewable technology including photovoltaic array and high efficiency heat pumps.

- The proposed retail units will be designed in accordance with the BREEAM criteria and achieve the required 'Very Good' rating.

- Construction practices which minimise adverse environmental impacts will be adhered to including the undertaking of a construction waste management strategy to reduce the quantity of waste generated. To increase re-use and recycling, a commitment will be made to minimise waste and pollution.

- Responsibly sourced low environmental impact materials will be utilised, and local suppliers will be prioritised, thereby minimising and conserving energy associated with transportation and waste generation.

5.41 In accordance with the provisions of the NPPF, the proposed scheme will contribute to the achievement of sustainable development through the delivery of positive economic,

social and environmental benefits; and, is in accordance with Core Strategy policies, EN 4, EN 6, EN 8 and DM 1.

Accessibility and Parking Provision

5.42 The site is highly accessible by public transport and residents/workers of the proposed scheme will have a broad range of public transport travel choices. The proposals will lead to the reuse of a previously developed, and recently operational site which would itself have generated some vehicle and pedestrian movements.

5.43 The site is within reasonable walking distance of a range of local amenities and facilities in Hulme and the surrounding area; the existing and proposed cycle/footway infrastructure in the locality is of a high quality; as is access to public transport. The site is therefore considered to be highly accessible by non-car modes of transport.

5.44 In terms of car parking provision, 18 spaces are proposed all of which are dedicated to residents. This is a provision of 64% which is considered to be acceptable due to:

- The site's accessibility to public transport facilities;
- The site being within easy walking and cycling distance of a broad range of local facilities;
- Car ownership in this location is comparatively low;
- A scheme such as that proposed will have a lower demand for car parking than housing in the local area due to the likely demographic that will occupy it; and
- The scheme featuring 100% cycle parking provision. Each apartment will be provided with a secure cycle space to encourage the use of this mode of transport and discourage car ownership and use. A further 10 cycle parking spaces are provided for users of the commercial and community facilities.

5.45 It is assumed that employees and customers of the re-opened public house / community hub and the commercial units will be from within the local area and therefore no dedicated car parking is regarded as being necessary for these uses.

5.46 It is concluded that there are no highway, traffic or transport reasons to withhold planning permission for the scheme and it is therefore commended for approval. It has been demonstrated that the scheme accords with the transport requirements of the NPPF, policy T 2 of the Core Strategy and section 3 'Accessibility' of the Guide to development in Manchester SPD.

Access for Disabled People

5.47 The scheme has been designed in response to the requirements of CS policy DM 1, UDP policy DC7.1, section 3 'Accessibility' of the Guide to Development in Manchester SPD, and the City Council document 'Design for Access 2', to ensure that the proposed scheme is inclusive and accessible to all as far as possible and considers the requirements of disabled persons.

5.48 Part of the proposed scheme includes the conversion of part of a historic former public house and hotel to residential use. Despite this, along with a lift providing level access to the apartment block, a further lift will also be added to the western end of the former pub / hotel meaning that all apartments will be accessible.

5.49 The proposed apartments along with the retail and leisure uses will be fully accessible to future users of the scheme.

Crime and Security Issues

5.50 A Crime Impact Statement (CIS) has been prepared by Greater Manchester Police (GMP) Design for Security. The CIS confirms that there are a series of positive aspects associated with the scheme that will contribute to the prevention of crime and the fear of crime, including:

- Additional activity, overlooking and surveillance to the area, with facing apartment developments allowing for mutual surveillance.
- The site and building are currently vacant. The redevelopment will bring additional activity to the local area, with the mix of uses generating activity, and acting as a deterrent to anti-social behaviour.

- The retail and residential uses are self-contained preventing residents, and visitors, of the apartments from accessing areas of the retail development and staff/customers of the retail unit accessing communal areas of the apartments – reducing the opportunities for criminals.

- Apartments are located at first floor and above, reducing the potential for noise disturbance by those passing by at night.

- The layout of residential corridors of the apartment building allow for good sightlines.

- The ground floor car parking area will be restricted to residents, reducing the potential for misuse and reducing the burden of parking on-street in the local area.

5.51 The Statement makes several comments as to how the security of the scheme can be improved including with regards to the positioning and recessed nature of the apartment doors, along with a number of recommendations such as with regards to video phone entry systems, mail delivery procedures / facilities, access and lighting arrangements to the car park, bicycle storage, and CCTV.

5.52 Recommendations are also made relating to the commercial spaces, that these should have alarm systems installed, and that access in to staff-only areas should be restricted to staff. General recommendations such as the use of anti-graffiti paint, and the illumination of external areas are also provided. These requirements and recommendations will be considered further as the detailed design is progressed.

