

December 2025

Hotspur Press, Manchester
Design+Access Statement

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hodder+partners

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1.0 Introduction



Hotspur Press Proposal, East Facade

1.1 Statement

This Design and Access Statement is prepared as part of an update to the current undetermined planning application for the regeneration of the former Hotspur Press site in Manchester City Centre. It replaces the previous versions of the same document which supported the proposals as originally submitted for planning permission in December 2023 and updated most recently in May 2025. The May 2025 changes to the scheme were supported by an updated version of this Design and Access Statement prepared at that time and now superseded by this further full update.

The scheme for which planning permission is sought has evolved since the December 2023 submission. This Design and Access Statement relates to the scheme as now proposed to the extent that this has changed over the last 24 months.

The strategic principles of the scheme for which planning permission is sought are materially unchanged, comprising a proposal for the regeneration of the former Hotspur Press site in Manchester City Centre through a Purpose Built Student Accommodation (PBSA) led redevelopment. The general arrangement and massing of the development is materially the same, as is the quantum and scale of overall development and its functionality.

Through this Design and Access Statement we explain the scheme and importantly how it has evolved, including in relation to the mill building itself which will now be demolished in full and reconstructed in new material. The need for this approach is explained within this document and other documents submitted as part of the scheme amendments. Thorough this Statement and the associated Heritage Strategy, we explain the approach to the rebuild to ensure this is reflective of the original mill building and will facilitate a faithful recreation as a critical objective of the project.

To the extent that additional detailed architectural changes have been made to the scheme, both associated with and unrelated to the approach to the former mill building, these are illustrated through the comparison plans provided at Appendix A.

1.2 Application for Planning Permission

Demolition of the former Hotspur Press Complex (Medlock Mill)and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) and above ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)),within a part 4/5-storey and part 36-storey building plus roof parapet level above basement level, associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works.

1.3 Project Team

+ Client	Manner Co.
+ Cost Consultant	Beadmans
+ Architect	Hodder + Partners
+ Structural Engineer	Civic Engineers
+ Services Engineer	Applied Energy
+ Fire Consultant	Jensen Hughes
+ Sustainability / Energy Strategy	Hoare Lea
+ Landscape Architect	Macgregor Smith
+ TVIA	Exterior Architecture
+ Acoustic & Vibration Consultant	AEC Ltd.
+ Wind Analysis	Urban Microclimate Ltd.
+ Planning Consultant	Turley
+ Heritage Consultant	Heritage Architecture
+ Environmental Impact Assessment	Turley
+ Highways	Curtins
+ Air Quality & Waste Strategy	Tetratech
+ Flood Risk, Drainage & Ground	Civic Engineers
+ Ecology	Estrada Ecology Ltd.
+ Daylight & Sunlight	GIA
+ Archaeology	Salford Archaeology









1.4 Manner

A different approach to city centre regeneration

Manner is driven by a vision to revitalise our city centres through transforming outdated buildings and underutilised sites.

Our roots have been firmly established over the last 25 years in the development of regenerative city centre projects across diverse 'Living' sectors and mixed-use assets.

We focus on creating mixed-use places that weave interconnected spaces to serve the needs of our residents and the wider community.

We recognise that every individual and organisation that interacts with our buildings is a collaborator in its success. Therefore, we take a whole lifecycle approach to development, recognising the importance of Regenerative Value Creation and the impact this can deliver for our people, places and planet.

As a Developer and an Operator, we're here for the long-term, which means we make sure that what we build today, will serve the demands of tomorrow.

Manner



Corporation Street Footbridge, Manchester

1.5 Hodder+Partners

Hodder + Partners is the incorporated continuation of Hodder Associates, founded in 1983 by practice Principal Stephen Hodder. The practice offers Architectural services across all sectors, including interior design, master planning and urban design.

We have established a proven track record in creating high quality, innovative, sustainable design solutions across a range of sectors, and have a particular interest in residential, commercial and higher education buildings.

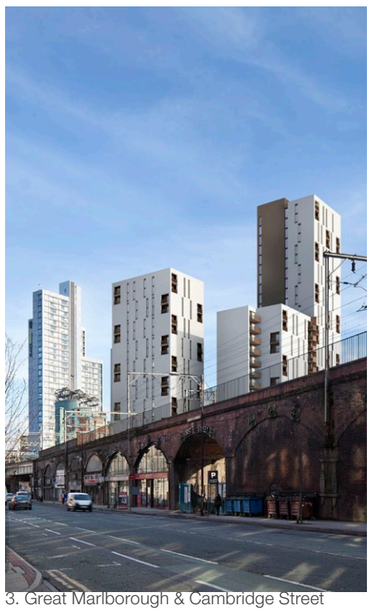
In 1992 Hodder + Partners received the Royal Fine Art Commission / Sunday Times 'Building of the Year' Award for Colne Swimming Pool in Lancashire. This resulted in the appointment to extend Arne Jacobsen's Grade I listed St Catherine's College, Oxford, a client relationship which has now extended for some 20 years, culminating with the £8.7m Phase II extension, which has now received 5 awards. In 1996, the practice received the inaugural Stirling Prize, for the Centenary Building, University of Salford. It has since won over 60 major national and international awards.

The practice has realised significant projects in the leisure, cultural, higher education, residential and commercial sectors, and is committed to producing thoughtful and sensitive solutions within commercial constraints.

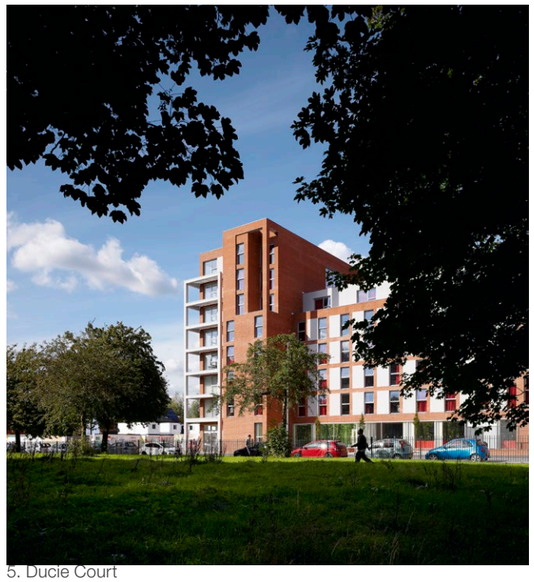
We recognise that the high value of good design in the built environment places responsibility on us as architects to understand and engage with the client, end users and local context who are at the core of and essential to the process.


1. Motel One


2. Great Marlborough Street


3. Great Marlborough & Cambridge Street


4. Water Street


5. Ducie Court

1.6 Practice Experience in Manchester

St Michaels, Manchester
Value: Confidential
Date: Planning approved June 2018
Description: Mixed-use development of a former police station and synagogue within Manchester city centre.

Motel One, Manchester
Value: £16m
Date: 2014
Description: Hodder + Partners won an architectural competition organised by Olympian Homes in November 2011 to design a 330 bed hotel with bar and breakfast facilities for Motel One, a German hotel operator with a philosophy to provide a high quality hotel product at an affordable price

Great Marlborough Street, Manchester
Value: £28.5m
Date: 2012
Awards: RIBA North West Award 2013 and MSA Award for Large Scale Residential Development 2013.
Description: Great Marlborough Street is a 37 storey tower for 540 postgraduate, mature, and international students adjacent to the Higher Education Precinct in the city of Manchester.

Cambridge Street, Manchester
Value: £40m
Date: 2016
Awards: Shortlisted for RIBA North West Awards 2017
Description: The building contains 282 PRS apartments, with a reception and a commercial unit at street level. A split level car park is located on the ground floor and steps down internally to the existing site level.

4 Piccadilly Place, Manchester
Value: £21m
Date: 2009
Awards: MSA Design Awards Commendation 2010 and British Council of Offices Innovation Award 2010 Nomination.
Description: A competition winning proposal for 110,4002 office building plus 10,500ft2 retail for Argent Estates.

Ducie Court, Manchester
Value: £24m
Date: 2013
Description: Ducie Court provides 614 (Phase I – 246, Phase II – 368) student bedrooms all contained within 113 cluster apartments. The residential blocks not only relate to their immediate neighbours and buildings located in the vicinity but also to each other.

8.14 Application Documents

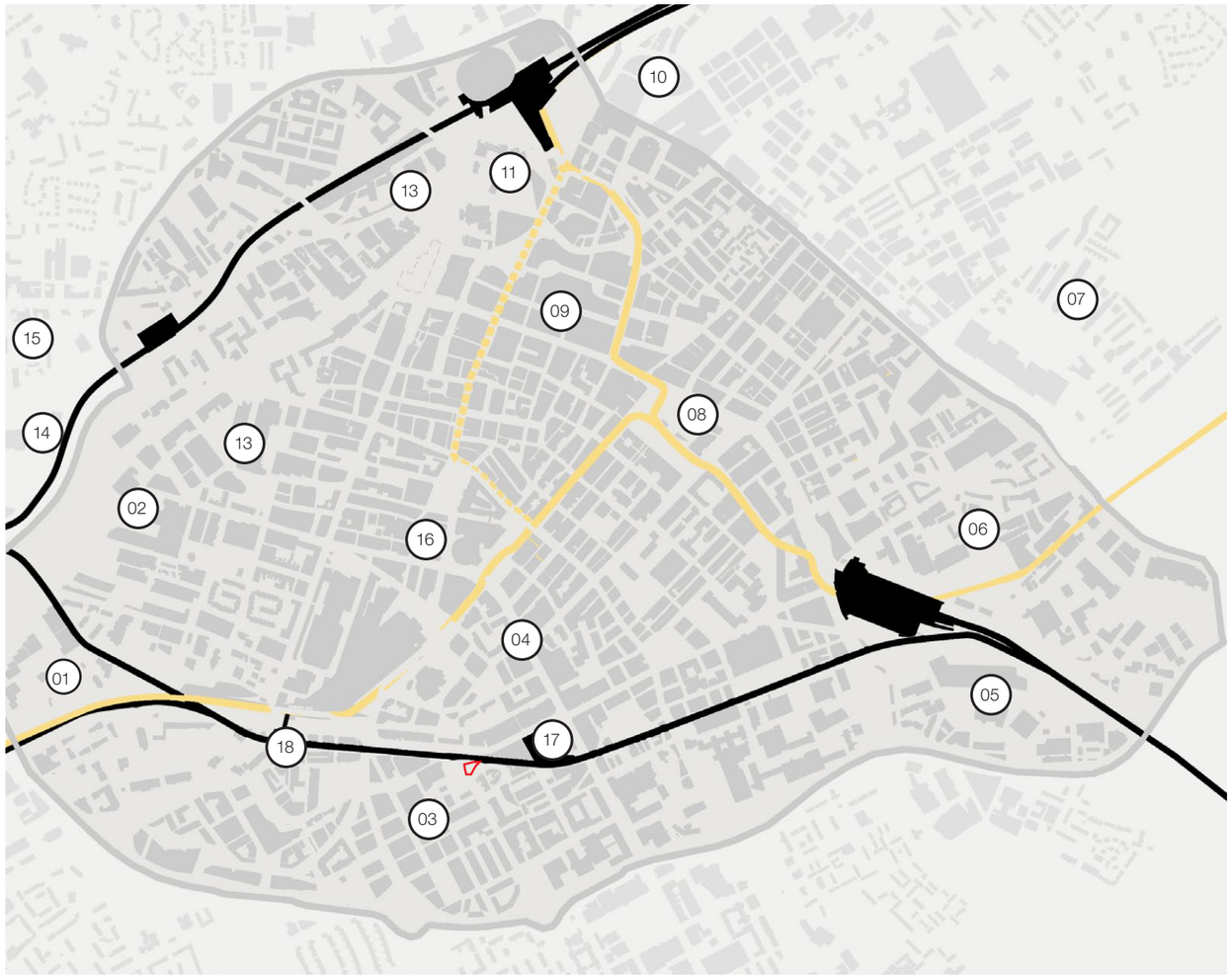
This Design and Access Statement should be read in conjunction with the following supporting documents submitted as part of this application:

+ Application Forms, Certificates and Notices – prepared by Turley;
+ Location Plan, Existing and Proposed Plans, Sections and Elevations – prepared by Hodders and Partners;
+ Demolition Plans – prepared by Hodder and Partners;
+ Facade Fragments – prepared by Hodder and Partners;
+ Design and Access Statement, including Landscaping Strategy – prepared by Hodder and Partners and Macgregor Smith;
+ Air Quality Assessment - prepared by Tetratech;
+ Broadband Connectivity Assessment – prepared by Pager Power;
+ Circular Economy Statement – prepared by Hoare Lea;
+ Computer Generated Images – prepared by Ambiente;
+ Crime Impact Statement – prepared by Greater Manchester Police;
+ Ecological Assessment and Surveys – prepared by Estrada Ecology and TEP;
+ Energy Statement – prepared by Applied Energy;
+ Environmental Standards Statement – prepared by Hoare Lea;
+ Facility Management Strategy - prepared by Fresh;
+ Fire Strategy Statement - prepared by Jensen Hughes
+ Flood Risk Assessment and Drainage Strategy - prepared by Civic Engineers;
+ Ground Investigation Report - prepared by LK Group;
+ Landscape Drawings - prepared by Macgregor Smith;
+ Outline Construction Management Plan - prepared by Third London Wall;
+ PBSA Assessment of Need - prepared by Knight Frank;
+ Planning and Tall Building Statement - prepared by Turley;
+ Socio-Economic Regeneration Impact Statement - prepared by Turley;
+ Statement of Community Engagement - prepared by Turley;
+ Structural Surveys - prepared by Civic Engineers
+ Transport Assessment and Framework Travel Plan – prepared by Curtins;
+ TV Reception Survey - prepared by Pager Power;
+ Viability Assessment – prepared by CBRE;
+ Waste Management Strategy – prepared by Tetratech;

8.15 Application Documents

The Application is also supported by an Environmental Statement. The Environmental Impact Assessment of the proposals comprises Volume 1 (ES Chapters) and Volume 2 (Technical Appendices) under the following chapter headings:

+ Introduction
+ EIA Methodology
+ Site, Surroundings and Description of Proposed Development
+ Construction Methodology and Programme prepared by Civic Engineers and Turley
+ Alternatives and Design Evolution prepared by Hodder and Partners
+ Flood Risk and Water Resources - prepared by Civic Engineers
+ Noise and Vibration - prepared by AEC
+ Built Heritage - prepared by Stephen Levrant Heritage Architecture
+ Townscape and Visual Impact - prepared by Exterior Architecture
+ Sunlight, Daylight and Overshadowing - prepared by GIA
+ Wind Microclimate - prepared by Urban Microclimate



City Context plan

1. Castlefield
2. St Johns Quarter
3. First Street
4. Oxford Road Corridor
5. Mayfield
6. Hs2 Piccadilly
7. New Islington
8. Piccadilly Gardens
9. Retail Core
10. Noma
11. Medieval Quarter
12. Greengate
13. Spinningfields
14. Middlewood Locks
15. Salford Central
16. The Civic Quarter
17. Oxford Road station
18. Deansgate station

Inner Ring Road
Train Line
Tram Routes
Hotspur Press Site

3.1 Site Location: City Context

The site is situated in Manchester City Centre, to the west of Oxford Road station. And is bounded by the Manchester Viaduct to the north, Cambridge Street to the east and the river Medlock to the south and west.

The site is within walking distance of many of Manchester's key districts, such as the Oxford Road Corridor, First Street, the Civic Quarter and Castlefield, as well as the campus of both Manchester Universities.

The site sits on the edge of the Oxford Road Corridor Enterprise Zone and the First Street Development Zone, thus benefitting from the considerable regeneration of both areas.

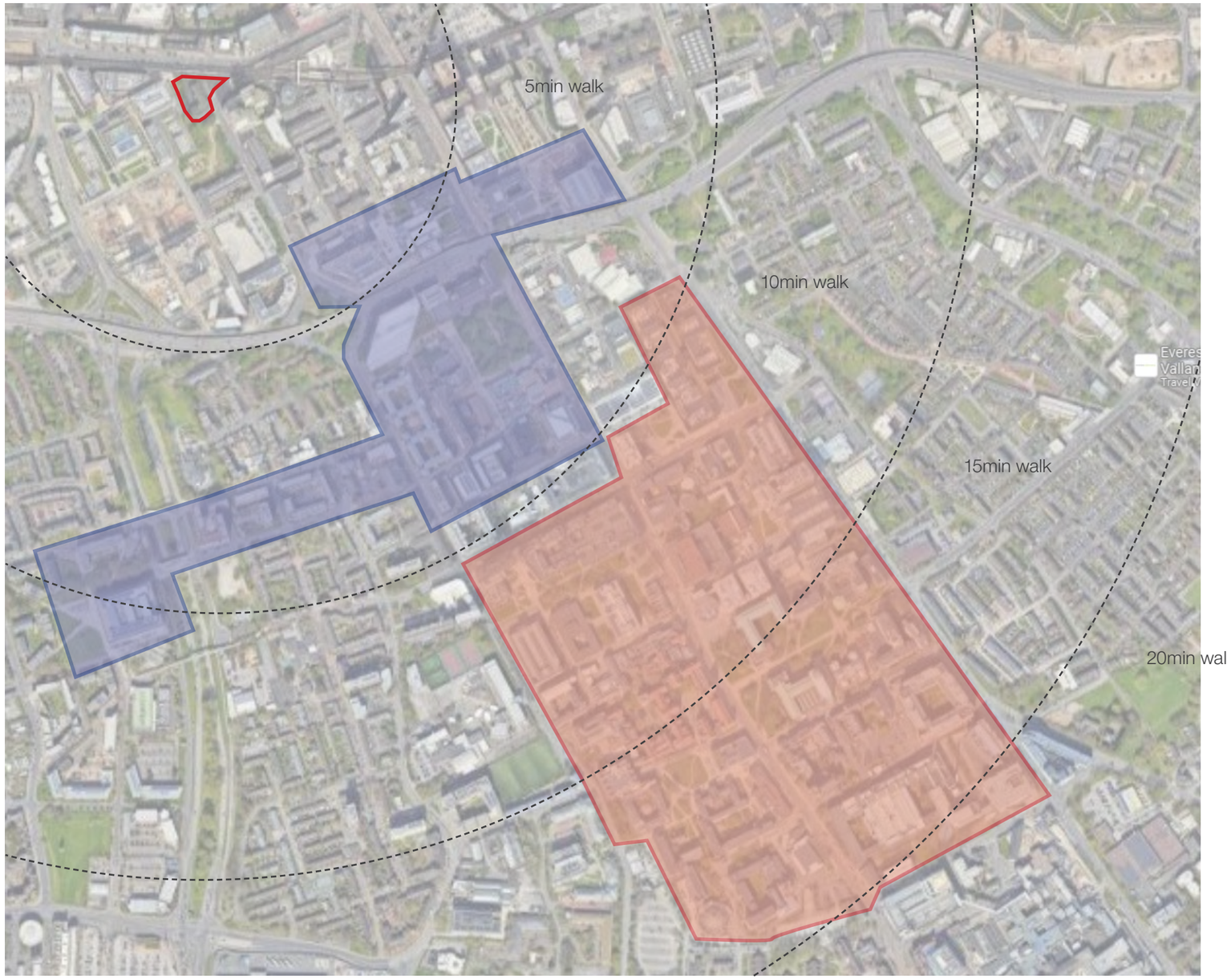
3.2 Public Transport Links

The site benefits from excellent public transport links. The Oxford Road Corridor is a major artery into the city from the south with numerous bus services connecting the city centre to the universities and the south areas of the city. This important bus route has recently been improved by Transport for Greater Manchester and converted into a high-quality bus and cycle corridor.

The site is less than 200m from Oxford Road station, which is currently subject to major redevelopment work as part of the northern hub proposals. This station provides direct rail connections towards Liverpool, northwards towards Preston, Blackpool and Scotland, eastwards towards Leeds and southwards towards Manchester Airport.

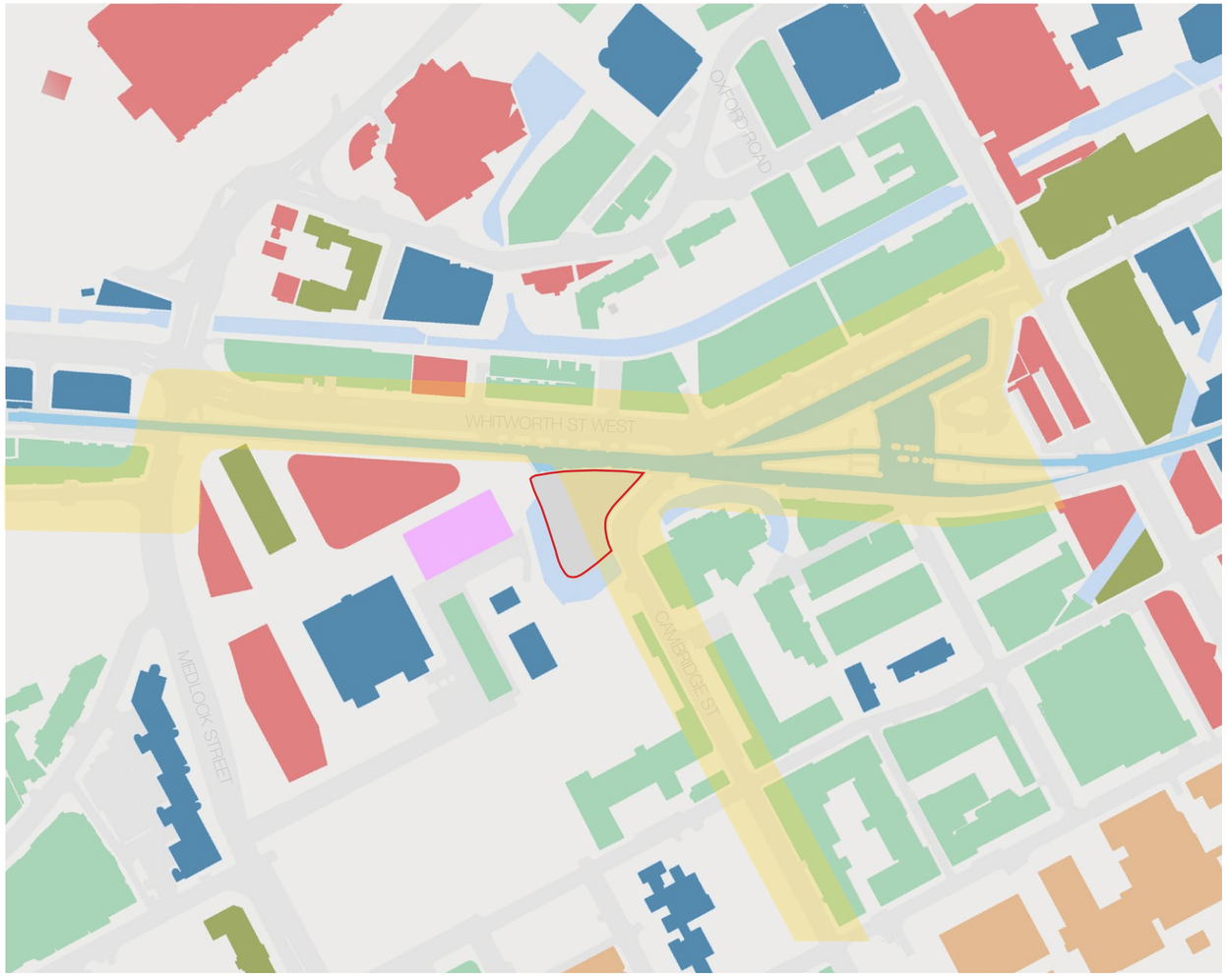
St Peters Square Metrolink stop is a very short walk for the site, providing tram access throughout Greater Manchester. Access to the free Metrolink Shuttle Bus, which runs along Whitworth Street, is within a short walk from the site.

The site's proximity to the Mancunian Way also means that it is easily accessed from the conurbation's arterial roads and the national motorway network.



3.3 Site Location: University Campus'

The site has connections to both Cambridge Street and Oxford Road, which have direct links to the campus buildings of the University of Manchester and Manchester Metropolitan University. There are lots of public transport links to get to the different buildings that would be required and as a worst case scenario, the furthest campus building is just over a 20 minute walk away. The location of the site gives a good balance of being well connected to the University but also has close proximity to the city centre.



- Residential (Inc. Student Residential)
- Hotel
- Cultural / Commercial
- Office
- Education
- Railway Line
- Car Park
- Disused
- Designated East-West 'Cultural Ribbon' Between Oxford Road And Little Peter Street *(As Identified In The First Street Development Framework)*
- Site Location

3.4 Adjacent Land Use

The land use surrounding the city-centre site is a mix of commercial, residential, office and educational buildings.

The immediate locality is exceptionally vibrant, enabling the site to be well connected to local amenities; a wide range of shops and services, including local supermarkets and a wide variety of bars and restaurants, are all easily accessible by foot.

Cultural destinations such as the Palace Theatre, the Dancehouse, Home Mcr, Manchester Central Library, Manchester Art Gallery, as well as music venues such as Gorilla, the Deaf Institute and the Ritz, are also nearby.

The site is also within walking distance to both Manchester University campuses.

3.5 'Creative Ribbon'

The site is located within the 'Creative Ribbon' character zone, as identified in the First Street Development Framework.

An opportunity was identified to build on the existing cluster of cultural and creative businesses around Knott Mill and Whitworth Street West, and the new cultural hub recently delivered within First Street North to create a new and distinctive cultural district for the city centre. The four key components of the quarter are: Oxford Road station and the former Cornerhouse Cinema site, Cambridge Street/River Street, Little Peter Street, and Whitworth Street West.



First Street plan showing our neighbouring site

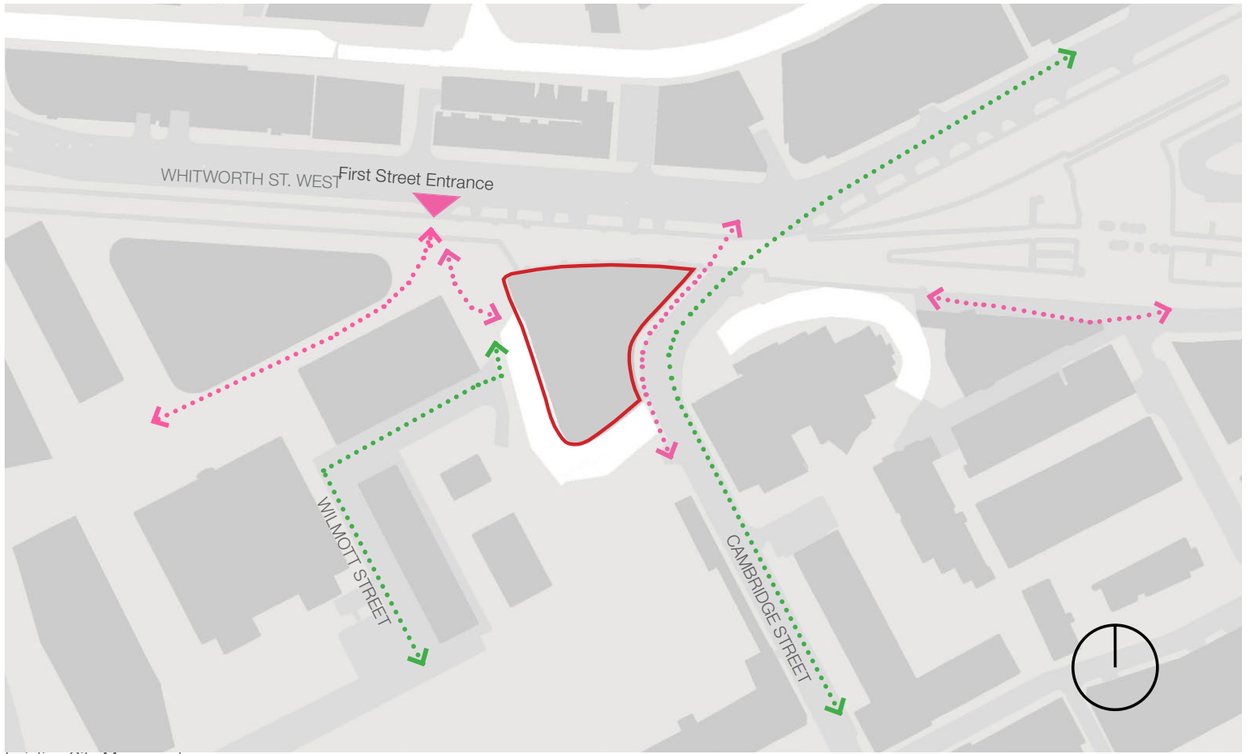
Site Location
First Street Development Framework Boundary

3.6 First Street Development Framework

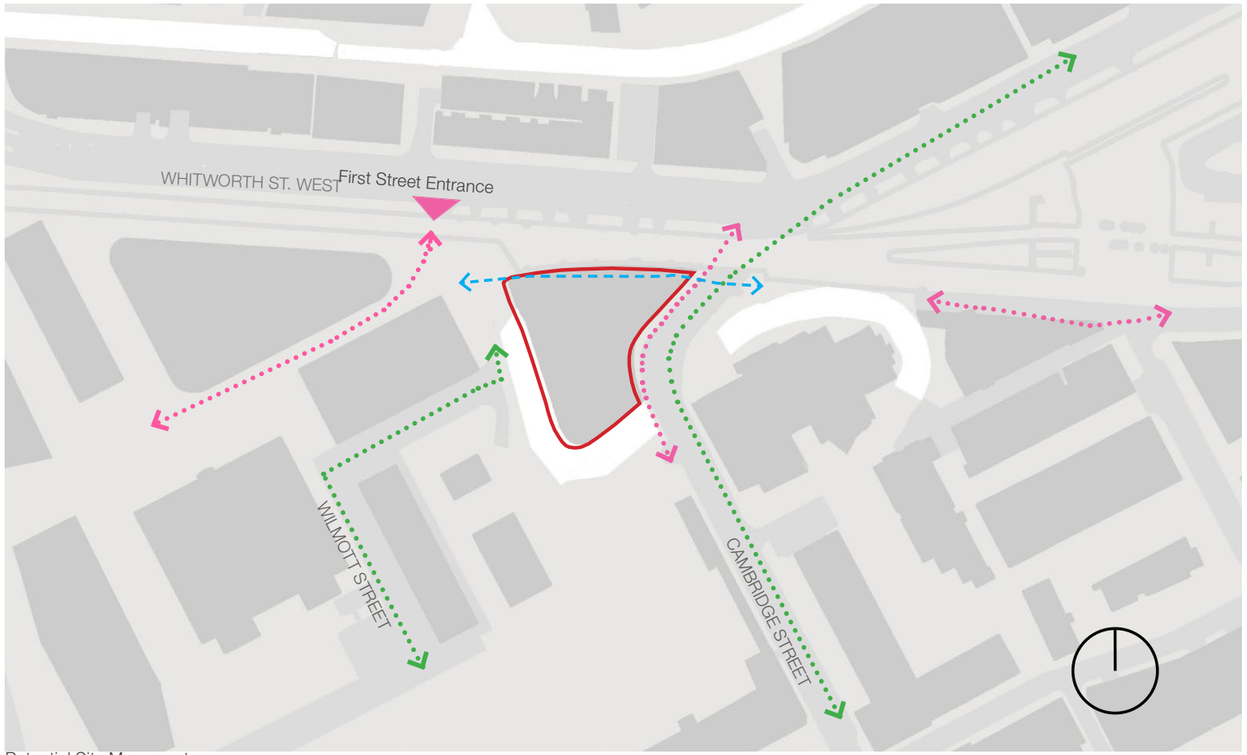
Hotspur Press is designed to stitch into the fabric of the First Street Development Framework. One of the principal characteristics of this, was the need to create a fully integrated city centre neighbourhood.

The Framework puts forward the following for the Hotspur Press site:

“Hotspur Press is ... subject to developer interest for potential residential development that could retain some of the existing Hotspur Press buildings. This should be explored with consideration for the development compatibility with the surrounding creative uses, linkages to First Street South and the creation of a new east-west linkage between Oxford Road station and First Street North.” (3.65 - First Street 2018 Development framework)



Existing Site Movement



Potential Site Movement

3.7 First Street Connectivity

Access to the site is limited as it is bounded by the Viaduct to the north and the river Medlock to the south and west. Pedestrian and vehicular access is available along the eastern boundary via Cambridge Street.

As mentioned on the previous page, the creation of east-west linkages from First Street North through to Oxford Road Station, a zone in which the site is located, is regarded as important by the First Street Development stakeholders in integrating the neighbourhood into the wider city centre.

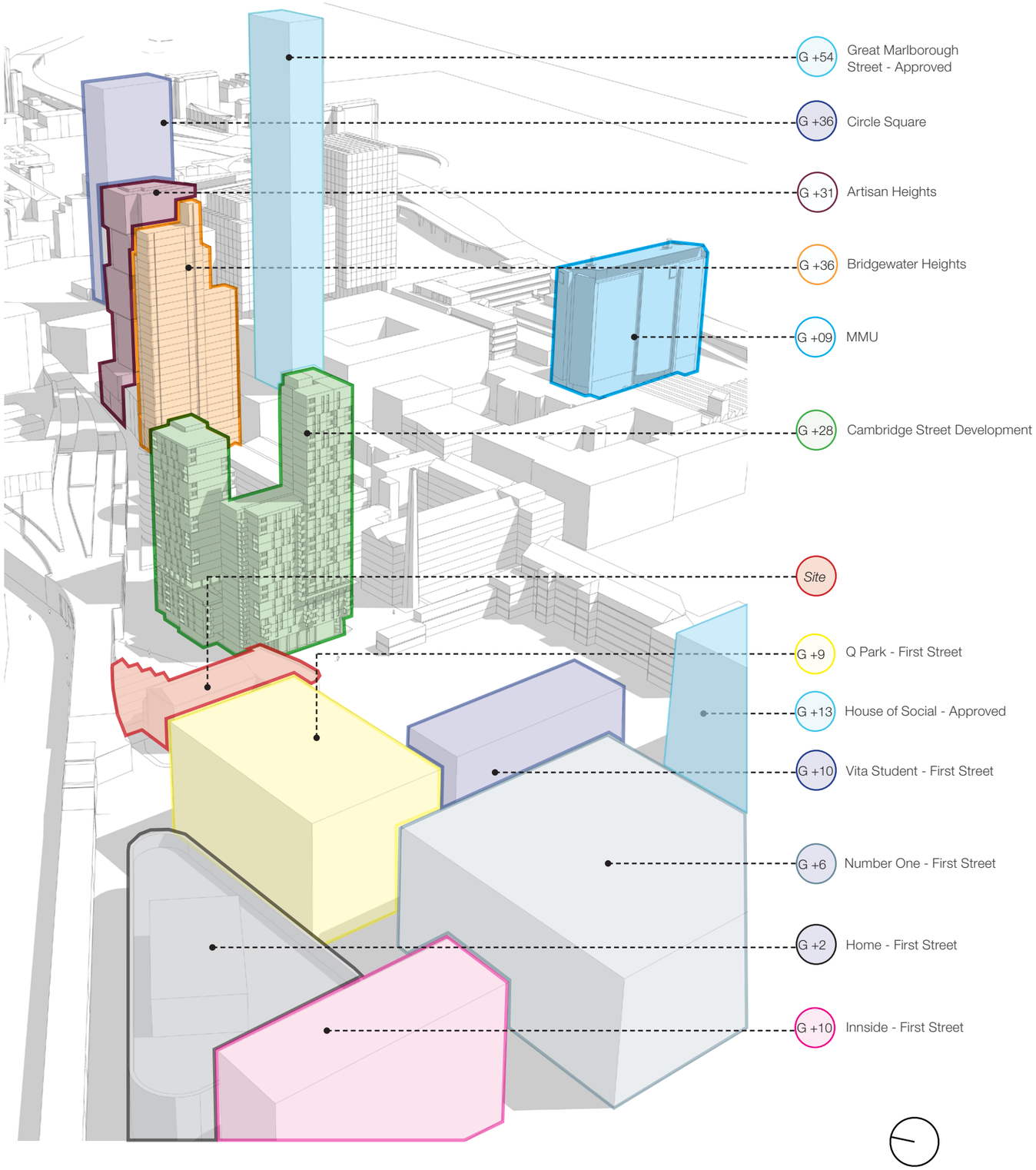
An additional east-west linkage could be achieved through the site via its north-west boundary: the First Street entrance provides a pedestrian link to the site, while vehicular access could be achieved via Wilmott Street.

Site Location

Vehicle Movement

Pedestrian Movement

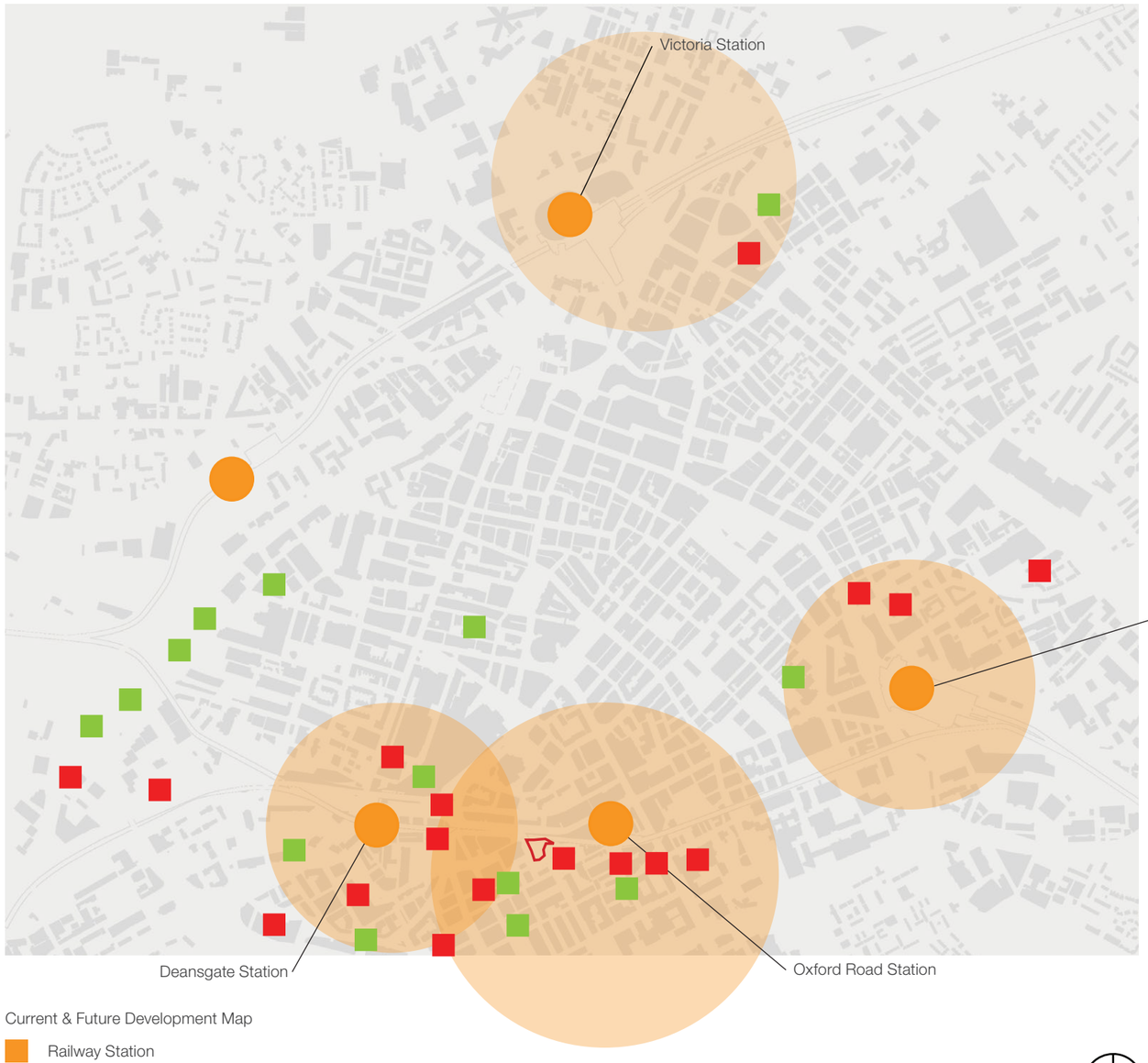
Potential First Street Pedestrian Connection



3.8 Existing Cityscape

The townscape adjacent the site is varied, with a number of tall buildings located in close proximity to the proposed area of development.

The Cambridge Street apartment building, which is located directly adjacent the site, stands at 28 storeys. The student accommodation Bridgewater Heights, which is located less than 300m from the site, is 37 storeys. Behind this is a further two student buildings which stand at 31 and 36 storeys respectively. A new tower in Great Marlborough Street has just been approved for 55 storeys, greatly increasing the height of the surrounding context.



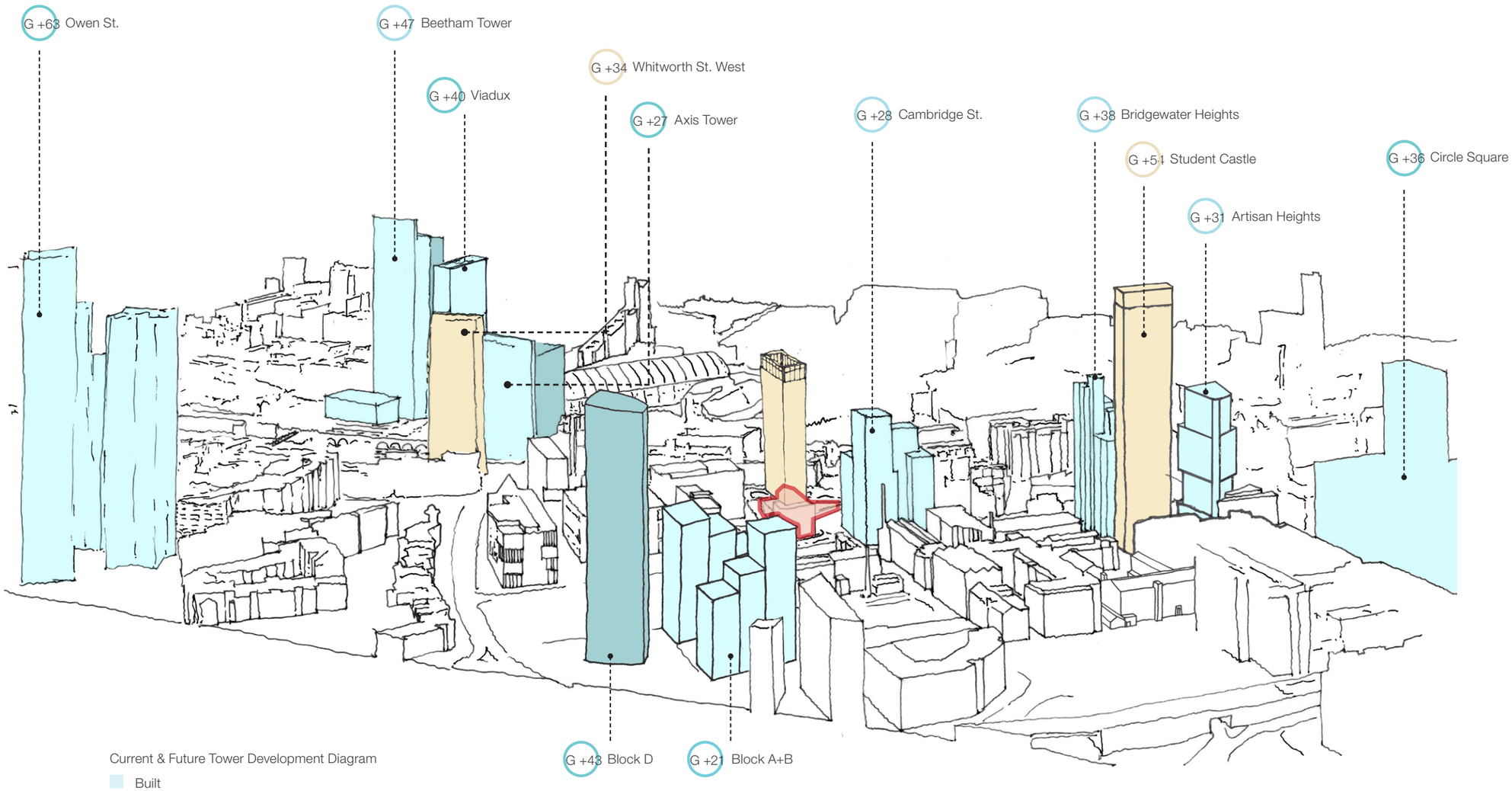
3.9 Future Development Context

The Cambridge Street apartment building and the student accommodation Bridgewater Heights are two towers among a number of tall buildings which have been completed alongside the section of railway viaduct that connects the Oxford Road and Deansgate stations. These also include the Beetham Tower and the Green Building. Other approved schemes such as Axis and 10-12 Whitworth Street are under construction.

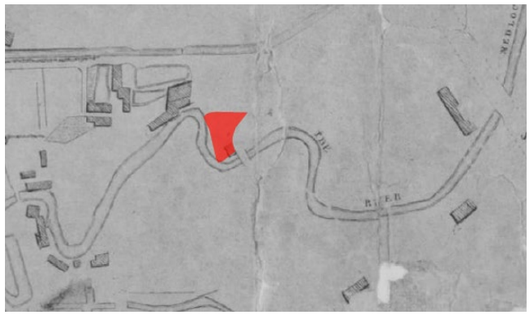
The diagram to the left shows the number of towers that have recently received planning permission or are under construction within the city centre, showing a cluster of development around the Oxford Road and Deansgate Railway stations, close to the site.

The diagram on the opposite page shows current and future developments surrounding the Hotspur Press site.

3.10 Cityscape Context



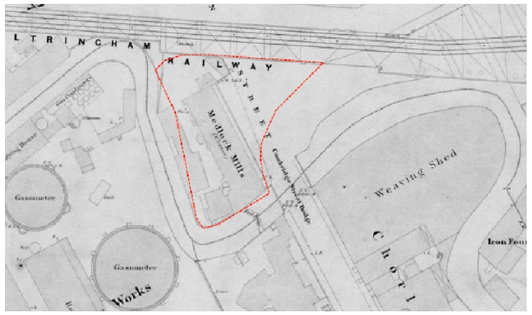
1800



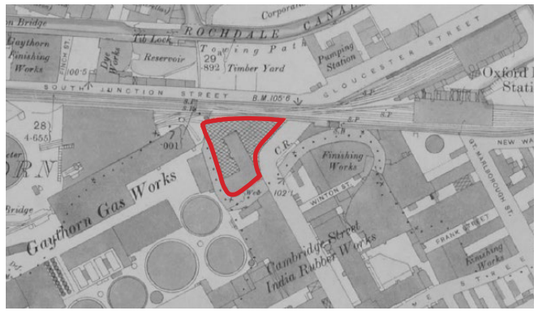
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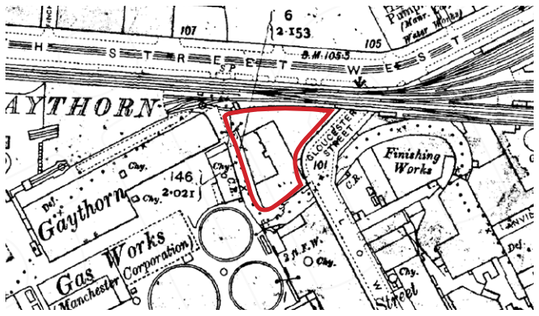
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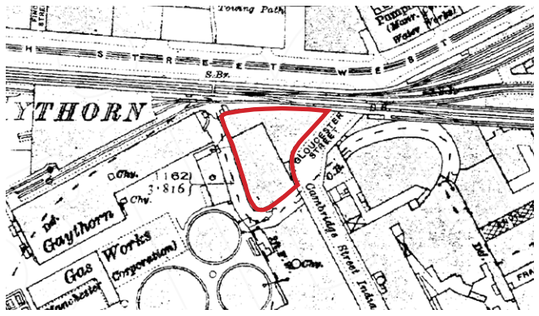
1891



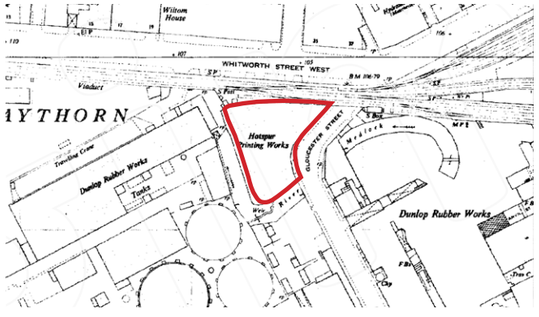
1900



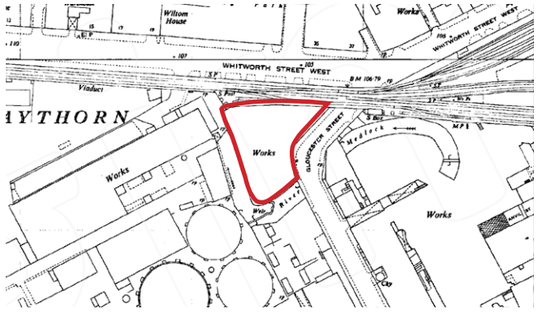
1920



1950



1960



3.11 Historical Site Development

The area around the site has traditionally been the location of Manchester's historic cotton industry, and the location of an Irish immigrant settlement during the early 19th century. Until the late 18th century, the site and surrounding area had been open fields and pastures with very few buildings to the south and immediately north of the river Medlock. Originally this area of Manchester was known as 'Chorlton Row' however the area gradually became known as 'Chorlton-upon-Medlock' in the early 19th century, which continues today.

The first wave of development in the area was that of mills, dye-houses and warehouses, which were largely concentrated along the banks of the river Medlock.

The site on which the Medlock Mill was constructed is immediately adjacent to an early crossing point across the river Medlock, originally known as Cambridge Street Bridge; a point which is also the historic boundary between the township of Chorlton-upon-Medlock and the township of Manchester. This historic boundary is illustrated by the Victorian sign that still exists upon the south-east corner of Medlock Mill.

The map regression (right) shows the development of the site during the 19th and 20th centuries.

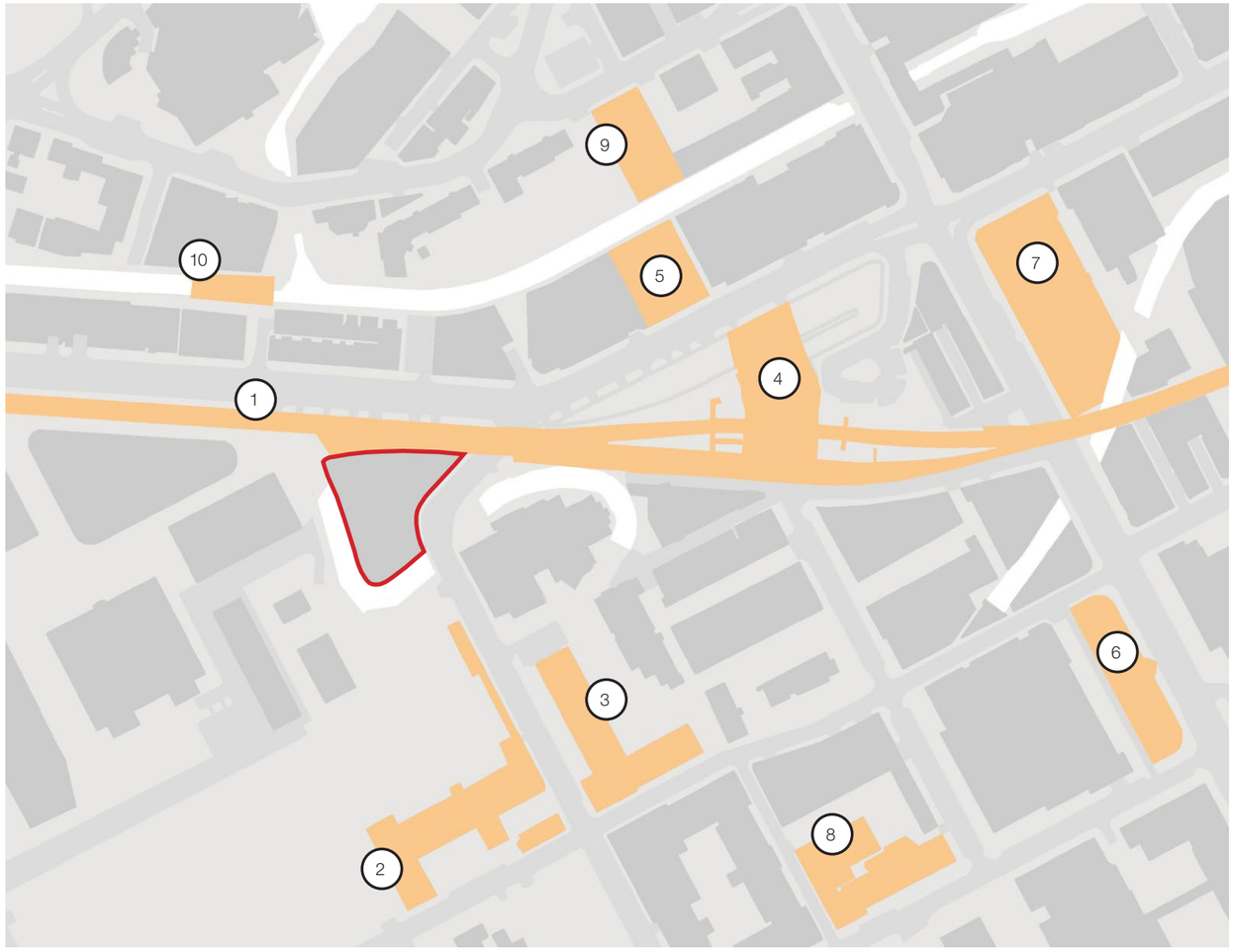
The map from 1800 shows the site being occupied by the original Medlock Mill, which was destroyed by fire in 1801

The 1809 map shows the new and enlarged Medlock Mill (the present building) in its original form. The main mill block including a loft space, was of six stories and forms the only existing building on the site today. To the south of the mill is a smaller two storey engine house, which can be seen to project from the dwelling house. Three outbuildings sit to the west of the mill.