5.53 From a crime and security perspective, the scheme complies with the provisions of the NPPF, Core Strategy Policy DM 1, and Section 8 'Community Safety and Crime Prevention' of the Guide to Development in Manchester SPD.

Servicing: Waste Management and Deliveries

5.54 With regards to waste storage and collection, a waste management strategy has been prepared. The waste management strategy confirms that facilities for the internal storage of refuse and recycled waste will be provided in the kitchen areas of each dwelling, whilst recycling stores will be located within the undercroft / car park area with controlled access directly onto the street.

5.55 Occupants of the dwellings and the management staff for the commercial units and community space will be responsible for the transfer of their waste to the bins provided. Both bin stores are easily accessible from the access road to the west of the site. Manchester City Council will be responsible for waste collection.

5.56 The capacity of recycling stores and composition of the bins will comply with Manchester City Councils Waste Storage and Collection Guidance for new developments – document GD04. Waste collection from the commercial units and community space will be managed by the operators, and arrangements will be made for the likely low level of refuse to be processed in line with the refuse arrangements for the broader site.

5.57 The limited size of the proposed units confirm that deliveries and refuse collection will be on a limited scale, and can be integrated into the general refuse and servicing arrangements of the site. Any deliveries will take place during daytime hours, with the aim of reducing impact on the amenity of residents and to avoid highway peak hours. Hours of operation for waste collection and servicing can be agreed with the Council via condition.

5.58 The approach to waste management and deliveries ensures the scheme complies with the provisions of the NPPF, CS policies EN 19, DM 1 and section 4 'Environmental Standards' of the Guide to Development SPD.

Ecology

5.59 Due to the works involving an existing building, a Bat Survey has been undertaken by Braithwaite Bat Surveys. The Survey notes that the potential of the building on site to provide opportunities for roosting bats internally (including the cellar) was classed as 'negligible', however externally the structures offered a number of potential bat roost features such as openings due to missing mortar, and behind signage and timber cladding. Although these features were considered to offer 'moderate' potential for bat roosting, overall the structure was considered to offer low potential due to the sub optimal habitat surrounding the site.

5.60 Advice relating to further survey work along with general mitigation advice is provided within the Report. Recommendations are made in terms of the removal of vegetation which should be minimised and replaced where possible. In accordance with CS policy EN 15, the proposed scheme will not have an adverse impact on biodiversity.

Affordable Housing Statement

5.61 Policy H8 of the Core Strategy and Supplementary Planning Document and Planning Guidance 'Providing for Housing Choice' (Adopted September 2008) requires 20% of houses, within developments of more than 15 units, to be affordable. The intention is for the scheme to provide affordable housing in accordance with Policy H8, thereby providing a total of 6 affordable apartments. These can be a combination of social / affordable rent and/or intermediate housing which can be agreed with officers in due course depending on local need.

5.62 Together with commercial viability, the benefits associated with the scheme should be deemed a material consideration in considering the requirements for affordable housing and developer contributions. The proposals have been assessed against CS policies H 8 and PA 1, and the Providing for Housing Choice SPD.

6. Conclusion

6.1 The proposals will have a transformational impact on the site and its locality. The proposed residential-led mixed-use redevelopment of the site will provide a series of economic, social and environmental benefits. These include:

- The sympathetic restoration of a historic former public house / hotel as part of a scheme which will include a mix of uses which will secure its long-term future, and ensure the retention of historic/architectural features.
- The development of a scheme that will have a positive impact on the local townscape and encourage further regeneration within this part of Hulme.
- The construction of a four storey apartment building, which is of a high design quality.
- The provision of a variety of uses that will have a positive impact on the regeneration of this part of the City. A mix of one and two bedroom apartments will help to meet an identified need for accommodation within Manchester and contribute to the creation of a sustainable community; and, the commercial use will add activity.
- Flexible ground floor commercial uses, targeted towards start-up companies, and hub facilities available to the local community as well as future residents of the scheme.
- Securing direct investment into the local community through the provision of jobs during the construction and operational stages and spending in nearby facilities by future residents/employees.
- The encouragement of further investment into the City and the provision of uses that will encourage natural surveillance to help reduce crime and the fear of crime.

6.2 In addition, a series of reports have been commissioned in support of the application which confirm that the development will have a positive impact on the heritage significance of the former Hotel, will provide benefits in reducing crime and the fear of crime, and will result in a scheme of a high sustainability performance.

6.3 The proposed scheme fully accords with national and local planning policy guidance. Paul Butler Associates are pleased to submit this supplementary information in support of an application for planning permission (126780/FO/2020) on behalf of Junction Manchester Limited and look forward to working with Manchester City Council in progressing the application through to a positive determination.