The OS map from 1850 shows that a new building has been constructed adjacent to the engine house of the curve of the river. The three original outbuildings are still extant.

The 1891 plan shows the full extent of the curved wing following the line of the river to the south of the mill, and both the first north-light shed and a new, larger north-light shed constructed to the north of the site. The remaining maps remain largely unchanged with much of the surrounding context to the site being well established until the early 21st century.

For more details on this, please refer to the Heritage Assessment prepared by Stephen Levrant Heritage Architecture (Chapter 8 of the Environmental Statement).



Listed Buildings / Structures
Site Location

3.12 Designated Heritage Assets

The site is close to several designated heritage buildings and structures. The heritage asset that would be directly affected by the proposed development is the Grade II listed Manchester South Junction & Altrincham Railway Viaduct (1), which is located along the site's northern border.

Listed buildings near to the site and likely to be a planning consideration include:

2. Chorlton New Mill & Attached Chimney: Grade II

3. Chorlton Old Mill: Grade II

4. Manchester Oxford Road Station: Grade II

Listed buildings and heritage assets in the general area of the site include:

5. The Ritz Dance Hall: Grade II

6. Dancehouse Theatre: Grade II

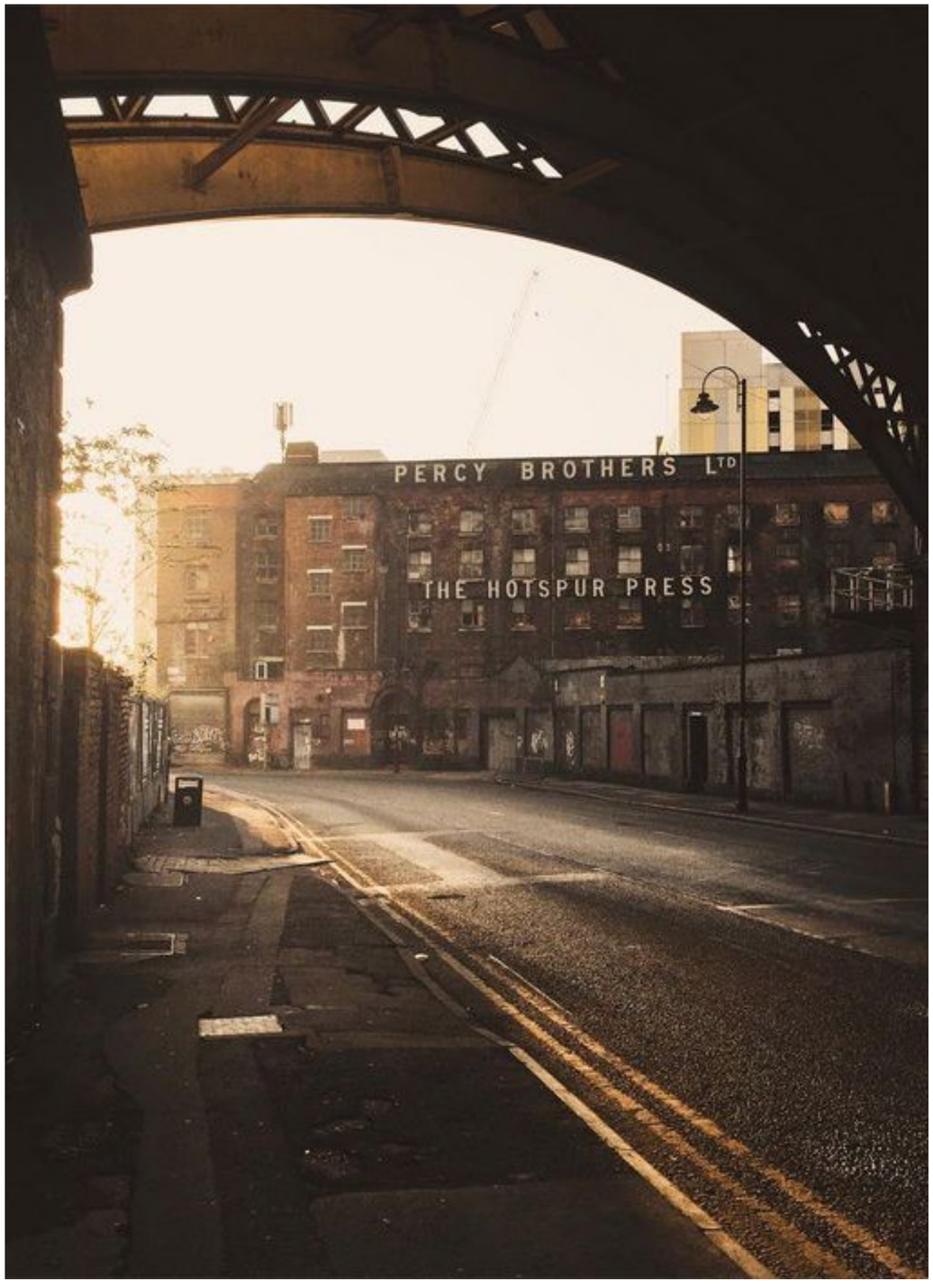
7. Former Refuge Assurance Company Offices: Grade II*

8. Chatham Mill: Grade II

9. Lee House: Grade II

10. Rochdale Canal Lock no. 89 (Tib Lock): Grade II

The listed buildings and structures are highlighted orange in the plan on the left.



External freestanding signage (as shown in above image) is of high historical significance

Existing Building

4.1 Statement of Significance

+ DATE: Hotspur Press is the remains of a multi-phased c.late 18th/early 19th century mill complex that had been extended and altered extensively throughout the 19th and 20th centuries to reflect a range of subsequent uses.

+ ARCHITECTURAL INTEREST: The recent fire has destroyed much of the historic fabric and structure of the building which has affected the ability to understand or appreciate the former heritage interest of the site, particularly its architectural interest.

+ The remains of the 5-storey mill building were of greatest significance within the Site as this formed the oldest part of the complex. The remains of the c1903 freestanding Percy Bothers Ltd signage on the exterior of the building was a highly unusual survival, also of great significance. The remains of the 1882 curved wing, palisade wall and north shed are considered the next most significant aspect of the site, representing a clear phase of development in the conversion of the building for use by the Rylands Company. The remains of the single storey sheds that infilled the rest of the Site are considered the least significant, and any mid-20thC alterations/ fabric remains are/were of no significance.

+ Given the loss of much of the building, following the recent fire, the remains of the former industrial complex are of negligible-to-low architectural interest.

+ HISTORIC INTEREST: Hotspur Press is recorded as the second-oldest surviving, non-fireproof mill in Manchester and Salford (after the Grade II* listed Murray's Mills of 1798-1806) in the publication report of the 1985 Greater Manchester Textile Mills Survey, published in 1992 as 'Cotton Mills in Greater Manchester' by Mike Williams with D. A. Farnie. Recent research has suggested that the site may have been older than Murray's Mill.

Existing Building

+ GROUP VALUE: Despite the fire damage, the Hotspur Press Site can still be understood to form a component of the historic group of cotton mills on Cambridge Street and Hulme Street. This listed group is recorded as being a “hugely important cluster” in the Manchester section of the 2017 ‘Greater Manchester Textile Mills Survey’ (page 21).

+ SIGNIFICANCE VALUE: Although the recent fire has impacted the historic fabric and form of the buildings, the Site as a whole still yields sufficient historic interest to be considered as a ‘non-designated heritage asset, when assessed against the recognised Historic England criteria (Local Heritage Listing: Identifying and Conserving Local Heritage, 2021), although this is now at the lower end of the spectrum of “low significance” due to the loss of historic fabric (see Appendix III Table 4).

+ The Site does not contain any listed buildings but is located within the setting a number of listed buildings.

+ The Site is not covered by any statutory designations but has been identified as a ‘non-designated heritage asset’ by MCC.

+ The Site is not within a conservation area but is located close to the western boundary of the Whitworth Street Conservation Area.

+ The Site is adjacent to the Grade II listed Manchester South Junction and Altrincham Railway Viaduct and is within the setting of 15no (of which 11no. are relevant to this assessment) other listed buildings.

4.2 Existing Building Timeline

July 2025

Current Condition

Post Fire



1801 - 2025

Previous condition

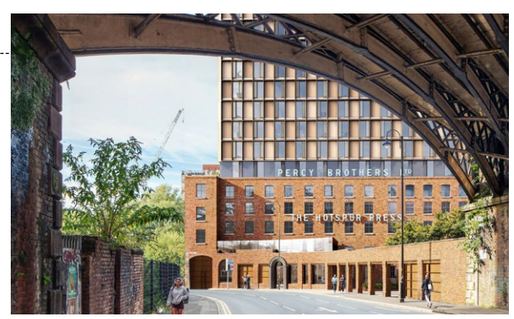
Pre Fire



December 2025

Proposed Condition

Current PBSA Scheme



The following section identifies the current condition of the Hotspur Press, as well as its historic construction detailing and the proposal from reinstating the mill following a devastating fire that occurred on the 23rd June 2025.

Immediately following the fire Greater Manchester Fire and Rescue Service along side Greater Manchester Police issued a joint statement which stated:

"Due to the extensive damage sustained to the building in the fire, the site remains in an extremely dangerous condition...."

This along with Civic Engineers Structural Report, Erith's Construction Method Statement and Heritage Architecture's Conservation Strategy have resulted in the conclusion that the best course of progression to see the site developed is to demolition the remaining ruin and to **reinstate the mill in a manor that is true to its historic character and style.**

4.3 Current Condition

4.3.1 Condition comparison

Following the devastating fire at the Hotspur Press building on 23rd June, significant parts of the structure have either collapsed or been removed following 2 separate section 78 notices issued by Greater Manchester Fire Brigade and at the request of the Building Control Lead at Manchester City Council. These measures were necessary to make the site safe and allow the reopening of Cambridge Street.

The images below provide a direct comparison, clearly illustrating the impact of the fire and the extent of the remaining structure, which included the removal of the 1801 western elevation.

The following series of images, captured on the 14th August 2025 show the condition of the Hotspur Press once all necessary safety works had been completed.

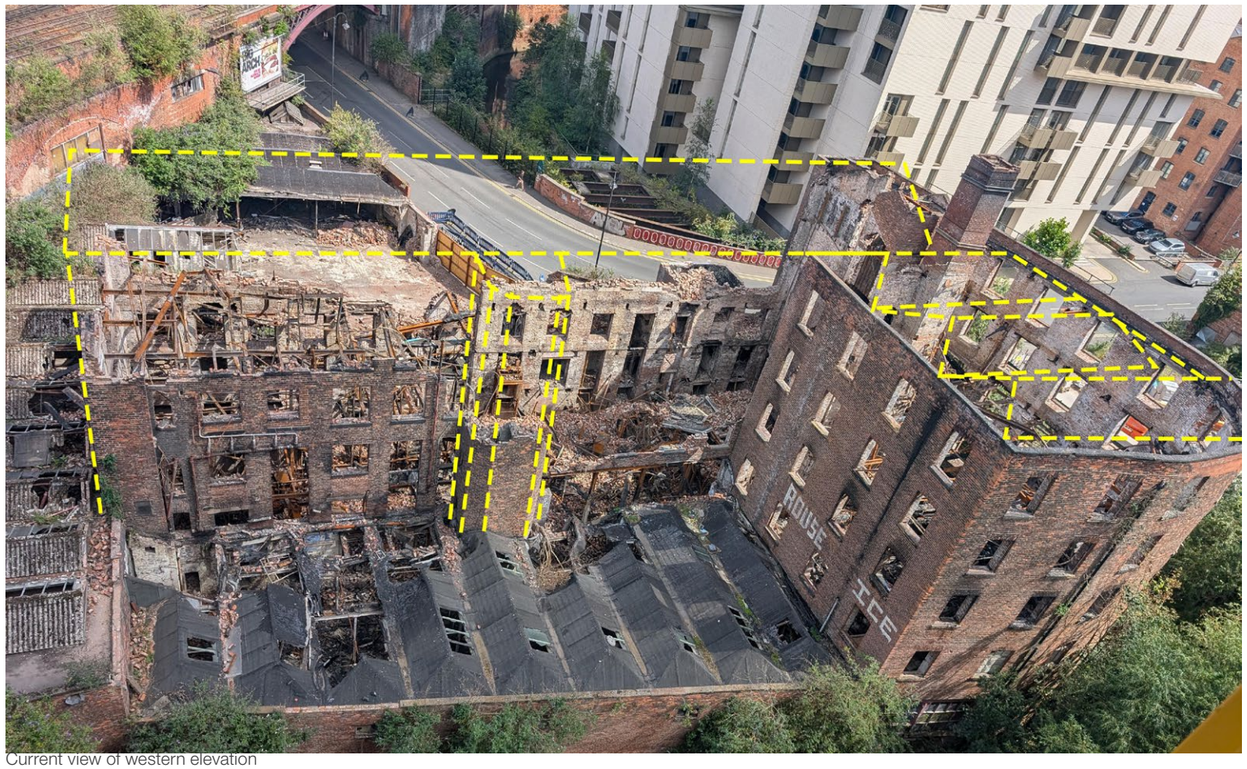
These safety works where agreed upon by MCC, Civic as Structural Engineers, Elmloch ltd as building owner and Greater Manchester Fire and Rescue. They were outlined and identified within the structural appraisal post fire report produced by civic on 02nd June 2025.



Pre fire elevation



Post fire elevation



Current view of western elevation



Current view of eastern elevation

4.3.2 Current Views

From the west of the site, it is apparent that much of the original 1801 elevation, the northern gable adjacent to the viaduct, and a large proportion of the western elevation no longer exist. All of the internal timber structure has been destroyed in the fire, while the structural metalwork has also been severely compromised, with most of it having collapsed.

In order to enable the safe removal of sections of the east elevation overlooking Cambridge Street, a substantial portion of the low-level 1880 sheds also had to be demolished.

The next set of images illustrate in more detail the level of destruction caused by the fire.



Image taken from Civic Structural Appraisal Post Fire 25.07.02

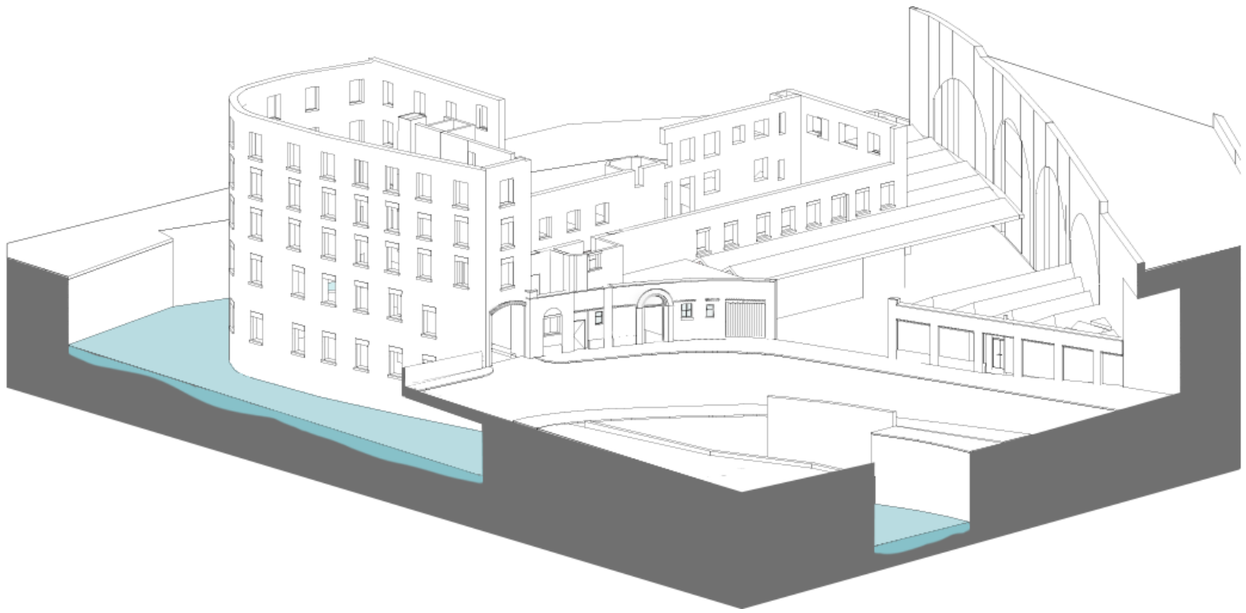
4.3.3 Structural Assessment

Whilst the majority of the southern 1880 warehouse remains in place, the post-fire structural appraisal undertaken by Civic Engineers on 2nd July 2025 notes that “this area of façade above the remaining iron/steelwork is now unstable.” The report further states: “At this stage there is no recommendation for immediate action in this area. However, this area will need to be assessed in detail in a future phase of works.”

As a result, it is not currently possible to confirm whether additional demolition works will be required in this section. The adjacent image, taken directly from the appraisal report, illustrates the extent of the damage sustained.

4.3.4 Remaining Extent

The adjacent diagram documents the extent of the existing building that remains on site currently. directly from the appraisal report, illustrates the extent of the damage sustained.



Diagrammatic representation of the remaining extent of the mill



Image from HOME taken November 2024



Image from Cambridge Street taken November 2024

4.4 Previous Condition

4.4.1 The Buildings History

The site's evolution, shown in the below image, illustrates how successive users expanded the original 1801 mill into what became the Hotspur Press Mill. Each addition used the same red brick, stone, and glass palette, maintaining a coherent aesthetic while adapting the building to new functions.

From the John Rylands 1880s block, marking the shift from cloth production to garment making, to DC Comics' 1910s alterations that brought more light for printing, each change reflects a practical, adaptive reuse.

This layered history reveals the building as a collection of functional parts rather than a single uniform structure.

- 1801 mill: high significance
- c.1880 warehouse: high significance
- c.1882 shed: considerable significance
- c.1880 shed: low significance
- c.1950 alterations: low significance



Phase of construction diagram



Image taken from Heritage Report, breaking down the significance of the existing elements

4.4.2 Previous Heritage Assessment

Prior to the fire that occurred on the 23rd June 2025;

Both Manchester City Council and the Heritage Consultant, Stephen Levrant Heritage Architecture (SLHA), advised that demolition of the two principal blocks would not be acceptable to the Local Authority.

SLHA identified an opportunity to retain the main 1801 and mid-1880s blocks while removing the lower-level sheds to allow for landscaping or additional accommodation

SLHA's Heritage Appraisal defined the significance of the key components of the site as follows:

+ The surviving parts of the original 1801 mill are of high significance.

+ The surviving parts of the c.1880 curved wing are of high significance.

+ The c.1882 shed is of considerable significance.

+ The later c.1880 shed is of low significance.

+ The c.1900s internal partitions forming offices are of low/considerable significance. The c.1950 alterations, such as the external fire escape to the east, are of low significance.

+ The freestanding Percy Brothers Ltd signage on the exterior of the building is a highly unusual survival of high significance.

In response, the proposal approved by the planning committee in 2024 included; retaining the façades of the 1801 and 1882 warehouses. The palisade wall along Cambridge Street and the northern gable adjacent to the viaduct were to be dismantled to enable construction and then faithfully reconstructed to preserve their original character.

As indicated in section 11.4.4

Existing Building

4.4.3 Site & Surrounding Context

The adjacent photographs document the site and its surrounding context, along side long distance views that are terminated by the Hotspur Press mill.



View 1 - Views from Whitworth st. West


View 2 - Views from Cambridge Street

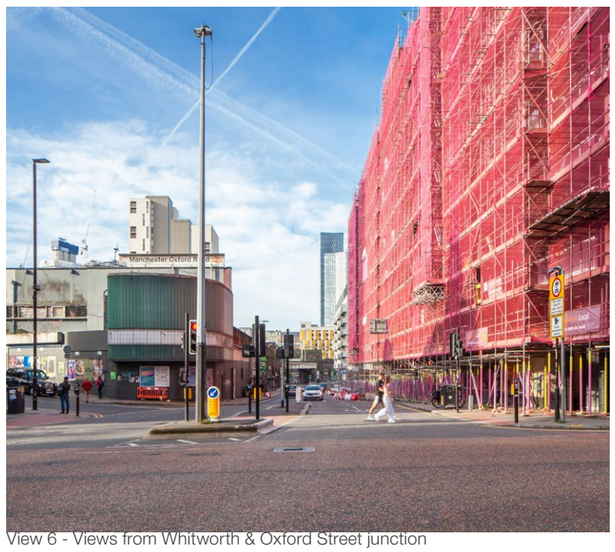

View 3 - Views from Whitworth st. East

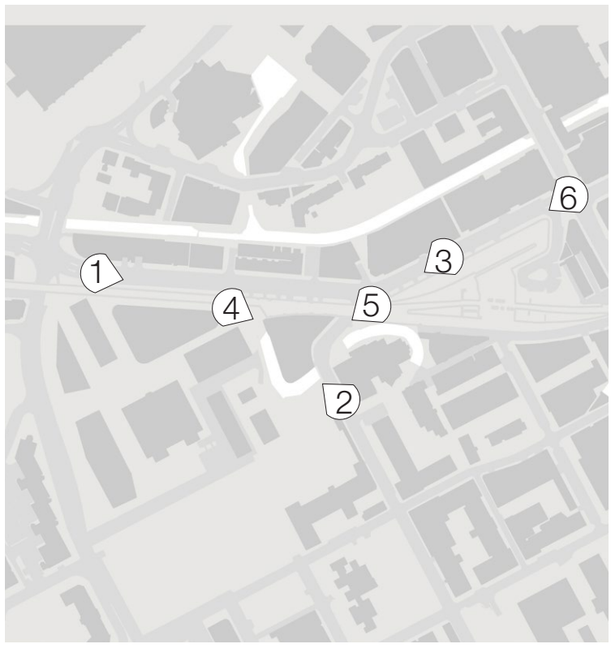


View 4 - Views from First st



View 5 - Views from Whitworth st. East under viaduct

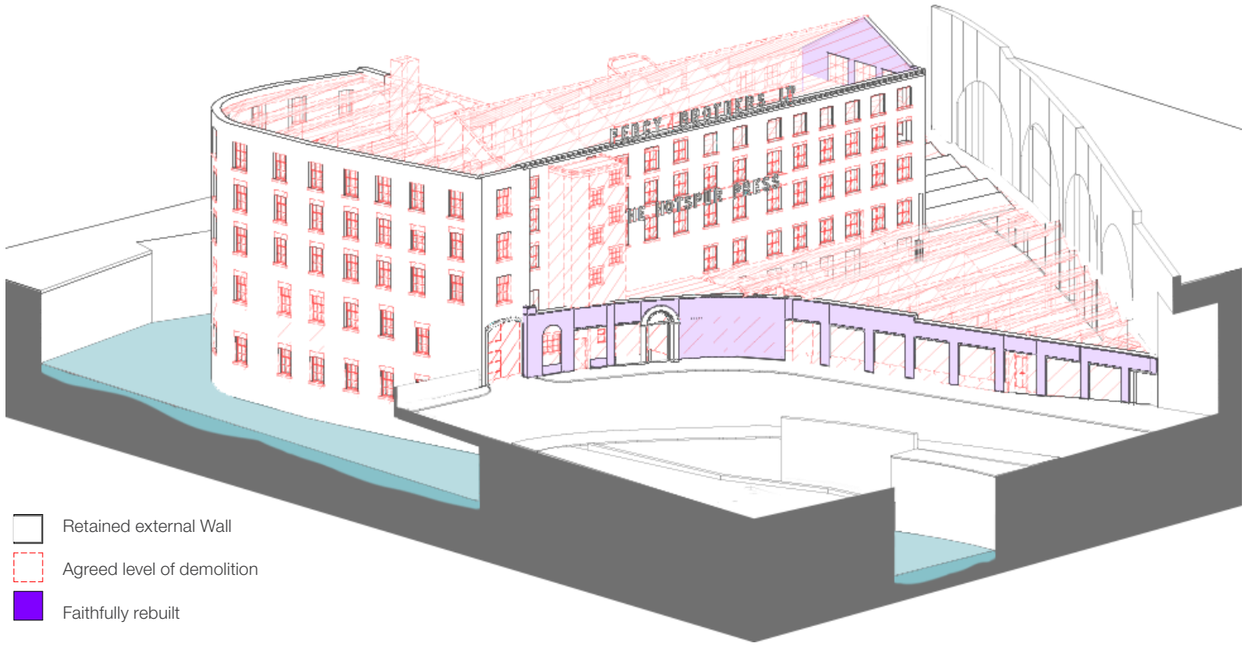

View 6 - Views from Whitworth & Oxford Street junction



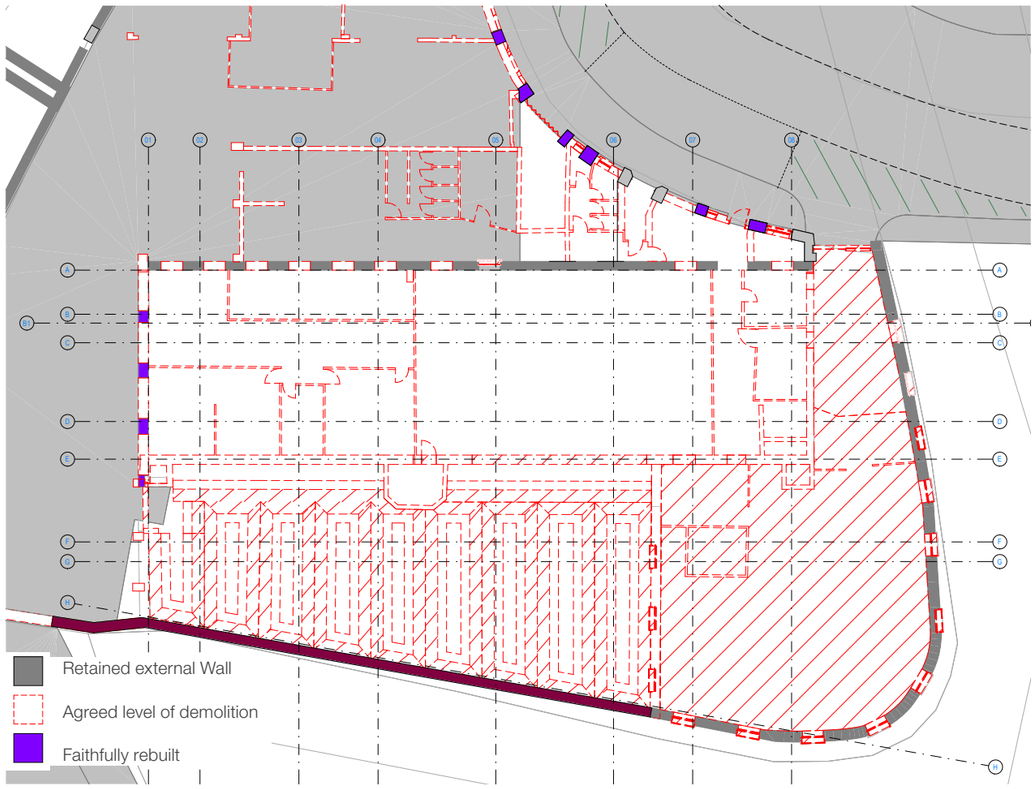
Existing Building

4.4.4 Previous Agreed Demolition Proposal

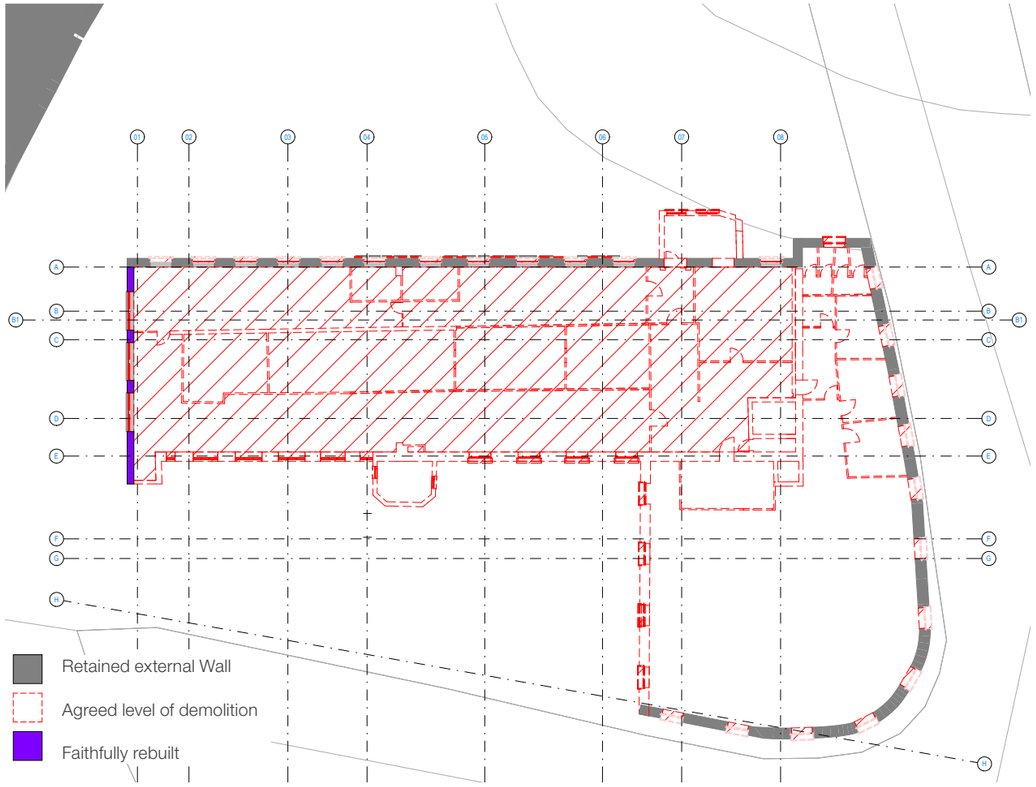
The adjacent diagrams documents the previously agreed level of demolition, reconstruction and reinstatement of the existing building as described previously.



Diagrammatic representation of the remaining extent of the mill



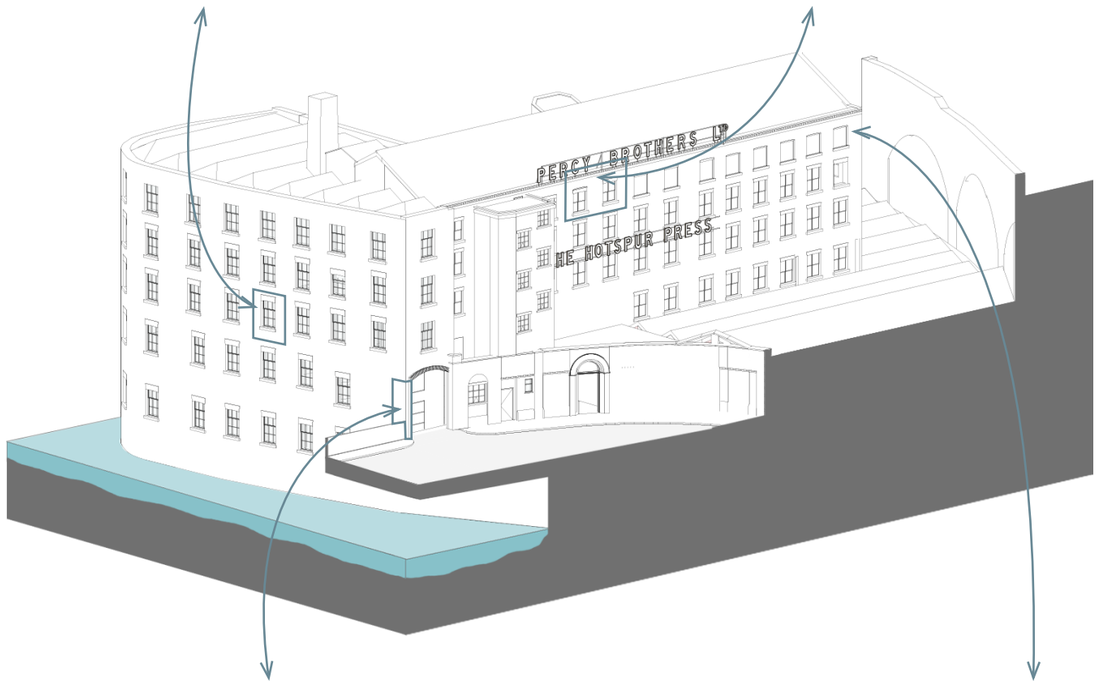
Previous ground floor plan



Previous level 2 demolition floor plan











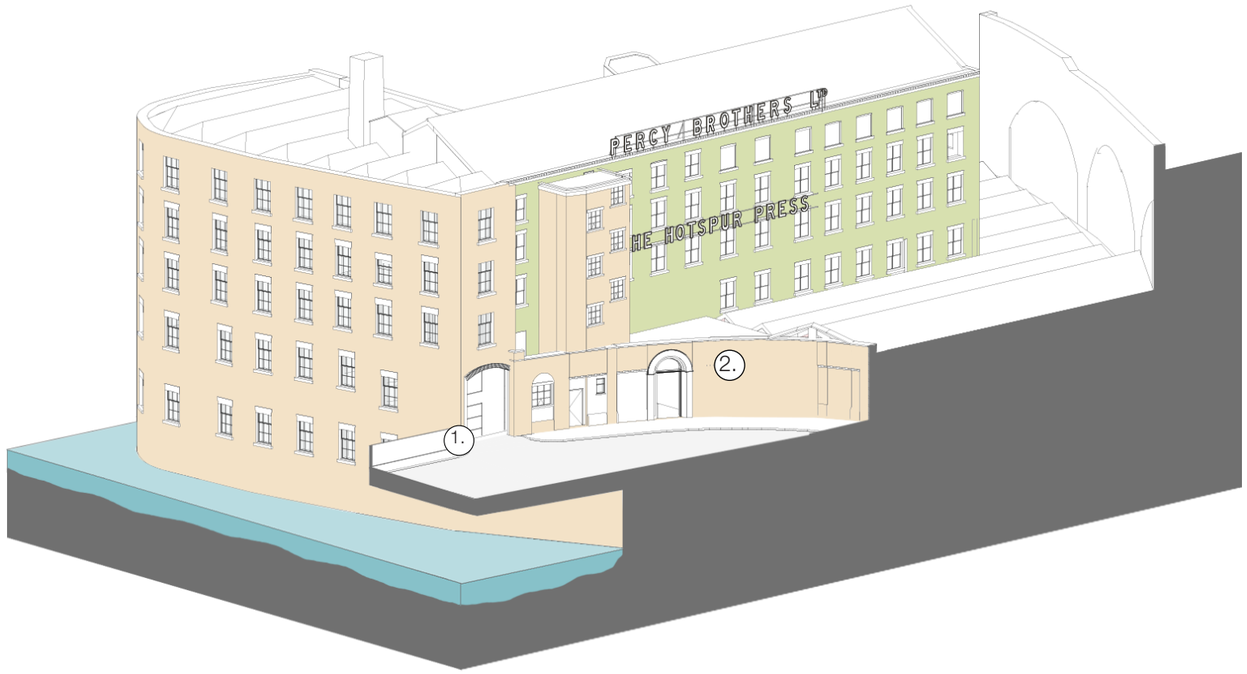
Existing Building

4.4.5 Building Detail

The below diagrams documents key elevation details present across the North, East and South elevations.

These include:

+ Window head details
+ Stone window sills
+ Dentils and Cornices
+ Stone Quoins
+ Brick relieving arches



Existing brick bond diagram

4.4.6 Brick Bonding Types

Of the proposed remaining elevation, built in 1801 and 1880 two distinctive brick bonds are utilised.

The diagrams adjacent highlight where Flemish and common bond brick courses are used.

Flemish Bond:

A bricklaying pattern where each course of bricks alternates between a header (the short face) and a stretcher (the long face). Every header is centred over the stretcher in the course below, creating a distinctive and balanced checker board or decorative pattern on the wall's surface.

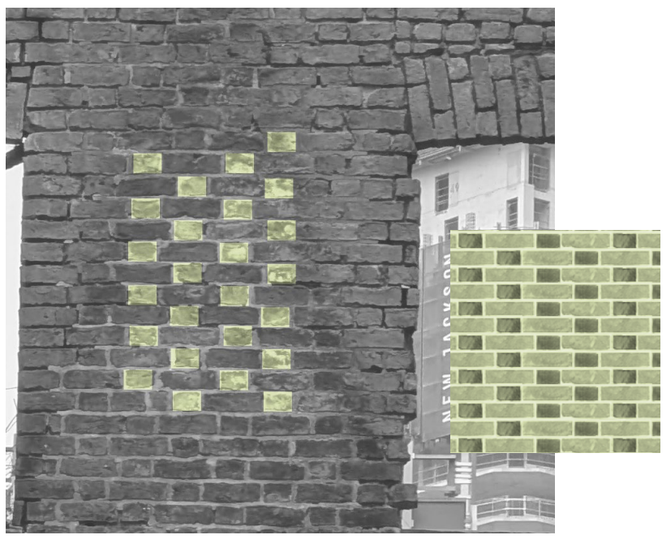
Common Bond:

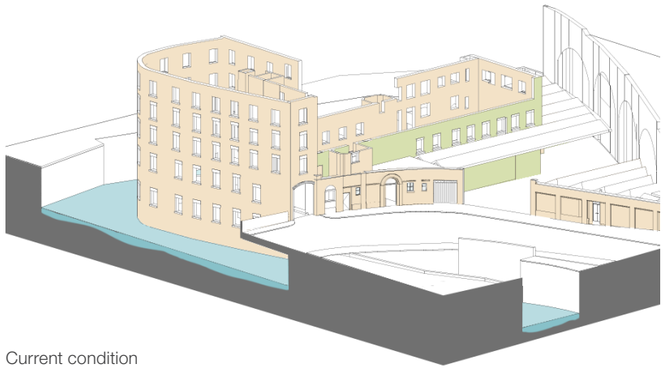
Characterised by having a stretcher course (the long face) with a course of headers (the short face) inserted every five to six courses. The headers in each new course are centred over the stretchers in the courses below them to provide an interlocking tie between the front and back of the wall.

1. Common Bond

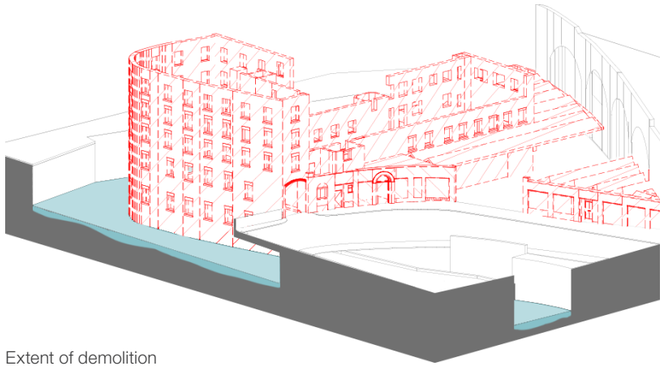


2. Flemish Bond

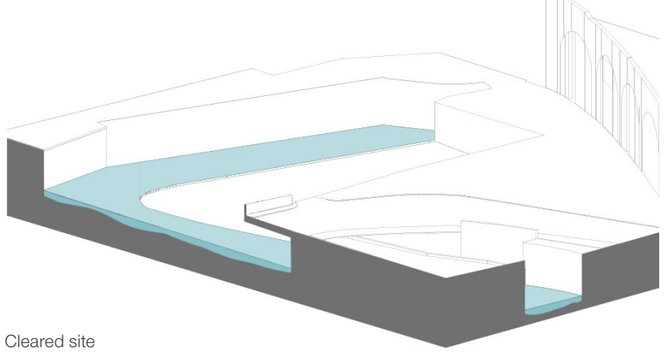




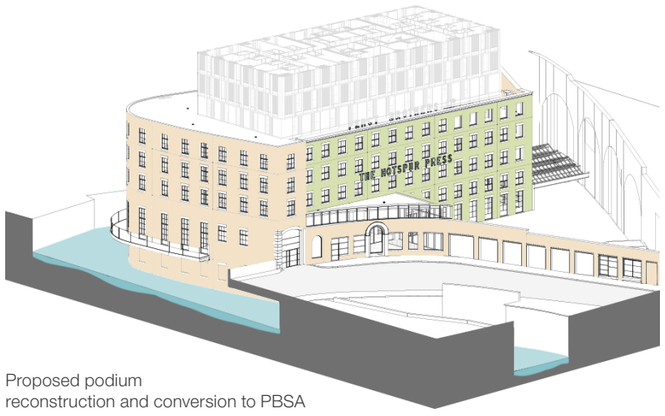
Current condition



Extent of demolition



Cleared site



Proposed podium
reconstruction and conversion to PBSA

4.5 Proposed Condition

4.5.1 Reinstatement Strategy

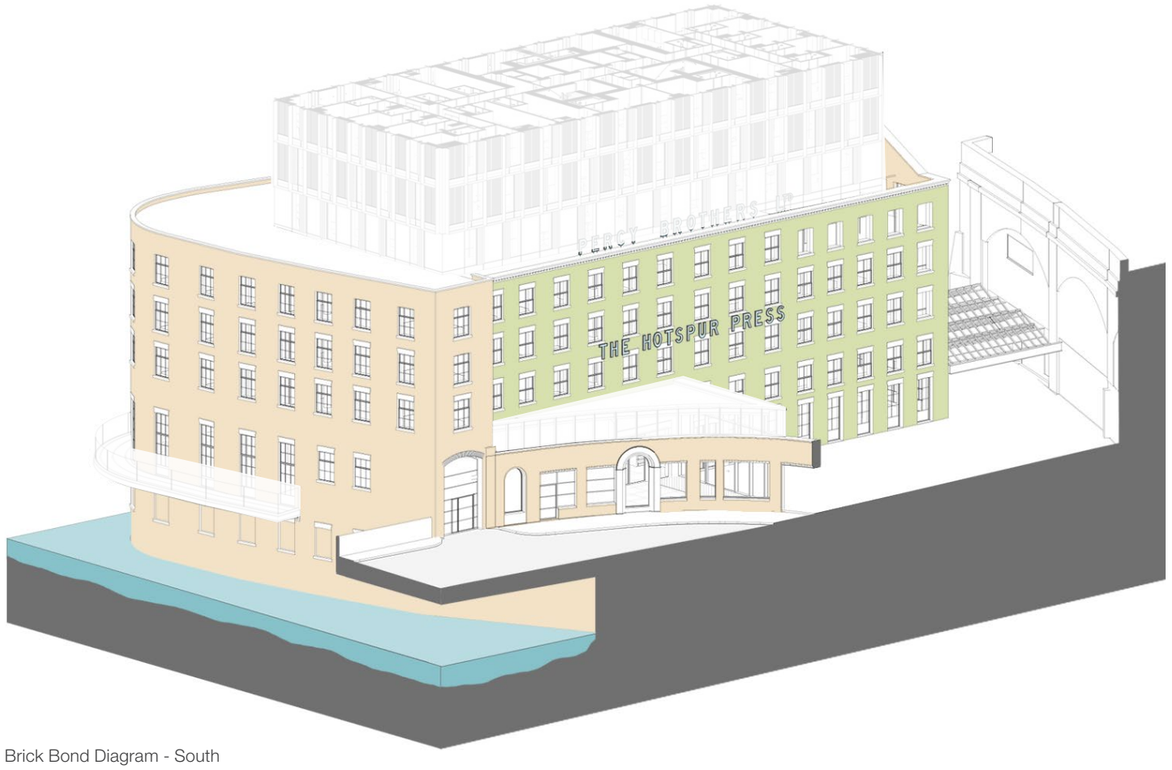
Immediately following the fire Greater Manchester Fire and Rescue Service along side Greater Manchester Police issued a joint statement which stated:

"Due to the extensive damage sustained to the building in the fire, the site remains in an extremely dangerous condition...."

This along with Civic Engineers Structural Report, Erith's Construction Method Statement and Heritage Architecture's Conservation Strategy have resulted in the conclusion that the best course of progression to see the site developed is to demolition the remaining ruin and to **reinstate the mill in a manor that is true to its historic character and style.**

The proposed extent of reinstatement is a direct reflection of the previous intent to utilise the North, East and South facades, along with the palisade wall along Cambridge Street.

.....



Brick Bond Diagram - South



Brick Bond Diagram - North

4.5.2 Proposed Reconstruction - Brick Bond

As was the case with the existing building, the proposal is to reinstate the North, East and South facades which the inherent construction detailing utilised across all periods of the original construction.

The diagrams adjacent and to follow in the next sections of the DAS demonstrate which details will be reinstated. With the diagrams on this page referencing the 2 distinctive brick bonds and brick materiality.

.....



Flemish Bond



Common Bond



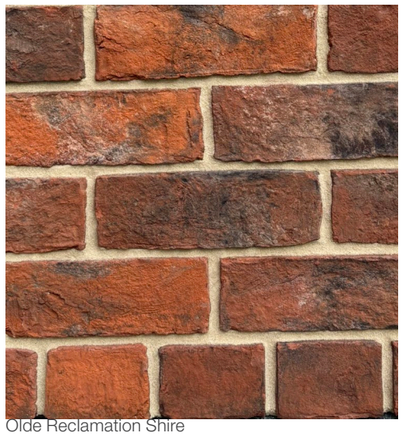
Proposed Brick
Imperial Brick - Olde Reclamation Shire
Colour matched by Imperial bricks



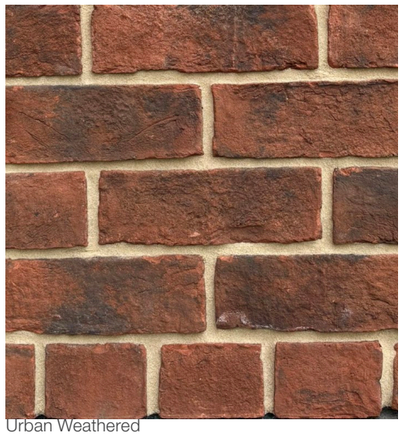
Hotspur Press - south elevation



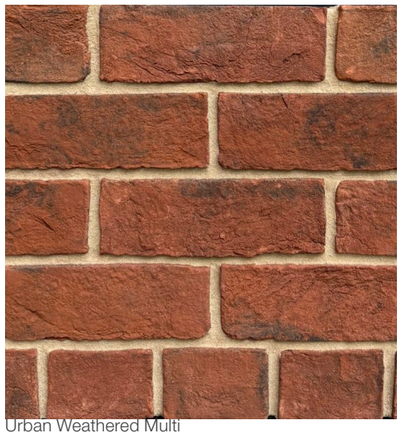
Hotspur Press - south elevation



Olde Reclamation Shire



Urban Weathered



Urban Weathered Multi

Existing Building

4.5.3 Proposed Reconstruction - Brick Type

Working with Imperial Bricks Ltd - One of the UK's leading suppliers traditional handmade, extruded and pressed bricks.

We have been able to recreate the tone, texture and size of the bricks that originally made up the Hotspur Press Mill.

It is proposed therefore that, to ensure continued quality in construction materials, a new brick be used adopting this methodology.

The adjacent images show a comparison in tonality between the remaining elevations of the Hotspur Press and 3 samples that are put forward.

+ Olde Reclamation Shire *(or similar approved)*

+ Urban Weathered *(or similar approved)*

+ Urban Weathered Multi *(or similar approved)*

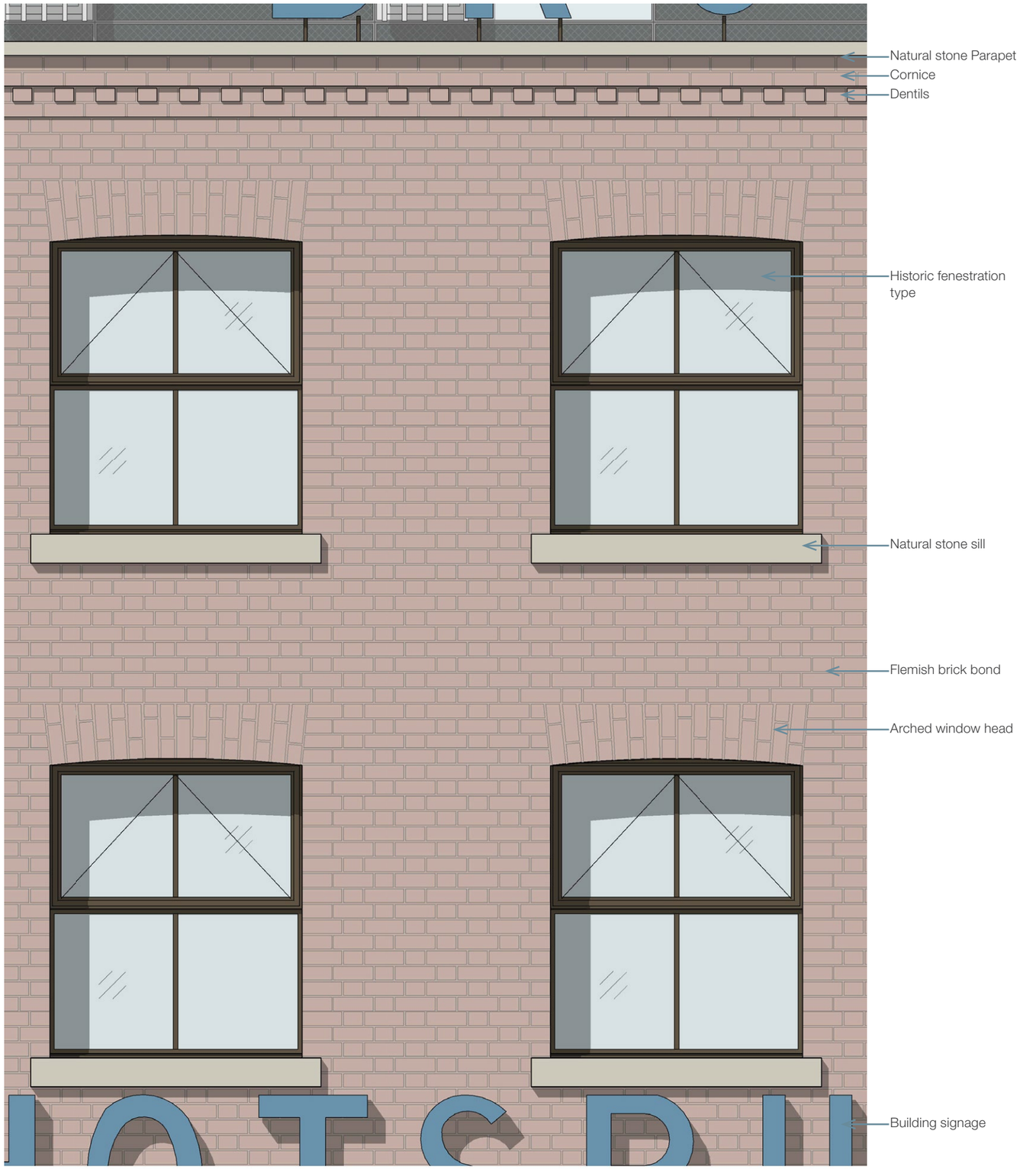
In consultation with Heritage Architecture, it is proposed that the new brick will be Olde Reclamation Shire or similar approved



4.5.4 Brick Comparison

The adjacent photograph documents the comparison between the proposed new brick and those taken from the remains of the Hotspur Press mill.

Existing Brick



Existing Building

4.5.5 Proposed Reconstruction - East Elevation Facade Detailing

As described previously a reconstruction of the existing brick detailing is intended throughout the new proposal. On the East elevation as documents adjacently this detailing includes:

+ Dentil details with cornice and stone coping
+ Window arched headers *(1.5 bricks high)*
+ Natural stone window sills
+ Flemish brick bonds
+ Fenestration style *(windows to be replicated in steel)*
+ Building Signage *(to be replicated in same size, font and style)*

New masonry regulations however, require the inclusion of movement joints, whilst every effort is being undertaken to reduce these, both horizontal and vertical movement joints will need to be introduced though the reconstructed mill elevations



4.5.6 Proposed Reconstruction - South Elevation Facade Detailing

On the South elevation as documents adjacently this detailing includes:

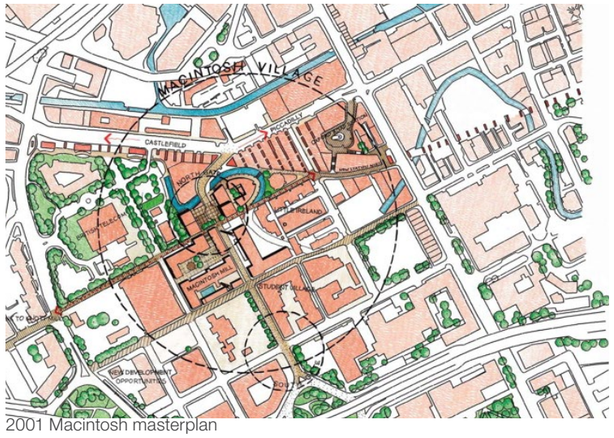
+ Natural stone coping
+ Window arched headers *(1.5 bricks high)*
+ Natual stone window sills
+ Common brick bonds
+ Fenestration style *(windows to be replicated in steel)*



4.5.7 Proposed Reconstruction - North Elevation Facade Detailing

On the North elevation as documents adjacently this detailing includes:

+ Natural stone coping
+ Relieving Arches *(2 brick rowlock course high)*
+ Natural stone window sills
+ Common brick bonds
+ Fenestration opening to match historic *(windows and ballustrade inplace of historic window)*





2001 Macintosh masterplan





Precedent - Astley Castle by Witherford Watson Mann architects



Key precedent - Kuppersmuhle Museum, Duisburg by Herzog & deMeuron

Concept Development

5.1 2001 Macintosh Masterplan

The Macintosh Masterplan was carried out in 2001 by Terry Farrell architects, and looked at future development of the area.

One of the key elements of the Macintosh Masterplan, was having two towers bordering either side of Cambridge Street, to frame the view when entering Manchester city centre.

This tower completes that masterplan vision.

5.2 Key Site Precedents

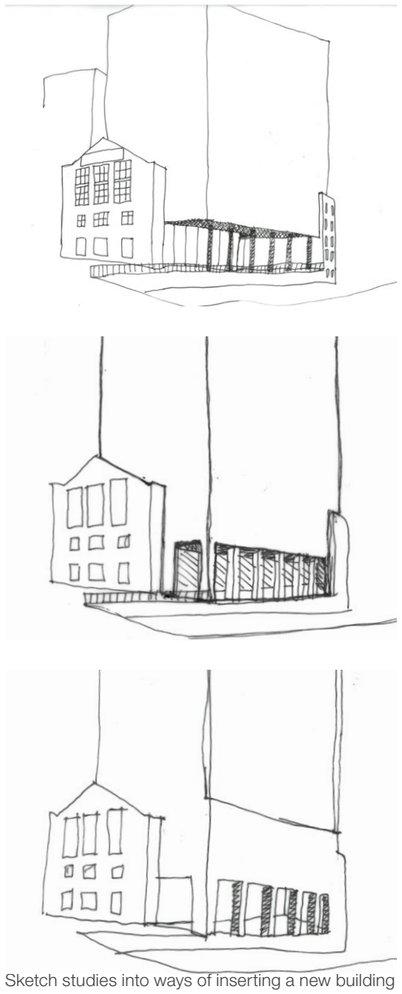
The following were seen as precedents for the consented proposals and remain relevant.

The Kuppersmuhle Museum in Duisburg, by Herzog & de Meuron Architects, is an industrial complex made up of simple block masses which have been added over time. Herzog and de Meuron continued this addition to suite its new function as a museum. Utilising a complimentary rather than contrasting colour pallet a coherence of the site is attained, whilst also being of its own aesthetic.

Additionally, the precedent of Astley Castle, by Witherford Watson Mann Architects, is an example of architecture which uses the historic fabric of a building to cloth a new one. With a subtle choice of materiality, it is clear and easy to identify which elements are new. As with the Herzog & de Meuron precedent, Witherford Watson Mann manage to maintain the coherence between old and new.



Hotspur Press northern facade



Sketch studies into ways of inserting a new building block into the existing arrangement

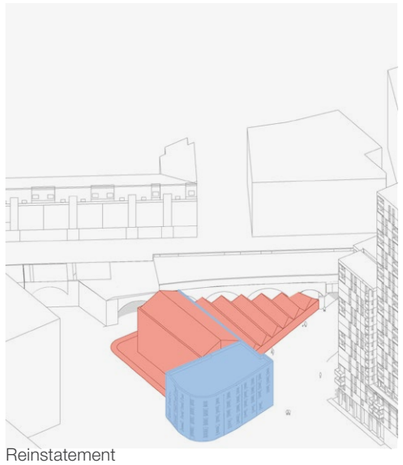
5.3 Massing Sketches

The relationship between the existing building and a tower was explored and developed using sketches. After several iterations demonstrated that adding a single monolithic block element was not appropriate. It created an abrupt connection between the two masses and hit the ground awkwardly.

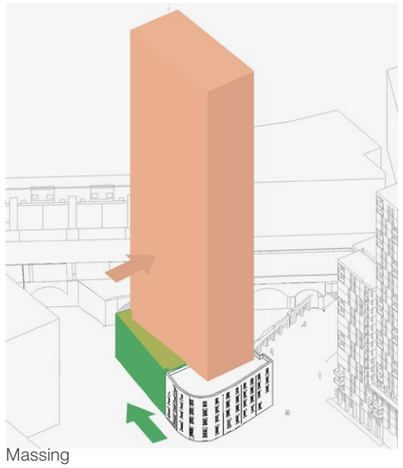
5.4 Two Brick Blocks

To overcome these issues, it was decided to infill the space on site thereby creating a plinth which utilised the existing elevations. This would facilitate a better connection to a new tower which sat upon it.

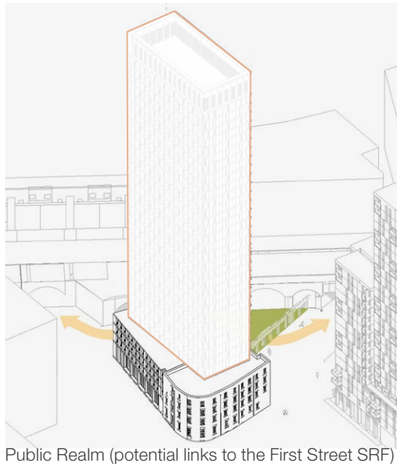
The aesthetics and geometry of the ‘plinth’ block was to be more similar to the existing brick blocks on the site. Heavy with more mass and smaller openings. Whilst the tower, in contrast was to be expressed as a much lighter brick object.



Reinstatement



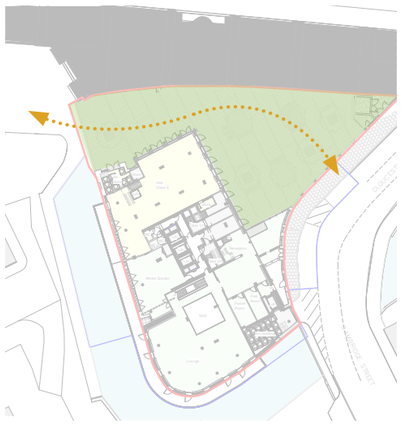
Massing



Public Realm (potential links to the First Street SRF)







5.5 Reinstatement

The original agreed intent was to retain all facades of the existing building except the West. With the weaving sheds also being removed.

Following the fire the outcomes have remained the same, with the new intent being to reinstate the North, East and South elevations.

5.6 Massing

The lower block of the scheme aligns with the rhythm of the existing building fabric, whilst the higher block steps back from facade to reveal an outdoor ecological terrace on the south bank as described within the landscape section of this report.

5.7 Public Realm

Introducing a through-route from First Street to Gloucester Street not only provides a new urban public realm but also ties in with the Strategic Regeneration Framework and the intention to connect the two roads for pedestrianisation.



Two towers bordering either side of Cambridge Street, as per Terry Farrell's masterplan

5.8 Site Density

The density of the tower to an extent is offset by the provision of a new square, (which has been given over to public use, and so will not be developed.)

Also, the site is very close to the city centre, so the majority of journeys can be made on foot, rather than putting pressure on roads or public transport.

The site is very close to a major train station, Oxford Road station, which is itself applying to undergo significant extension work. So the option of relying on public transport rather than having to take a car is very good in this location.

5.9 Height Analysis

The following consideration were made when deciding on the final height of the tower:

+ The proposal is at a significant location on Whitworth Street West, particularly when viewed from the Palace Theatre and the Hacienda apartments. It is juxtaposed with an established skyscape of tall buildings, including 1 Cambridge Street (29 storeys), Bridgewater Heights (37 storeys), Artisan Heights (32 storeys) and Circle Square (37 storeys). The datum of the listed viaduct acts as a visual unifier to the linear cluster.

+ Similarly, when viewed from within First Street, the proposal forms a visual relationship with 1 Cambridge Street.

+ This is also the case in the Farrell masterplan as articulated earlier.

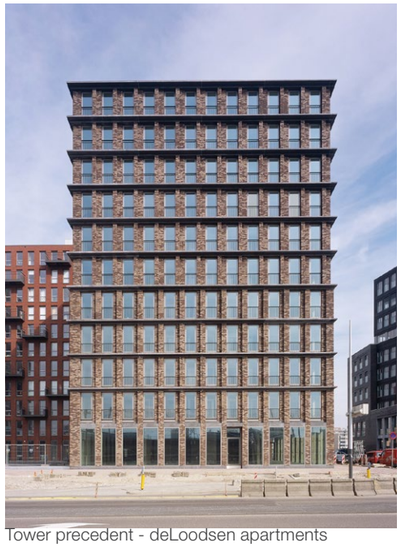
+ Its relationship to other towers in the city context, particularly Deansgate Square.

+ Finally, the proportion of the tower to the historic fabric of the podium is a consideration.

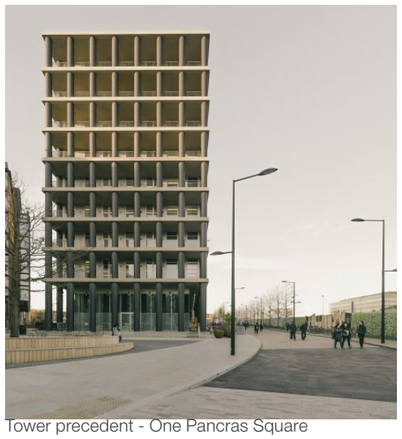
Recent developments of Circle Square and those within the Great Jackson Street SRF (40-67 storeys) have changed the context of the proposals since the extant consent. In consideration of the above, the proposed height of 37 storeys is considered to be entirely appropriate.



Diagram showing the change to using two new blocks rather than one


Tower precedent - deLoodsen apartments


Tower precedent - Prudential Building


Tower precedent - One Pancras Square

Concept Development

5.10 Historic 1801 and 1880 Facade

Historically these elevations had a number of significant benefits for the proposal:

+ It retained the ‘visual object’ of the mill, maintaining the street level character of the area.

+ Enabled the creation of a base, or plinth, to the tower which grounds the proposal and provides the new public square with much richer context

+ Historic grain and textures retained.

5.11 Tower Precedents

The lightness of an elevation created by the separation of the vertical and horizontal elements, with the vertical being expressed as a series of columns is a common theme which can be found within the precedents adjacent:

+ Winhov’s de Loodsen apartments in Amsterdam.

+ Louis Sullivan’s Prudential Building in Buffalo, New York

+ David Chipperfield architect’s One Pancras Square project, in London

5.12 Plinth Design

As previously described the ‘plinth’ block made up predominantly by the reconstruction of the historic building, is heavier in appearance. Therefore, any addition which sat adjacent, had to marry with this approach.

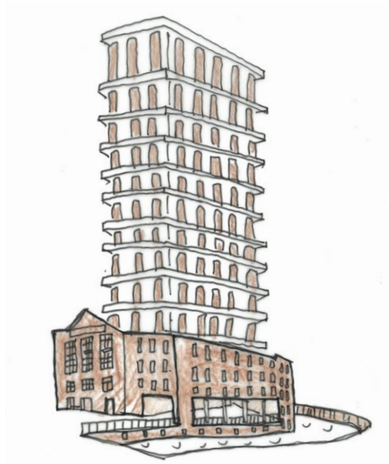
A new ‘mill-like’ infill extension to the river seeks to complete the podium and continues the industrial character of the reconstructed buildings following the eaves level of the 1880s curved wing.

5.13 Tower Design

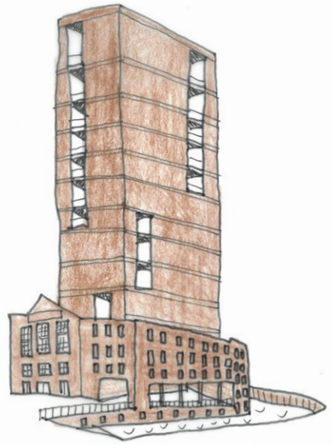
The lighter tower is to be expressed as a simplified object. A functional crown element works to terminate the new massing whilst also screening plant equipment upon the roof of the tower.



Close-up sketch showing initial development of base block and lighter tower block



Sketch showing new base block and lighter tower block



Sketch testing ‘heavy’ tower, which didn’t work



Eastern site wall retained & perforated at infill panels

5.14 Eastern Site Wall

The eastern site boundary has long been defined by the palisade brick wall which sits adjacent to Cambridge Street. Removing the infill panels allows us to perforate this further which in turn enables greater connectivity to the new public realms.

Whilst it is intended that this wall be removed to enable on site works it will be reconstructed to its original shape, height and will help define the edge of the new the public square.

5.15 Ground Plan

A commercial unit is located within the ground floor of the proposal overlooking the new public square. Whilst the function of this space is yet to be defined, the business has the potential to spill out onto the square which helps to animate the potential connection through to First Street.

5.16 Residential Entrance

Entrance into the PBSA element of the proposal is through Cambridge Street on the eastern side, which forms the main front facade. Residents are naturally led from the street through into the openings of the palisade wall, where a fully glazed extension sits lightly inbetween the existing palisade wall and mill, leading one into the main lobby and reception area.

5.17 Active Frontage

The arrangements defined above help to maximise the amount of active frontage which overlook the square creating vibrancy as well as passive policing.

5.18 Existing Ground Floor Sheds

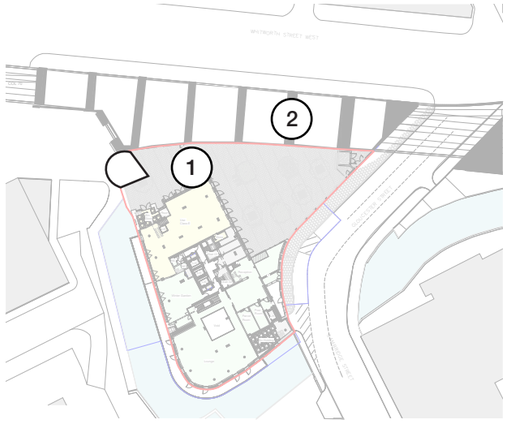
The quality of space defined by the ground floor weaving sheds which fill the site around the 1801 mill was another aspect of the existing building which defined its character. With the added value of forming a threshold between First Street and the new public square it was decided that a small section of the roof structure whilst now glazed would be maintained adjacent to the new commercial space to further enhance the active frontage.



Interior photo of the ground floor shed space



Network Rail owned units within the viaduct (View from Whitworth Street West)





Inspirational concept view of the public square from NW corner.

5.19 Viaduct Arches

ArchCo own the spaces within the Grade II listed viaduct arches that sit to the north of the new public square. And whilst not part of this application it is the ambition that one day, these front onto the space enriching the square's vibrancy even further.

5.20 Landscape Design

Expressing the sheds' structure within the hard landscape is one way in which the new square aims to acknowledge the history of the site. This can be viewed in more detail in MacGregor Smiths Landscape Proposal.

6.0 Design Evolution

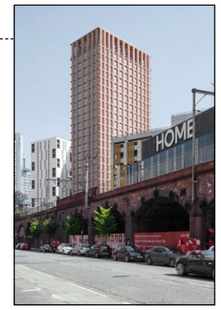
Planning Timeline

July 2018

Version 1

Residential Scheme

120635/FO/2018



Approved

November 2023

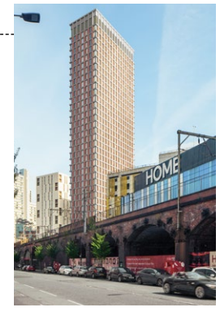
Version 2

Initial PBSA Scheme

138805/FO/2023

April 2024

Addendum Application

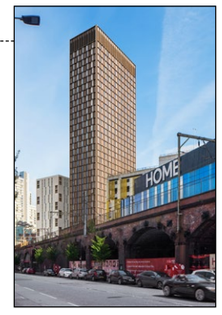


Approved at committee subject to a section 106 agreement

December 2025

Version 3

Current PBSA Scheme



Design Evolution

6.1 Overview of past and current schemes

Since 2018, there have been three separate versions of the Hotspur Press proposal which are illustrated on the adjacent timeline for reference.

The following pages within the Design Evolution section will follow the natural evolution of the scheme up until the current PBSA proposal.



Extant consent tower viewed above the viaduct



Extant consent tower viewed from The Palace Theatre

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant	**Agent (if used)**
Elmloch Ltd C/o Agent	Mr John Cooper Deloitte LLP 2 Hardman Street Manchester M3 3HF

Part 1 – Particulars of the application/development

Proposal: Part demolition and redevelopment and part retention and refurbishment of the former Hotspur Press Complex (Medlock Mill) to deliver 171 residential units (10 no. 1 bed, 1 person apartments, 49 no. 1 bed, 2 person apartments, 2no. 2 bed, 3 person apartments and 110 no. 2 bed 4 person apartments) - Use Class C3, within refurbished mill space and 28 storey building (including two levels of basement), commercial floorspace (Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only) together with servicing, access, landscaping including a new public space and pedestrian route between Gloucester Street and First Street, and other associated works

Location: Hotspur Press, 2 Gloucester Street, Manchester, M1 5QR

Date of application: 19 July 2018

Application number: 120635/FO/2018

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance this has included ongoing advice about the information required to be submitted to support the application and the conditions needed to allow the recommendation of approval.

Condition(s) attached to this decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

120635/FO/2018 Page 2 of 24

Manchester City Council decision notice for previous planning submission dated 19th July 2018. The application for a residential development received approval.

6.2 Version 1

6.2.1 Version 01 Planning Application

Consultant surveys highlighted the existing mill had low floor to floor heights, this meant it was not viable to develop. After allowing for acoustic and fire treatment to the floors, the floor to ceiling heights would have been as low as 2.01m in height. This made the retention of the existing floors not feasible.

6.2.2 Initial Public Consultation (12 February 2018)

On 12th February 2018, the previous design team associated with the previously approved application (120635/FO/2018) held a public consultation.

The majority of those consulted appeared to appreciate that the 1801 warehouse could not be restored and developed, but gave importance to retaining the eastern façade, the Hotspur Press signage, and the 1880's rear block. The desire to retain as much historical heritage on the site was seen as important.

The public also suggested that creating a new urban public space on the site, as well as providing access to the river facilitating a connection to First Street, were also considered important.



Initial PBSA scheme tower viewed above the viaduct.

6.3 Version 2 Summary of Consultations

6.3.1 Meeting with MCC - 5th June 2023

A further meeting was held with Manchester City Council to discuss proposal submission requirements. Guidance indicated no one had successfully developed the site, and there was support for saving the building. The proposal, however, would need to retain as much of the mill as possible and demonstrate that alternative uses were unviable.

6.3.2 Meeting with MCC - 11th September 2023

Following the previous meeting, the viability exercise was submitted. It was proposed that public consultation would occur in October, with a key focus on engaging local communities to understand their needs and gain support from universities for the scheme.

6.3.3 Meeting with Ask Real Estate

Alongside Manner, a meeting was held with Ask Real Estate to discuss connecting the scheme to the First Street development. Further details are in the landscape chapter.

6.3.4 Meeting with Network Rail

Given the site's proximity to the viaduct, a meeting with Network Rail was arranged to review the proposal. The impact remains largely unchanged from the previous application, with their main concerns focused on construction and temporary works. Network Rail requested an Asset Protection Agreement to ensure no effect on the railway.

6.3.5 Public Consultation - 19th October 2023

After consultations with the council and First Street stakeholders, a public consultation was hosted to engage the community via a website and flyers inviting feedback, which informed the design further.



Initial PBSA scheme tower viewed from The Palace Theatre.

6.3.6 Public Consultation - 19th October 2023

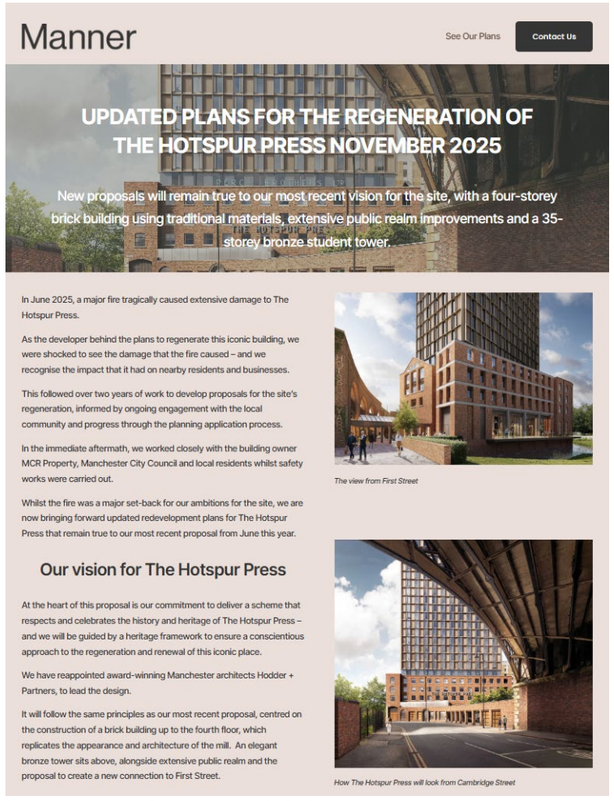
Following consultations with the council and stakeholders near the First Street development, a public consultation was held to engage the community via a website and flyers inviting feedback, which further informed the design.

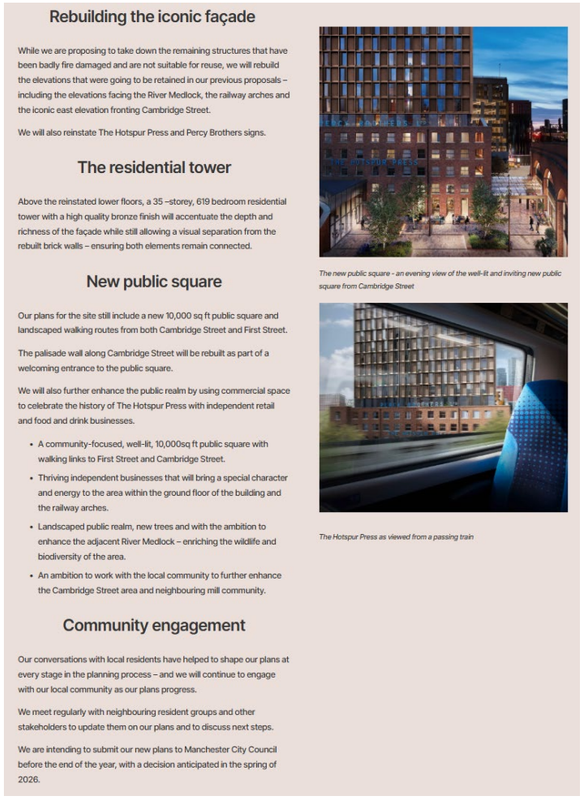
Overall, the consultation reached widely and included:

+ Briefings with Deansgate ward councillors.
+ Meetings with two local residents' associations.
+ Distribution of 1,439 leaflets to local residents.
+ Around 771 website visits (708 unique).
+ Nearly 800 clicks to the website and 187 to the webinar registration page via social media ads.
+ A live webinar with six attendees, with the recording viewed nine times online.

From this engagement, 26 consultees provided written feedback (7 emails, 19 forms), with several recurring themes:

+ Principle of development – calls for clarity on PBSA need, ground floor uses, and plans to preserve heritage, enhance the River Medlock, and include urban greening.
+ Design – requests for more detail on lighting, public access, and concerns about height and accessibility.
+ Community – strong desire for continued engagement during construction and operation.
+ Management and operation – requests for details on managing noise, litter, and behaviour, ensuring safety of the public square, and integrating residents with the community.
+ Construction – reassurance sought on mitigating noise, traffic, and infrastructure impacts.
+ Technical issues – queries on sunlight impacts and coordination with National Rail.





hotspurpressmanchester.co.uk website home page


DATE

XXXXX
XXXXX
XXXXX

Update on The Hotspur Press and neighbour drop in event on Wednesday 26th November

Dear neighbour,

I wanted to take this opportunity to update you on our proposals for the regeneration of The Hotspur Press.

As you will be aware, the site suffered a devasting fire during the summer. As the developer behind the plans to regenerate this iconic building, we were shocked to see the damage that the fire caused – and we recognise the impact that it had on nearby residents and businesses. This followed over two years of work to develop proposals for the site's regeneration, informed by ongoing engagement with the local community and progress through the planning application process.

In the immediate aftermath of the fire, we worked closely with the building owner MCR Property, Manchester City Council and local residents whilst safety works were carried out.

Whilst the fire was a major set-back for our ambitions for the site, we are bringing forward updated redevelopment plans for The Hotspur Press that remain true to our most recent proposal from June this year.

The design of the scheme will follow the same principles as this previous proposal, centred on the construction of a brick building up to the fourth floor, which replicates the appearance and architecture of the mill. An elegant bronze tower sits above, alongside extensive public realm and the proposal to create a new connection to First Street.

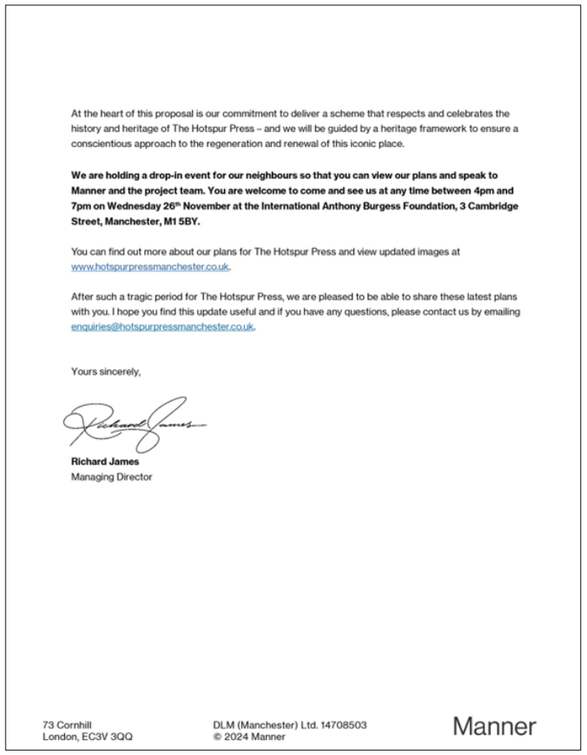
And whilst we are proposing to take down the remaining structures that have been badly damaged by the fire and are not suitable for reuse, we will rebuild the elevations that were going to be retained in our previous proposals – including the elevations facing the River Medlock, the railway arches and the iconic east elevation fronting Cambridge Street. We will also reinstate The Hotspur Press and Percy Brothers signs.

Our plans will also still include a new public square and landscaped walking routes from Cambridge Street and commercial spaces for new, independent businesses.

73 Cornhill
London, EC3V 3QQ

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Manner


At the heart of this proposal is our commitment to deliver a scheme that respects and celebrates the history and heritage of The Hotspur Press – and we will be guided by a heritage framework to ensure a conscientious approach to the regeneration and renewal of this iconic place.

We are holding a drop-in event for our neighbours so that you can view our plans and speak to Manner and the project team. You are welcome to come and see us at any time between 4pm and 7pm on Wednesday 26th November at the International Anthony Burgess Foundation, 3 Cambridge Street, Manchester, M1 5BY.

You can find out more about our plans for The Hotspur Press and view updated images at www.hotspurpressmanchester.co.uk.

After such a tragic period for The Hotspur Press, we are pleased to be able to share these latest plans with you. I hope you find this update useful and if you have any questions, please contact us by emailing enquiries@hotspurpressmanchester.co.uk.

Yours sincerely,

Richard James
Managing Director

73 Cornhill
London, EC3V 3QQ

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Manner

Letter sent to residents and businesses

6.4 Version 3 - Summary of Community Engagement

This summary report has been prepared by Social on behalf of Manner. It outlines community engagement activities undertaken following the devastating fire on 23 June 2025 and to support the regeneration and renewal of The Hotspur Press.

The engagement activity outlined within the report highlights the opportunities for residents, stakeholders and interested parties to be kept up-to-date and informed.

Since Manner first brought forward its plans for The Hotspur Press they have been committed to demonstrating a considered and collaborative approach to community engagement and previous activity was captured in the original submission. This approach has continued as they progress towards submitting this revised planning application.

Since the fire, conversations have been had with key stakeholders, including Deansgate ward councillor Cllr Anthony McCaul, the residents' committees at Chorlton Mill and Mackintosh Village, Manchester City Council's Neighbourhood Team for Deansgate and Piccadilly, Ask and Home.

Manner has engaged with the local community in a variety of ways, including 1-2-1 briefings, a project website, delivery of a resident letter, an in-person event, and media activity.

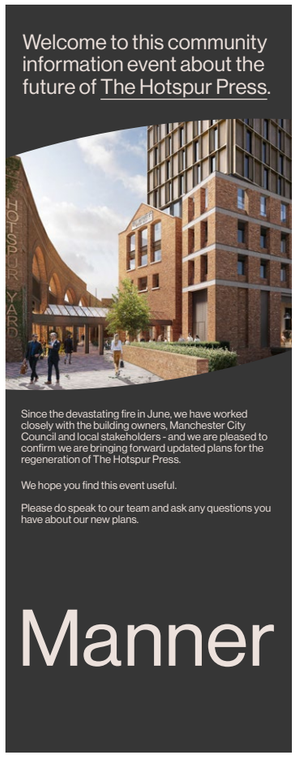
During this time Manner and Social have contacted the stakeholders above at different touch points to outline their plans and commitment to The Hotspur Press. Two virtual meetings were held with the residents of Chorlton Mill and 1-2-1 conversations took place with a resident representative from Mackintosh Mill and with Cllr McCaul.

Anestablishedinbox(enquiries@hotspurpressmanchester.co.uk) managed by Social, has been in place and continues to be a point of contact for any enquiries from the local community.

A dedicated website (www.hotspuressmanchester.co.uk) is in place to provide an overview of the project and has been updated to outline the updated plans and new CGI images. The webpage also provides a "contact us" link for people to submit any questions. See appendix 1.

A press release was issued to Manchester media and property trade titles to outline Manner's plans. Coverage included the MEN, Place North West, Businessdesk.com, NW Business Insider and the property trade media. Full coverage can be found here - Manner - Hotspur Press Regeneration Plans - Nov 25 | CoverageBook.

A neighbourhood drop in event was held on Wednesday 28th November at The International Anthony Burgess Foundation on Cambridge Street.





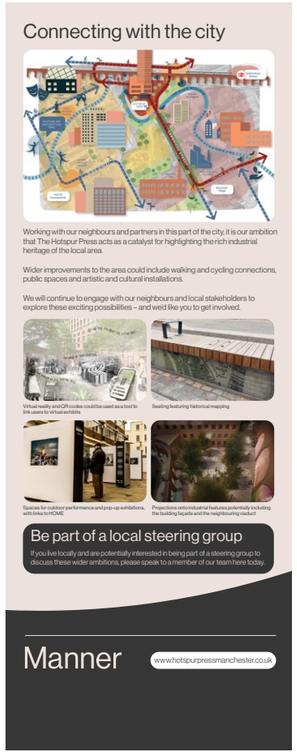












Banners on display at the neighbourhood event

Design Evolution

6.4.1 Local Community Engagement - 26th November 2025

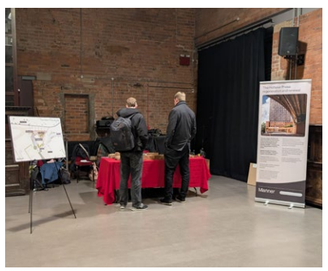
A public drop-in event was held on the 26th November 2025 and was attended by 22 participants, including local residents, businesses, and key stakeholders, many of whom engaged with the project team for the first time. A letter from Manner was sent to 1,439 residents and 69 businesses located with the area. Feedback was consistently positive and demonstrated strong local support for Manner's continued commitment to the regeneration of the Hotspur Press site. Attendees expressed a clear desire for early commencement of works and for ongoing opportunities to remain involved, including participation in a potential future steering group.

Constructive discussions were held with representatives from Chorlton Mill, The Assembly (Complete Ltd), HOME, the Deansgate and Piccadilly Home and Neighbourhood teams, the International Anthony Burgess Foundation, and a local architectural practice. These conversations highlighted broad recognition of the scheme's benefits, including improved safety, enhanced connectivity, particularly new pedestrian links to First Street, and the creation of high-quality public realm and a new public square.

Participants showed interest in the design approach, including proposed materials, signage and the treatment of retained and removed structures, and welcomed clarification on structural constraints. Additional enthusiasm was shown for opportunities associated with the railway arches, public art, and the proposed wildlife habitat at upper levels.

Following the event, positive written feedback was received reaffirming support for the project's direction and appreciation for the restoration of original features.









Photos from the neighbourhood event

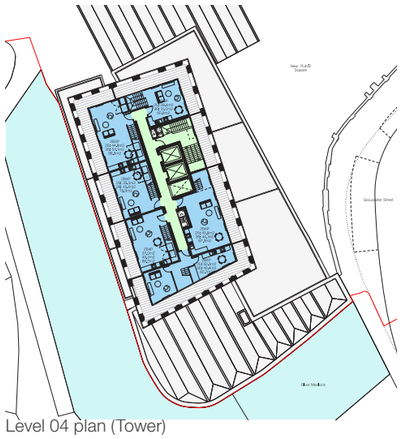
Version 1 - Residential Scheme



Ground plan

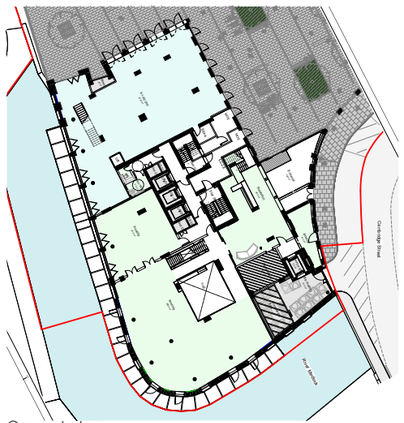


Levels 01 plan

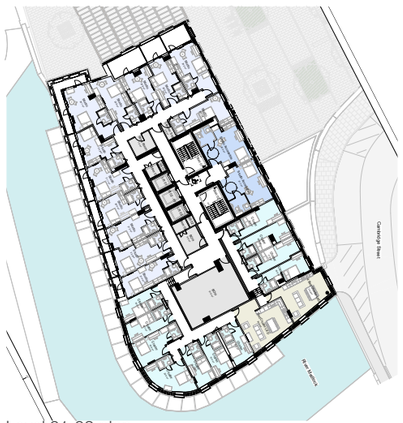


Level 04 plan (Tower)

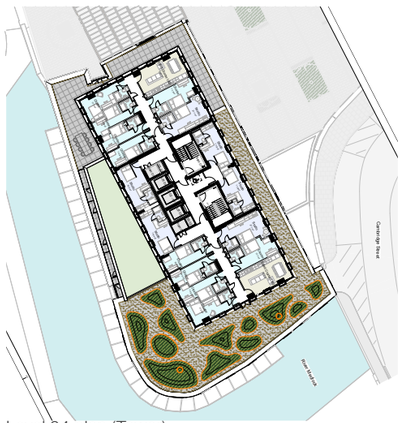
Version 2 - Initial PBSA Scheme



Ground plan



Level 01-02 plan



Level 04 plan (Tower)

6.5 Development of Version 1 to Version 2

6.5.1 Version 1 (Residential Scheme)

The consented scheme featured a single stair arrangement that allowed the tower footprint to remain small. Since this was accepted in 2018, new regulations have come forward post-Grenfell that require towers over 30m to have a secondary means of escape. The introduction of a second stair made the consented arrangement unviable and a new proposal was developed.

6.5.2 Version 2 (Initial PBSA Scheme)

Version 2 shows the updated core, featuring two stairs and three lifts, that was now fully complaint with both building regulations and CIBSE.

The use of the building also changed, requiring more service and amenity areas than what was provided in Version 1. To accommodate the required corridor widths and room areas, the footprint of the tower was increased and realigned to run parallel to Gloucester Road rather than the River Medlock. This change made the tower appear more slender when approaching from the north of the site.

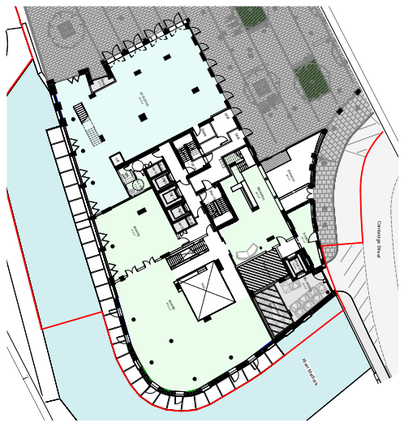
6.6 Development of Version 2 to Version 3

6.6.1 Version 2 (Initial PBSA Scheme)

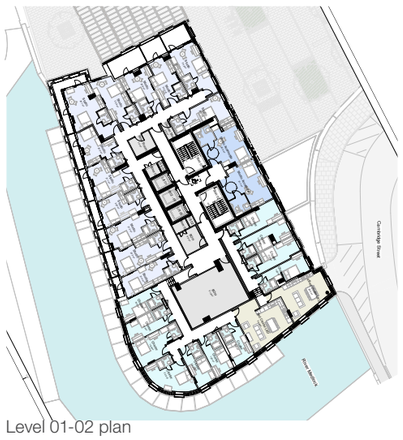
A change in the buildings use, as well as the client's aspirations led to the tower increasing in height to 37 stories. The ground floor now contained mostly amenity spaces, as well as a commercial unit, with the previous ancillary spaces moved down to the basement and the substation relocated outside to the Eastern corner of the public square. A ground floor mezzanine was also introduced which featured an extension to the commercial unit, and increased the amount of amenity/BOH spaces.

However, this scheme was deemed unviable due to inefficiencies within the internal layout arrangements, and the brick slip unitised facade system proving too costly.

Version 2 - Initial PBSA Scheme



Ground plan



Level 01-02 plan



Level 04 plan (Tower)

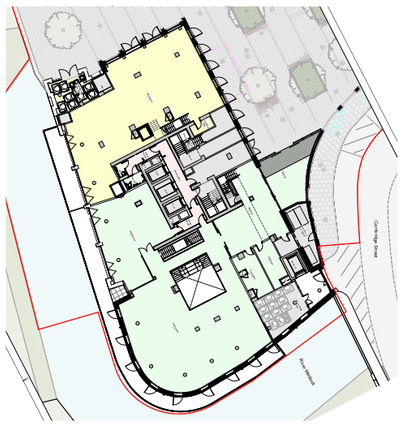
6.6.2 Version 3 (Current PBSA Scheme)

The current proposal introduces a tower footprint which has slightly increased in both width and length, as well as an internal layout which is more efficient and the same throughout. This has allowed the addition of 2 more units per floor within the tower, resulting in an overall reduction in height of the scheme by 2 stories, whilst providing 619 units overall - compared to 595 of the previous scheme.

On the ground floor, the commercial unit now has a dedicated refuse in the north west corner of the proposal. Additionally, the 4 and 7 bed clusters within the previous podium levels 01 -03 have been replaced by studios and 2-bed clusters.

The proposal has also been brought into compliance against the revised BS9991 2024 guidance as outline within the Fire Statement produced by Jensen Hughes and submitted as part of this application. This guidance was published during the course of the application and has required an increase smoke ventilation strategy involving additional smoke shafts and a redesign of the core.

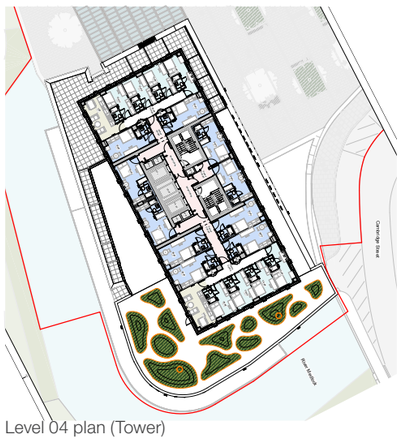
Version 3 - Current PBSA Scheme



Ground plan



Level 01-02 plan



Level 04 plan (Tower)

Design Evolution

6.7 A Change of Use

In July 2018, the scheme was approved for planning as an 89m residential development (Version 1). Since then, there have been changes in regulations post-Grenfell that require a second stair for escape, which was not provided in the consented scheme. Taking this into consideration and after some viability testing, the building use was changed to purpose built student accommodation.

6.8 Design Changes

Since the post-Grenfell regulatory changes, a second escape stair is now required and combustible materials are banned above 18m. Following viability testing, the building use was revised to purpose-built student accommodation (PBSA).

The initial PBSA scheme (Version 2) was 37 storeys with cluster and studio floors in a brick-clad tower. It was approved in May 2024 subject to a Section 106 agreement for affordable housing. However, the brick slip façade and inefficient layouts were deemed unviable after contractor review.

The current PBSA scheme (Version 3) simplifies the tower to a single repeated floor plate, except at level 34. The tower's length and width increased by 780mm and 585mm, adding two units per floor and 24 more beds overall, while reducing height by two storeys.

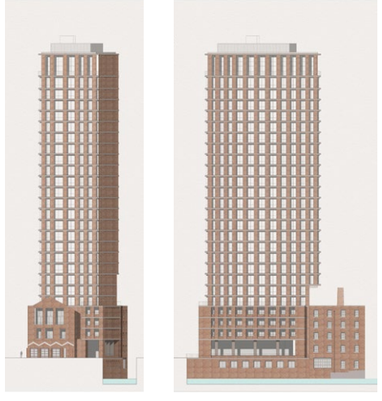
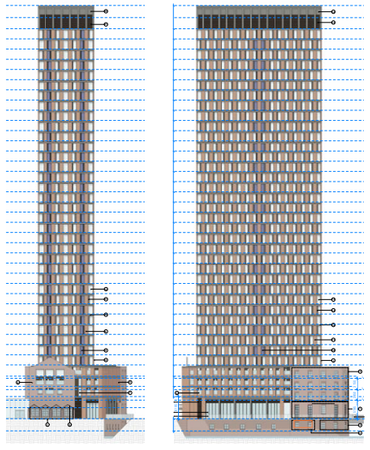
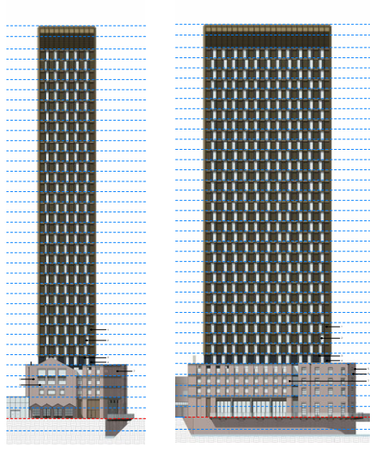
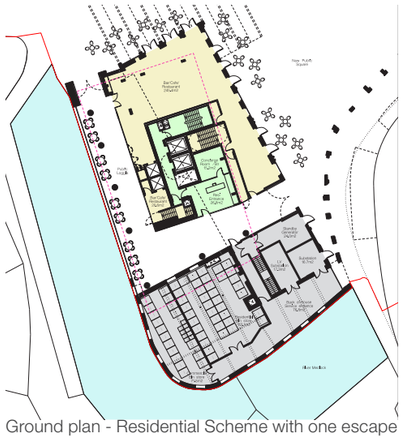
6.9 Reinstatement Ideas

The proposal for a new public square located where the existing weaving sheds are is still a key feature of the scheme, allowing fluid movement from First Street all the way through to Cambridge Street / Gloucester Street.

Reinstatement of the 1801 mill's eastern iconic façade.

Reinstatement of the iconic Hotspur Press and Percy Brothers Ltd signage on the eastern elevation.

Reinstatement of the 1880 warehouse block.

Version 1	Version 2	Version 3
Approved Scheme (18th July 2018)	Initial PBSA Scheme	Current PBSA Scheme
		
Elevation - 27 Storeys (89m) with 171 Residential Units	Elevation - 37 Storeys (115m) with 595 Student Beds	Elevation - 35 Storeys (110m) with 619 Student Beds
		
Ground plan - Residential Scheme with one escape stair	Ground plan - PBSA Scheme with two escape stairs and three lifts	Ground plan - PBSA Scheme with two escape stairs and three lifts

6.10 Version 3

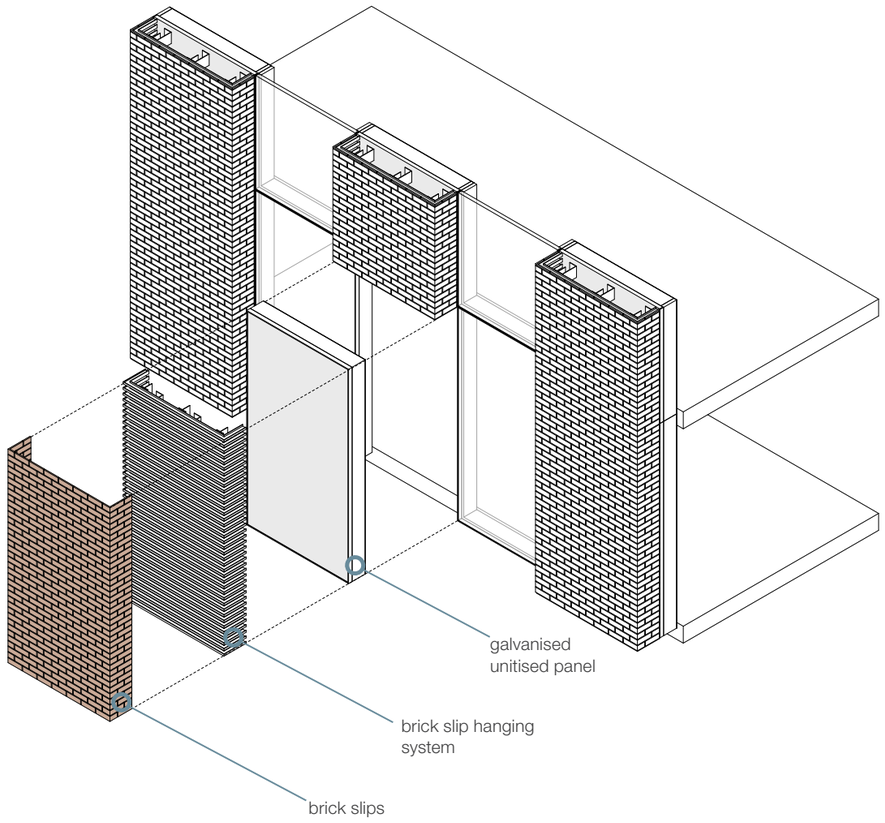
6.10.1 Facade Design Changes

For version 2, a brick slip unitised facade system was chosen due to ease of construction at such a great height, as well as its enhanced thermal and acoustic benefits. However, as illustrated on the left, a brick slip system requires further structural support systems in addition to the unitised panel - increasing material and construction costs.

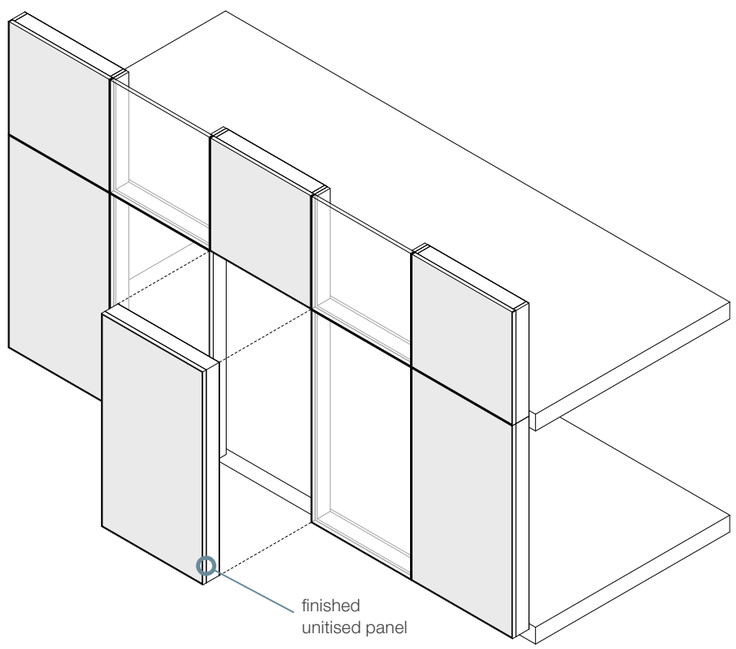
The current scheme (version 3) features a natural anodised finish on an aluminium panel, which is directly bonded to the unitised system - similar to a standed unitised facade system as illustrated. This solution upholds the original intent of achieving a high-quality facade while ensuring the project remains financially viable.

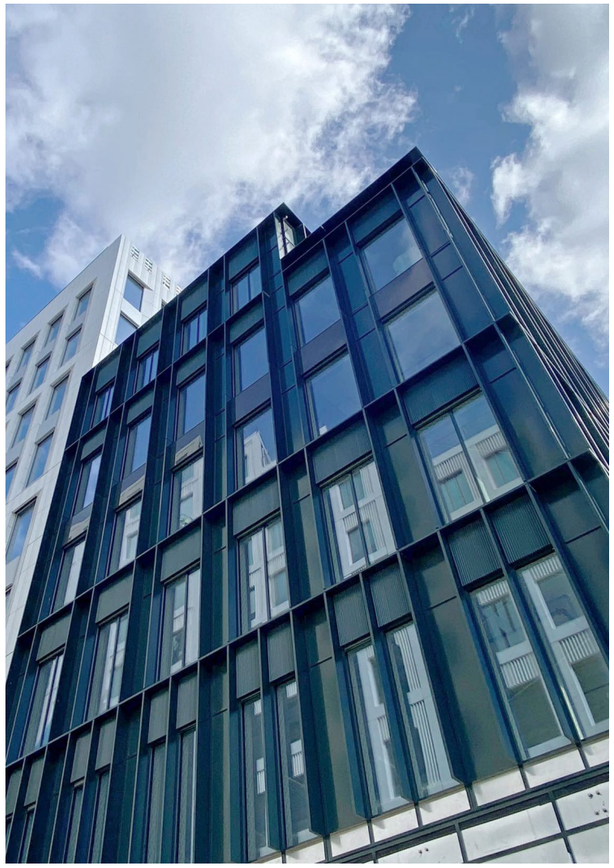
The change in system represents a distinct design choice, rather than a simplification of the original design concept, which would have compromised the level of quality and durability.

Brick Slip Unitised Facade System

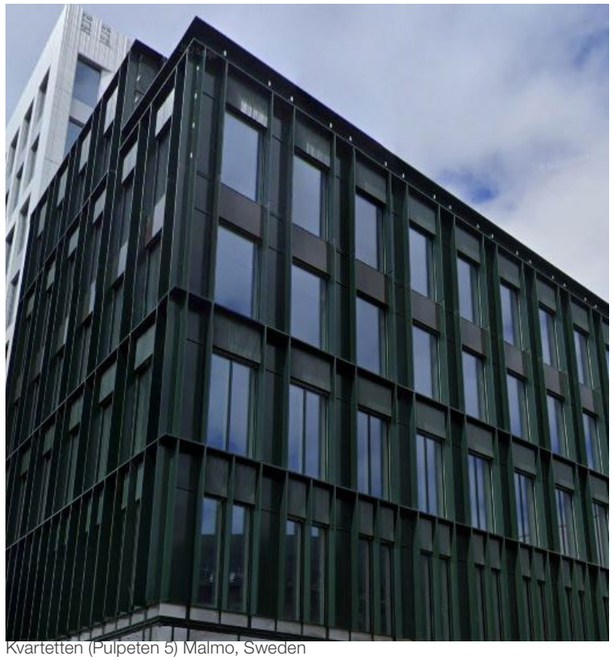


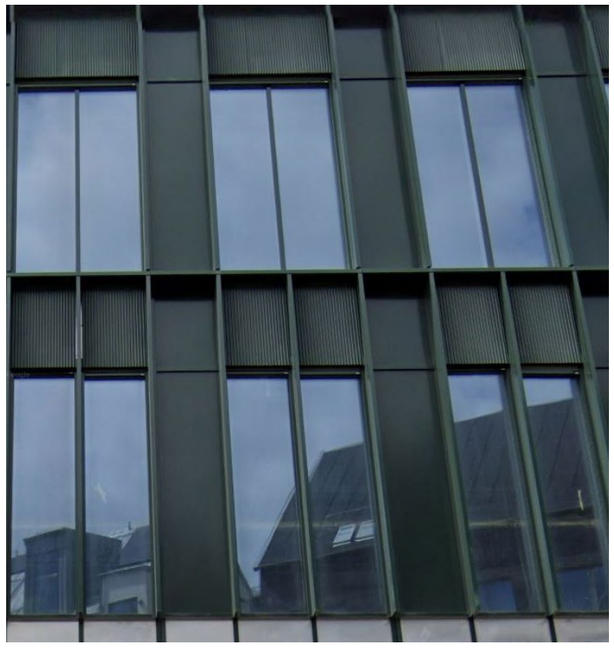
Standard Unitised Facade System











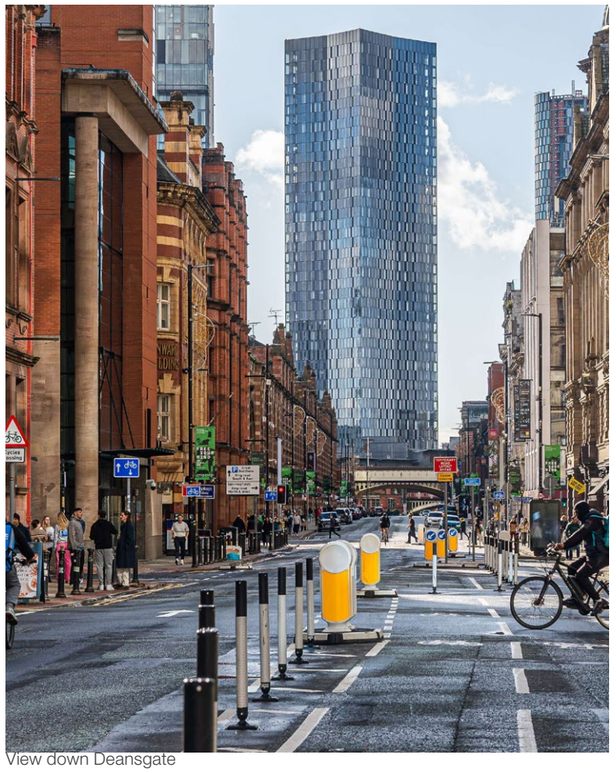
Kvartetten (Pulpeten 5) Malmo, Sweden

Design Evolution

6.10.2 Facade Design Precedent

Extruded aluminium was incorporated into the design as a strategic element to enhance the facade, helping to break up the fenestration and add visual interest. This approach not only improves the overall aesthetic but also contributes to a more dynamic and engaging facade design.

The Malmo precedent illustrates its visual effect, noted in a different finish.



View down Deansgate



Great Marlborough Street tower situated within the historic skyline



View of St. Michael's Phase 2 from Albert Square (CGI)

Design Evolution

6.10.3 A Contrasting Manchester Skyline

The Manchester skyline hosts a range of historic and contemporary architecture, with the differentiation in time periods contrasting and complimenting each other.

6.10.4 Contemporary Vertical Extensions

Local precedents within Manchester which illustrate the principle of differentiation with new and old structures.



Former Branch Bank of England



New Little Mill, Ancoats



Riverside House. Salford



Hotel Indigo - Victoria Station, Manchester

6.10.5 Tower Extensions to Historic Buildings

Local precedents which are comparable to the current scheme in massing and scale.



St. Michael's Phase 1, Deansgate



NXQ, Northern Quarter



Manchester Free Trade Hall and Radisson Blue Hotel

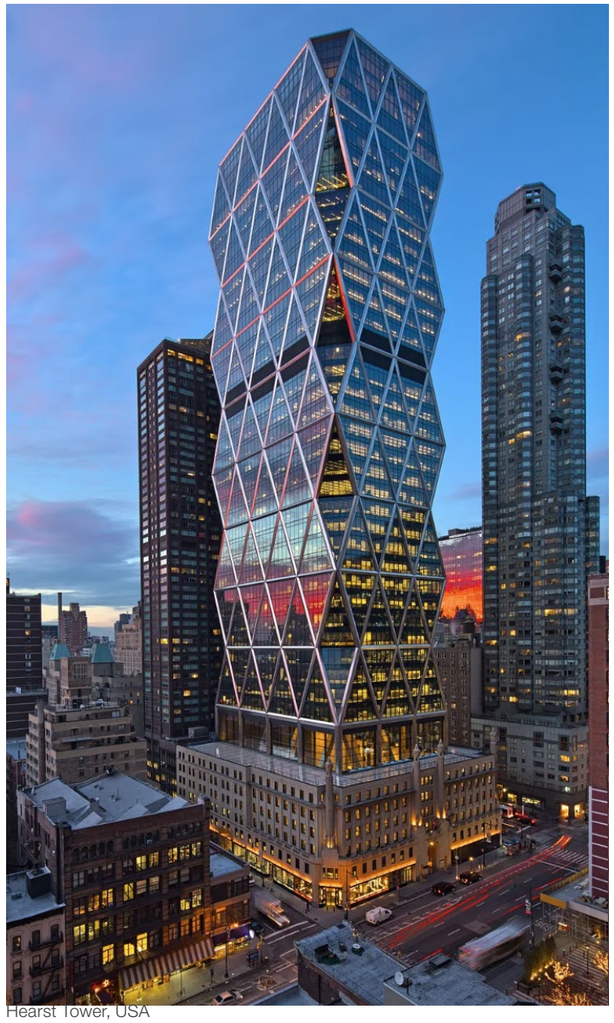
6.10.6 Tower Above A Heritage Structure Precedent

These precedents evidence the addition of a new tower element set above an existing building.

A design strategy taken from these has been the addition of a ‘neck’ which distinctively separates the difference between the new and old, whilst also seamlessly connecting them together.



Daibiru Honkan, Japan



Hearst Tower, USA



Tallin, Estonia

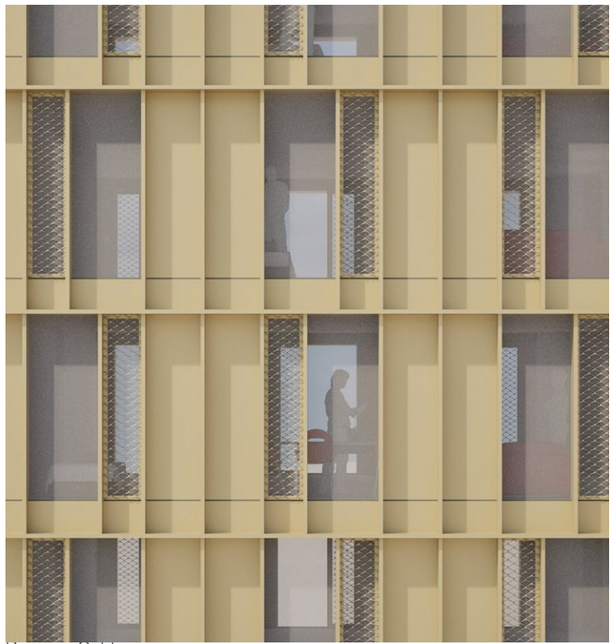


Elbphilharmonie, Hamburg

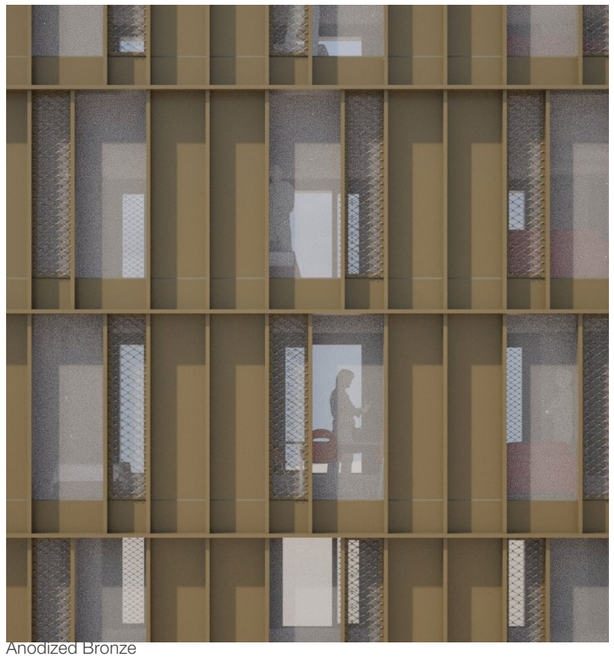
Design Evolution

6.10.7 Colorization

Throughout the development of the tower proposal, multiple material and finish options were explored. Following a review of both local and international precedents, the decision was made to proceed with a naturally anodized aluminium tower. This approach provides a more distinct visual contrast between the existing podium and the new structure.



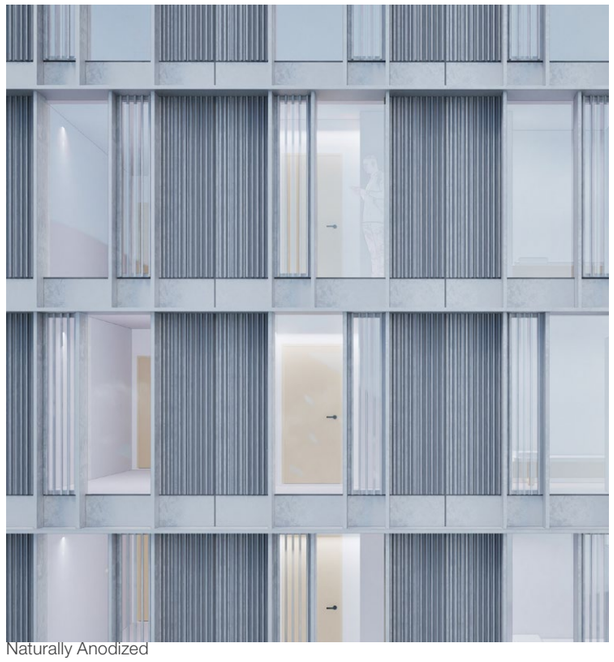
Regency Gold



Anodized Bronze



Grey PPC



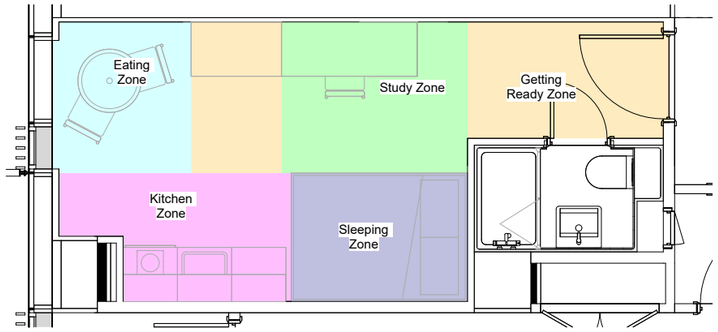
Naturally Anodized

6.10.8 Podium to Tower Transition

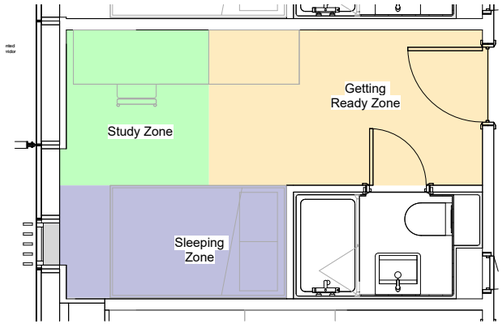
Visual extract of the current proposal illustrating the connection between the existing podium, the neck and the tower.



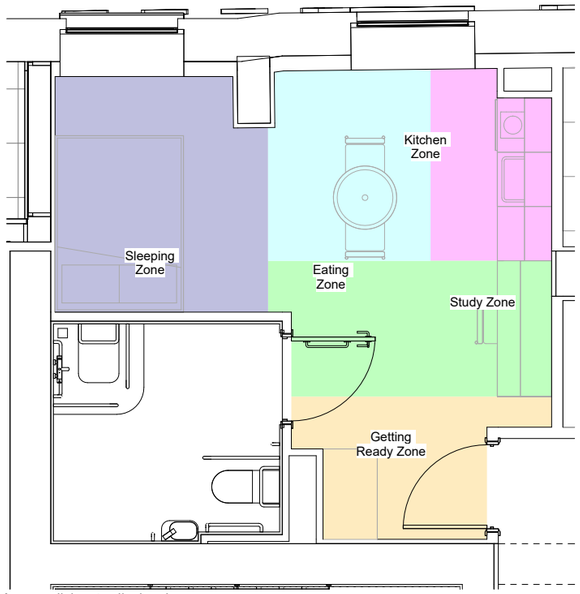
Visual extract illustrating the materiality palette of the brick podium, backsprayed 'neck' and natural anodised aluminium tower.



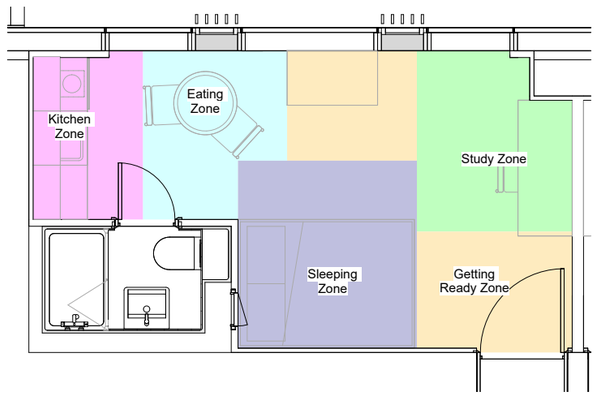
Standard studio bedroom



Cluster bedroom



Accessible studio bedroom



Standard studio behind the core within the tower

7.1 Typical Room Split

Within the proposal there are three key room types, each designed to maximise the size and quality of the space:

+ Cluster bedrooms

+ Accessible studio bedrooms

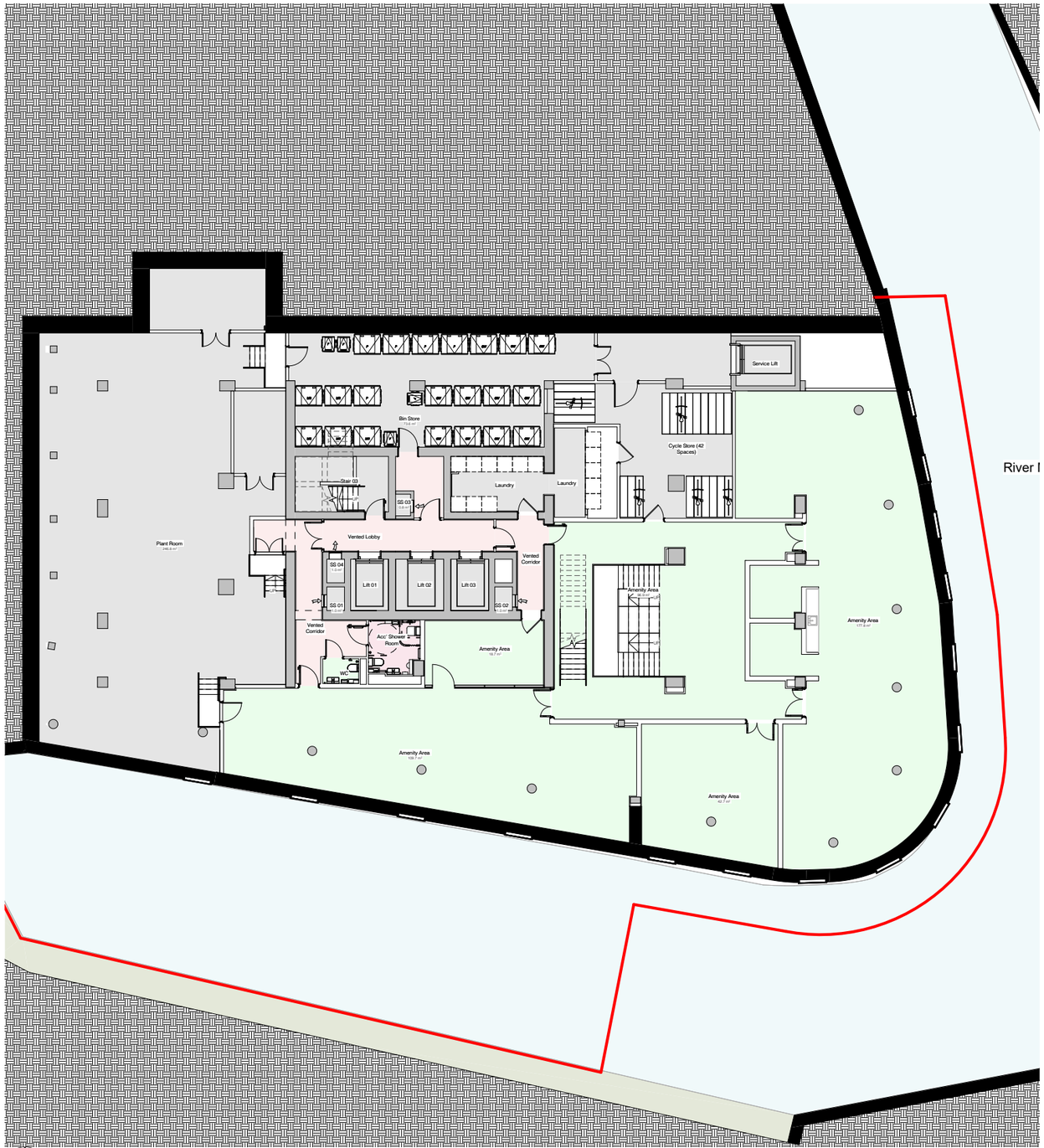
+ Standard studio bedrooms

Due to the constraints involved in working within the parameters of an existing building on the podium floors, the layout of each room provides a unique spatial arrangement.

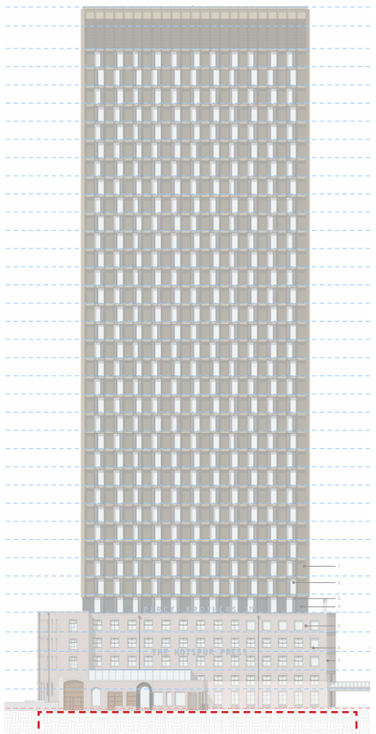
7.2 Lower Ground Floor Plan

The Lower Ground floor communal areas host a generous amount of amenity spaces.

There is also a provision of service areas at this level. This includes cycle storage, bin store and plant room.



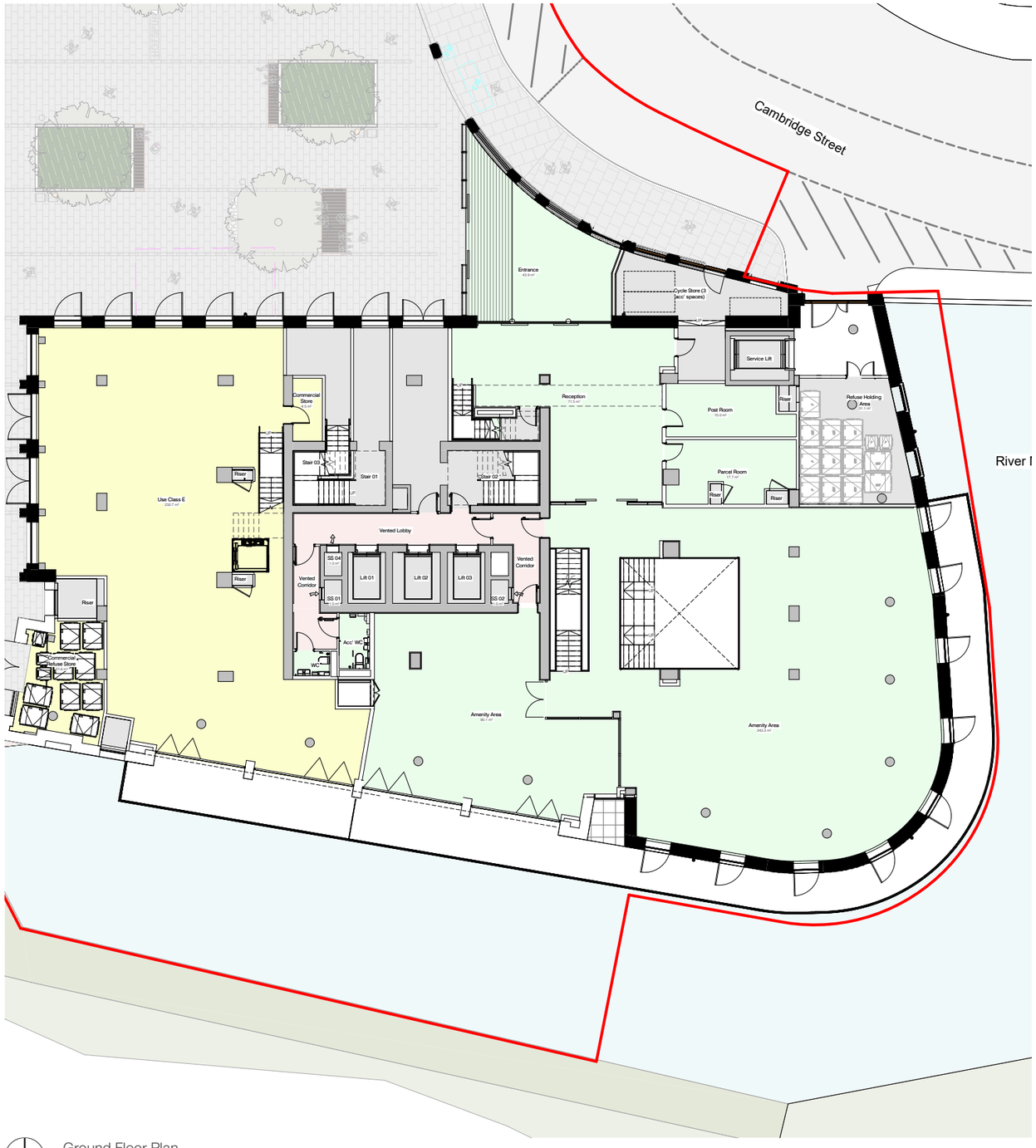
Basement Plan



7.3 Ground Floor Plan

The Ground floor communal areas host a generous variety of amenity spaces.

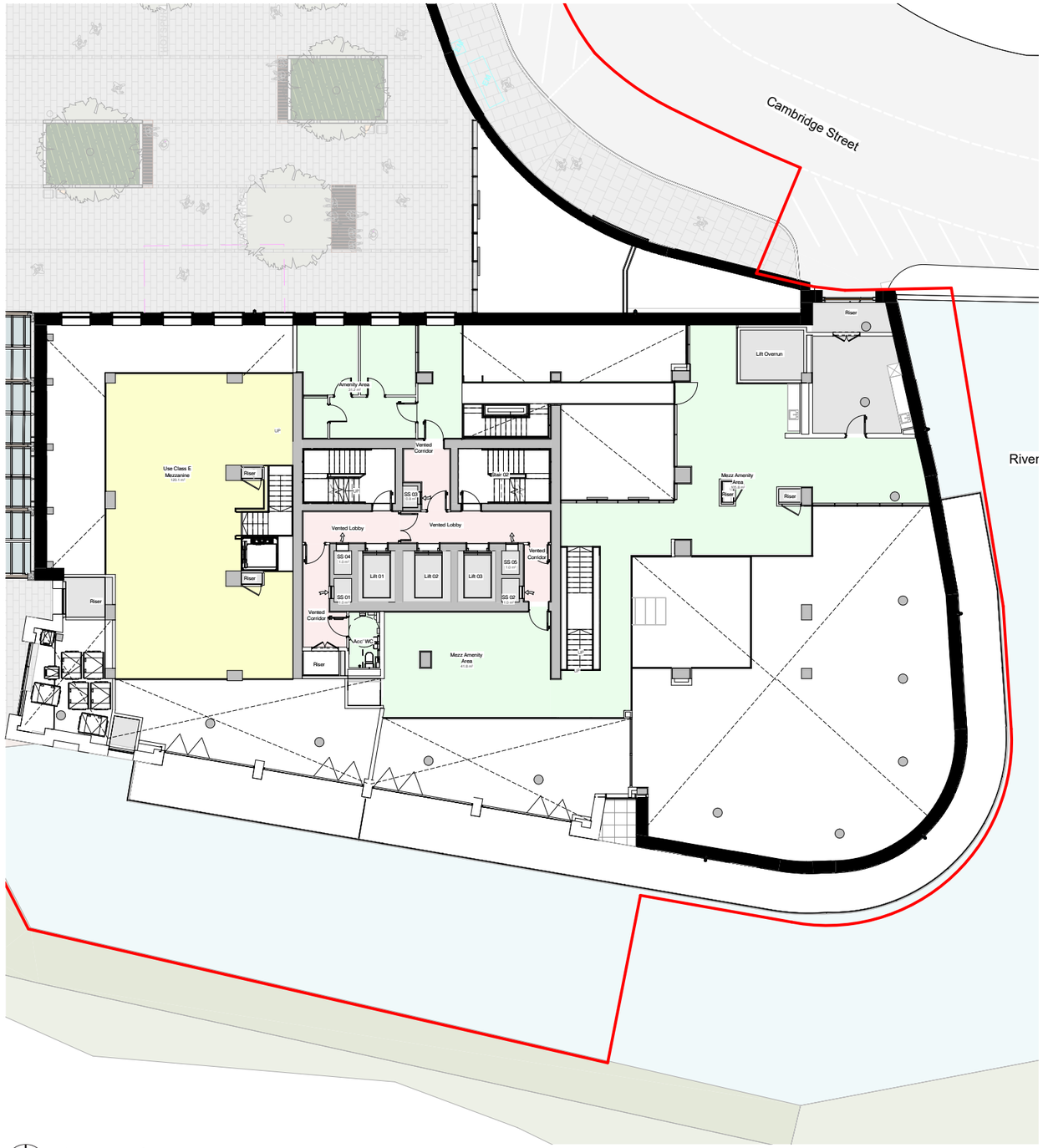
Additionally, at this level there is a large space dedicated to commercial use with its own refuse store, this space opens up onto the proposed public square for public access.



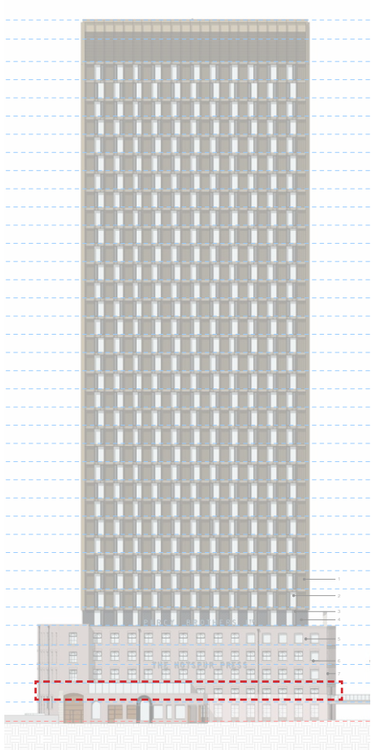
Ground Floor Plan

7.4 Mezzanine Floor Plan

The Mezzanine level hosts a commercial space within the A1-3 unit, as well as amenity areas elsewhere.



Mezzanine Plan



7.5 Levels 01-02 Floor Plans

Levels 01 - 02 offers two 2-bed clusters, and nineteen studios - of which two are accessible, as well as back of house and amenity areas.



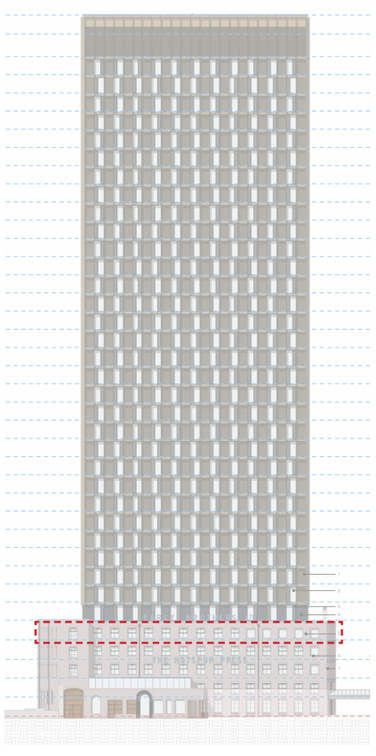
Levels 01 - 02 Floor Plan

7.6 Levels 03 Floor Plan

Level 03 features an outdoor terrace that spills out from the amenity area on the North side, echoing the shape of the tower above. There is an offer of two 2-bed clusters, and thirteen studios - of which two are accessible, as well as back of house and amenity areas.



Level 03 Floor Plan

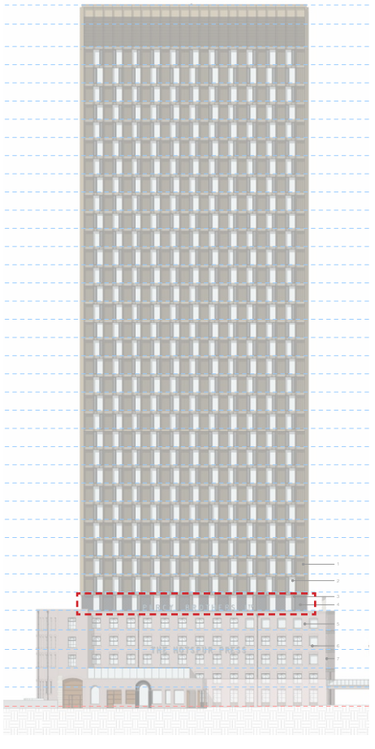


7.7 Level 04 Floor Plan

As the tower rises, the floor plate becomes more repetitive. Level 04 hosts two 4-bed clusters, as well as ten studios and roof access.



Levels 04 Floor Plan



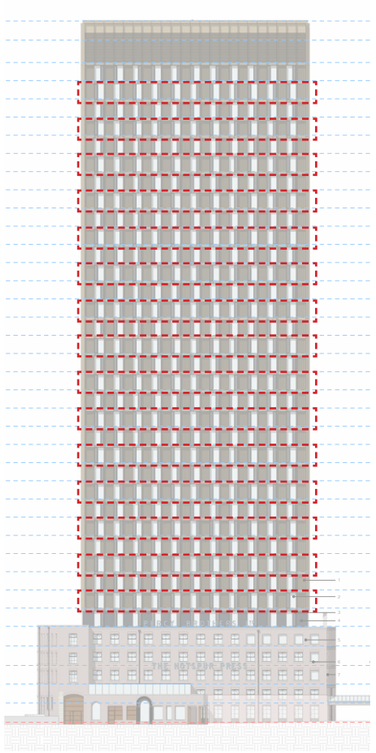
7.8 Level 05-33 (Odd Floors) Plan

The same floor plate arrangement is carried throughout the whole tower - the plans are only differentiated between the alternating external treatment.

The typical upper floor plan host two 4-bed clusters on the North and South ends, and ten studios inbetween.



Levels 05-33 (Odd Floors) Plan



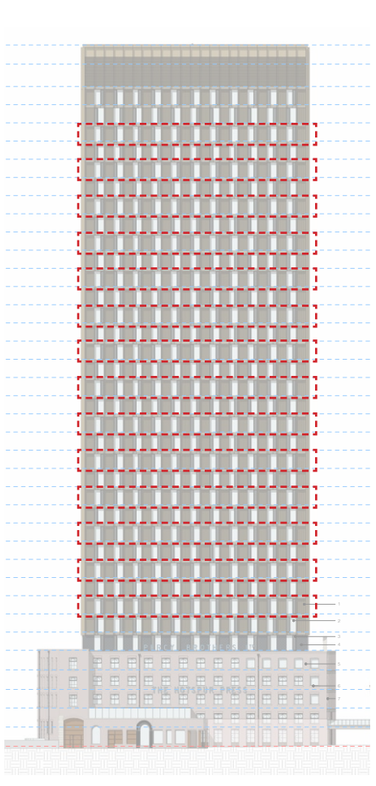
7.9 Level 06-32 (Even Floors) Plan

The same floor plate arrangement is carried throughout the whole tower - the plans are only differentiated between the alternating external treatment.

The typical upper floor plan host two 4-bed clusters on the North and South ends, and ten studios inbetween.



Levels 06-32 (Even Floors) Plan

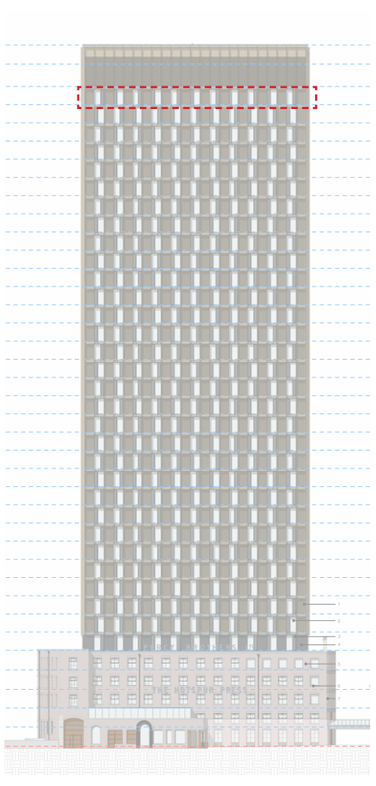


7.10 Level 34 Plan

The uppermost residential floor plan hosts two 1-bed apartments and two 2-bed clusters, on the North and South ends, and ten studios inbetween.

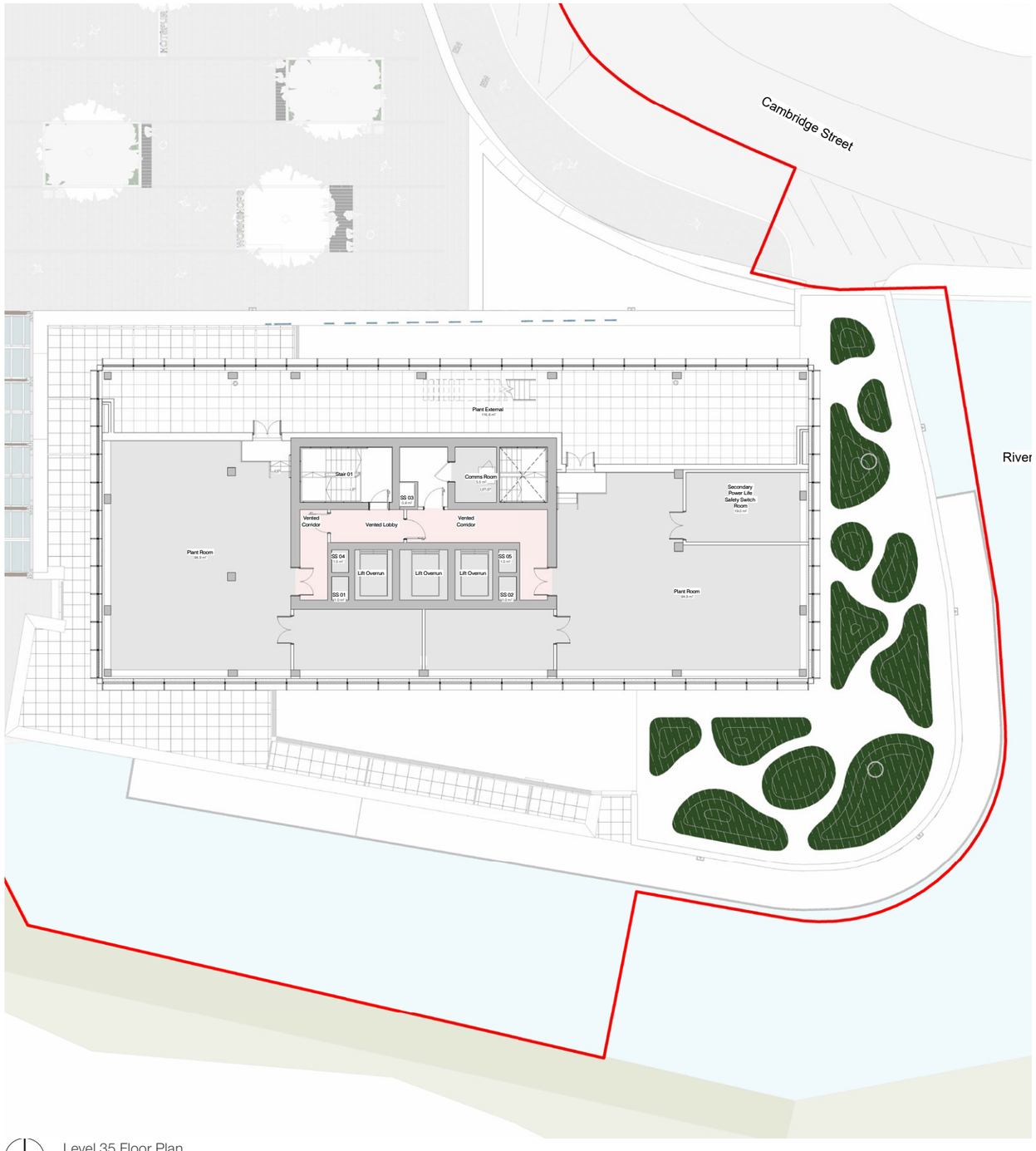


Level 34 Plan

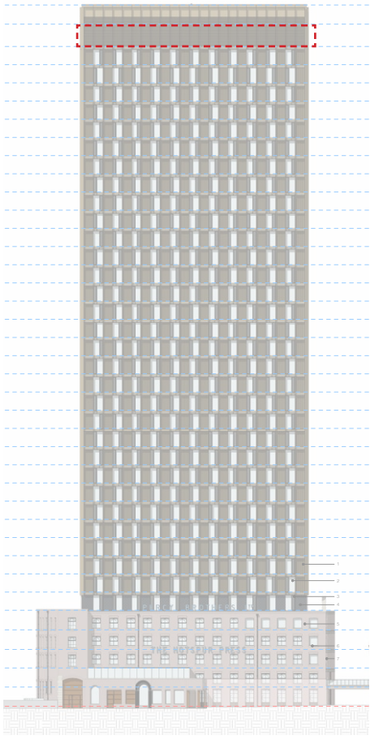


7.11 Level 35 - Plant Floor Plan

The plant equipment is located at the top of the tower.

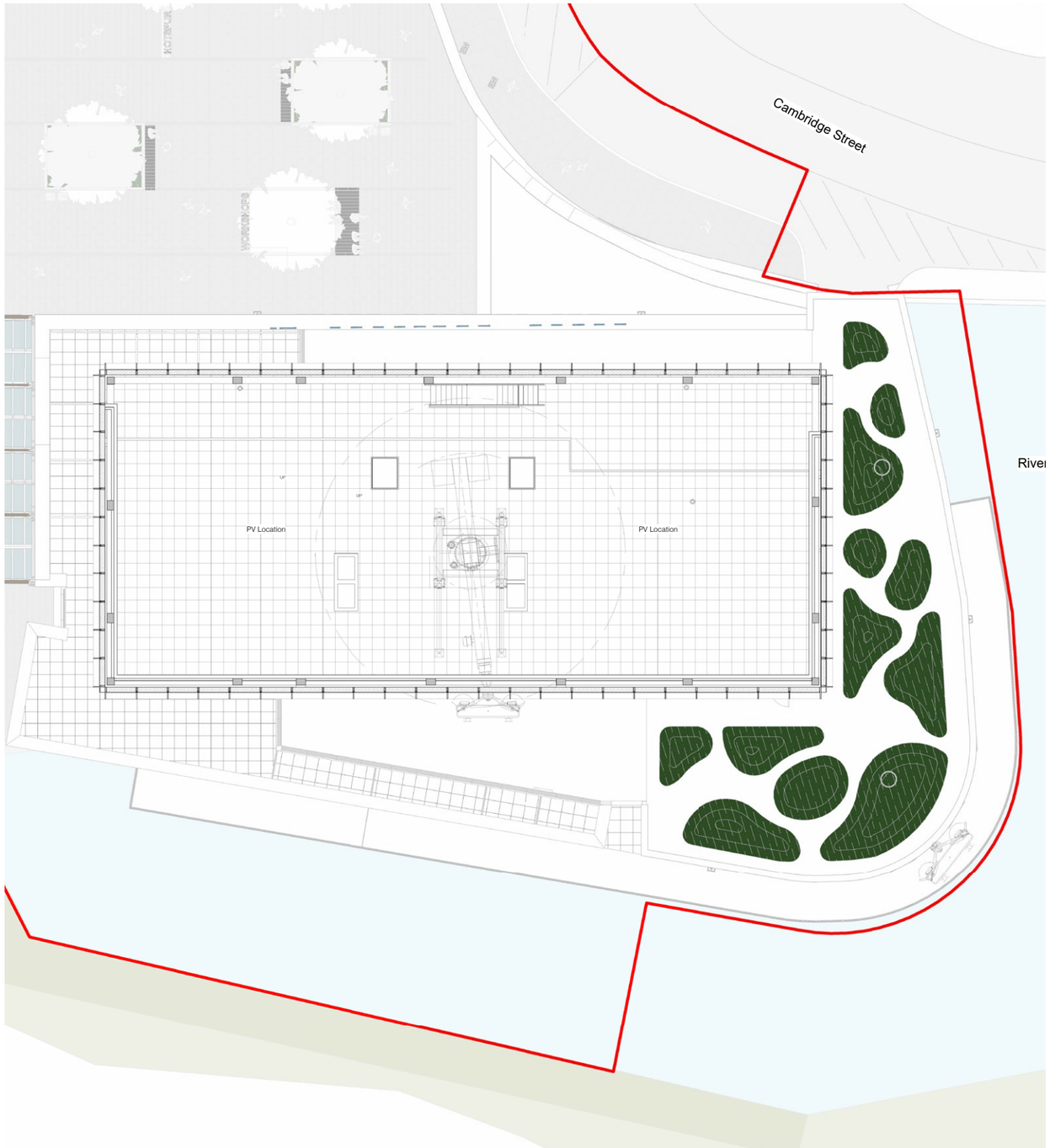


Level 35 Floor Plan

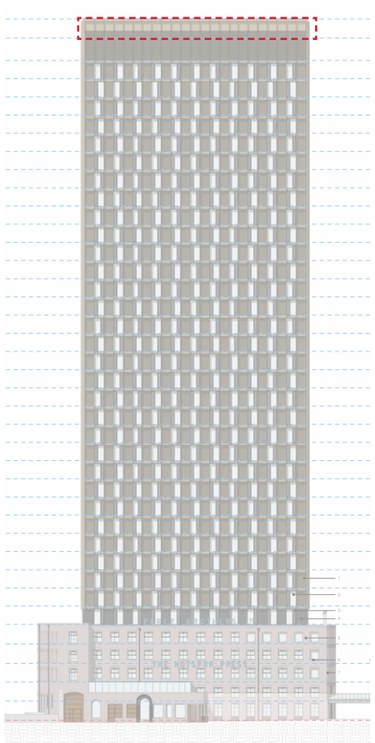


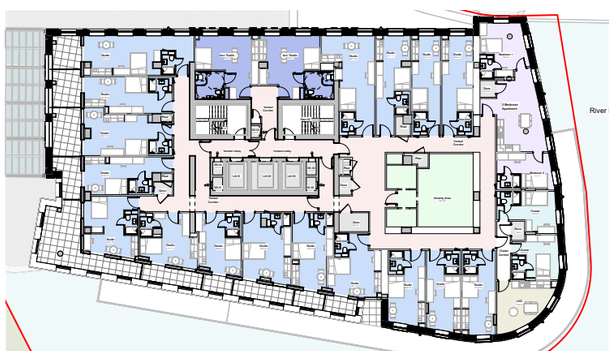
7.12 Roof Plan

The BMU unit, smoke extract fans and PVs are located on the roof, behind the facade parapet.

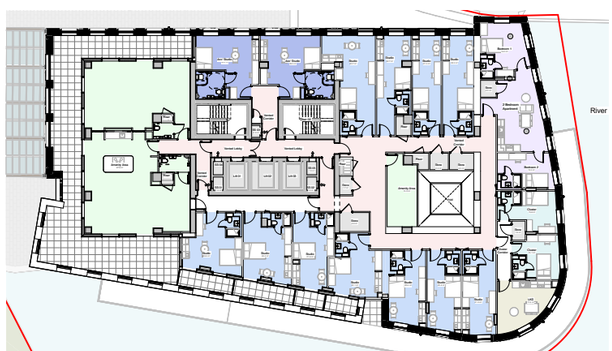


Roof Plan

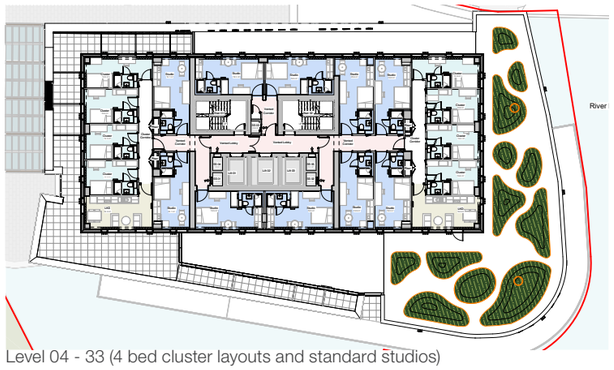




Levels 01 - 02 (2-bed clusters, accessible and standard studios)



Level 03 (2-bed clusters, accessible and standard studios)



Level 04 - 33 (4 bed cluster layouts and standard studios)



Level 34 (1-bed apartments, 2-bed clusters, and standard studios)

7.13 Typical Accommodation Layout

There are five main types of accommodation. 4-bed clusters, 2-bed clusters, 1-bed apartments, accessible studios and standard studios.

Floors 1-3 contain 4-bed clusters, 2-bed clusters, as well as accessible and standard studios.

Floors 4-33 within the tower consist of a single typical layout containing 4-bed clusters and standard studios.

Floor 34 contains 1-bed apartments, 2-bed clusters, and standard studios.

Each cluster has a shared living/kitchen/dining area. Whilst the studios and 1-bed apartments are provided with their own individual kitchens. Additionally, every bedroom benefits from an en-suite.

7.14 Accommodation Sizes & Mix

The 4 bed clusters contain rooms ranging between 13.6 sqm and 14.9 sqm, with a shared 18.3 sqm Living/Kitchen/Dining space. There are 60 clusters, total of 240 units.

The 2-bed clusters contain rooms ranging between 12.4sqm and 17.5sqm, with a shared Living/Kitchen/Dining space ranging between 17.1sqm 25.5sqm. There are 8 2-bed clusters, total of 16 units.

The 1-bed apartment total area is 17.3sqm, containing a 12.6sqm bedroom with a 17.3sqm Living/Kitchen/Dining space. There are 2 1-bed apartments, total of 2 units.

The standard studios range from 19 sqm to 29.2sqm, whilst the accessible studios are 26.9 sqm and 30.4 sqm. There are 355 standard studios and 6 accessible studios, total of 361 units.

This provides a total of 619 units across the 34 residential storeys.



The red brick areas at the top of the facade were part of the restoration work, carried out following damage caused by a WWII incendiary bomb (Materiality - Existing brick)

7.15 Materiality

Locations and colour samples for all proposed materials can be found within the elevation drawings and facade fragment drawings which have been submitted as part of the application.

7.15.1 Masonry

As outlined previously and within 11.5.3. The historic formation of the mill, to be demolished following a fire will be recreated utilising a hand made imperial brick to replicate the texture and tone of the previous building, with brick bonding also being recreated.

Window heads will be reintroduced in the same main body brick with window sills being created out of natural stone or similar as will the copings, and ground floor quoin details.

Further specification on masonry materiality, mortar type and bedding can be found within Heritage Architectures report

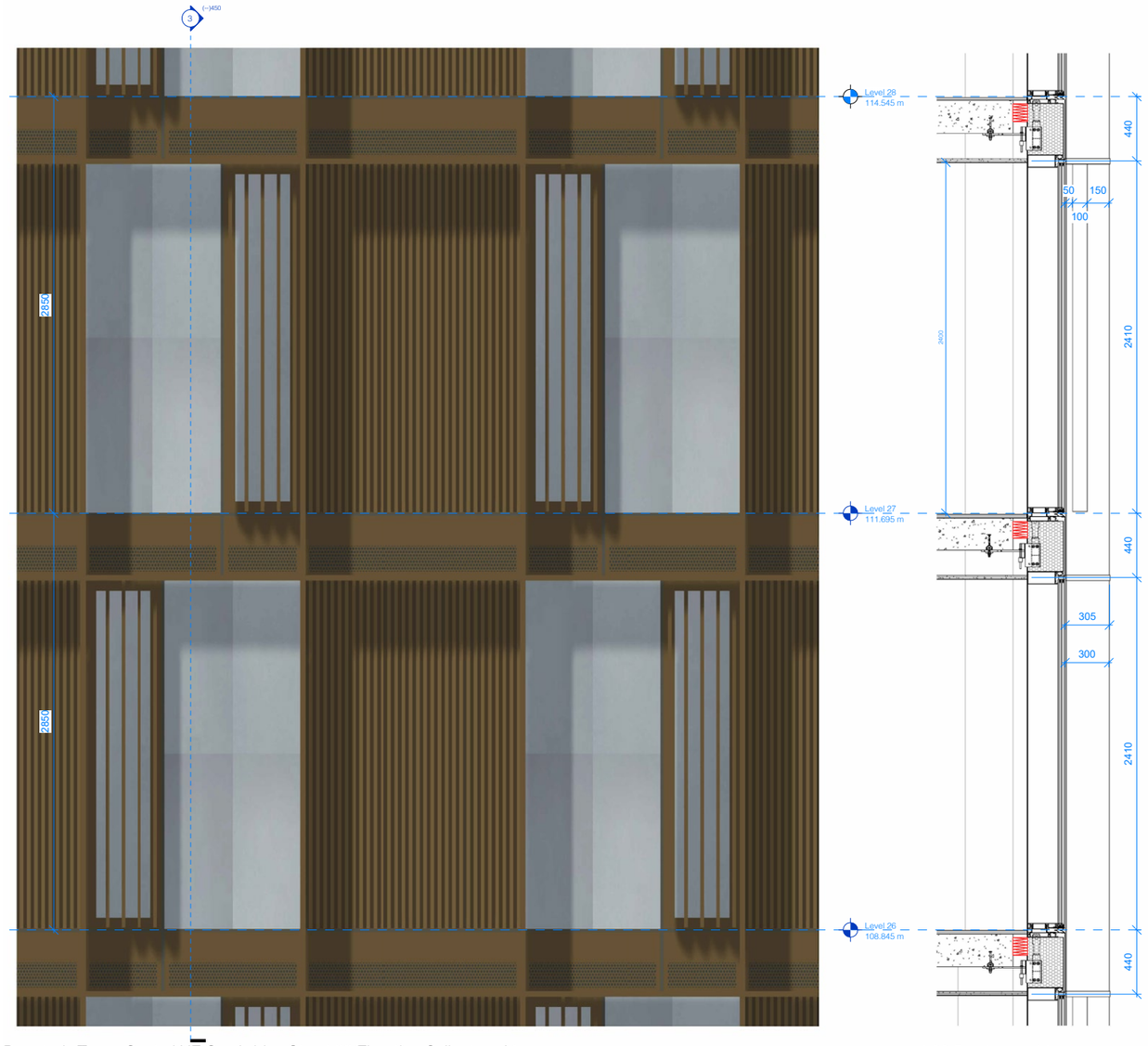
7.15.2 Windows

The windows within the re built mill building are to be replicate the historic fenestration style and are to be polyester powder coated (PPC) slim profile steel windows, coloured Anolok 545 or similar. With some openings on the ground floor being increased to accommodate new external doors.

Windows within the new tower will be naturally anodised aluminium, and unicol anolok II B713, or similar, to contrast against those proposed within the existing mill façade.

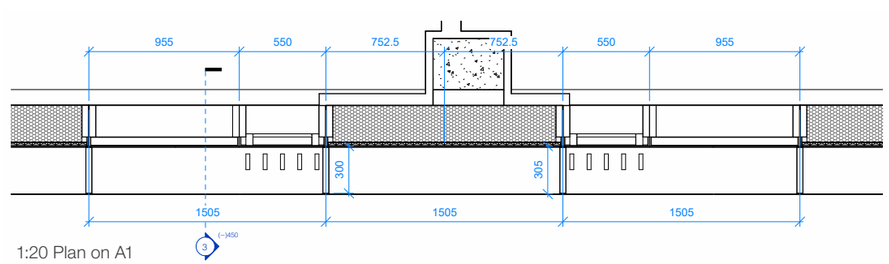
7.16 Facade Fragments

Bay study of a typical central fragment of the tower.

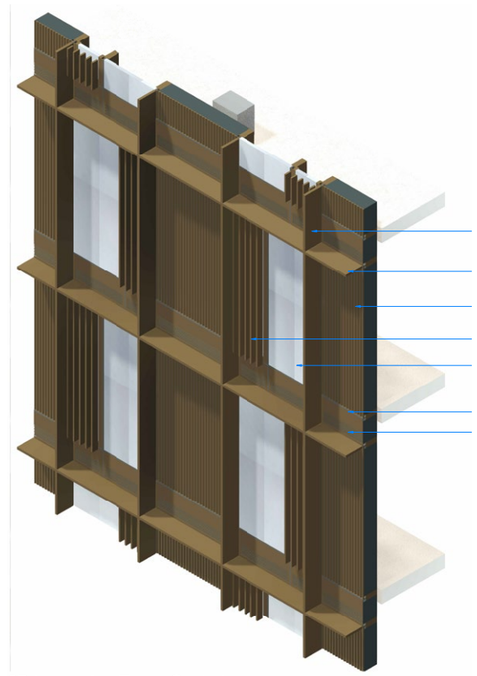


Bay study Tower Central NE Cambridge St - 1:20 Elevation Callout on A1

1:20 Section on A1

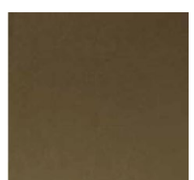


1:20 Plan on A1

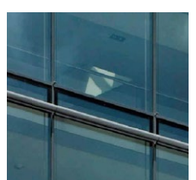


3D Isometric - Tower Central

Proposed Material Palette



United Anodisers- Natural Anodised Aluminium, or similar approved



GlasTrösch- Combi Neutral 70/35, or similar approved

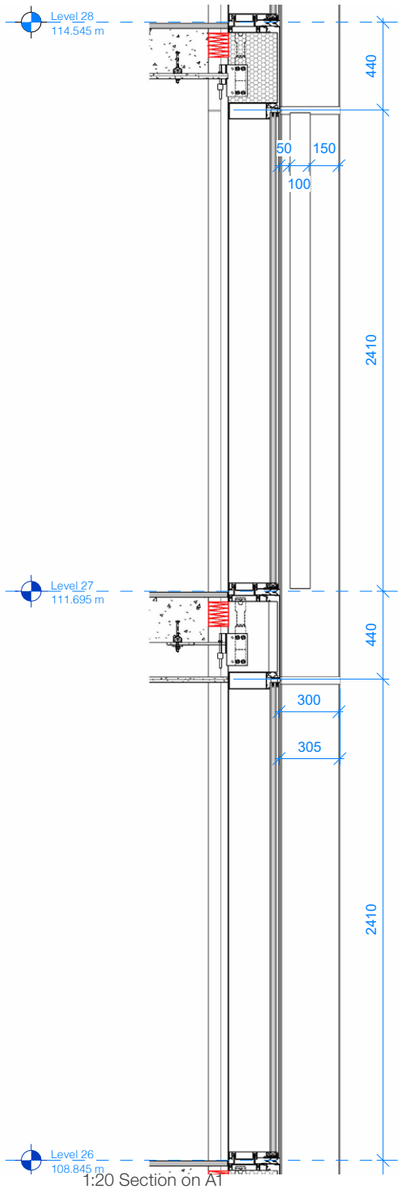
Please note that due to external factors related to sunlight and shadow, materials may appear slightly different in the drawings compared to the material swatches.

7.17 Facade Fragments

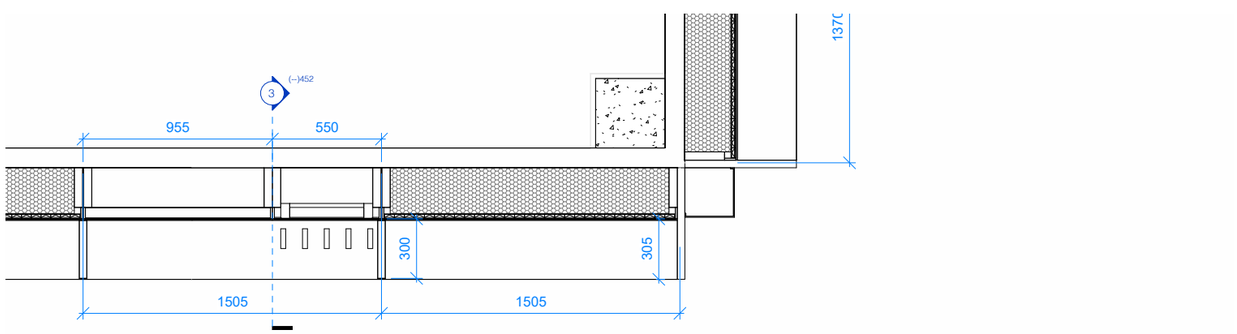
Bay study of a typical corner fragment of the tower.



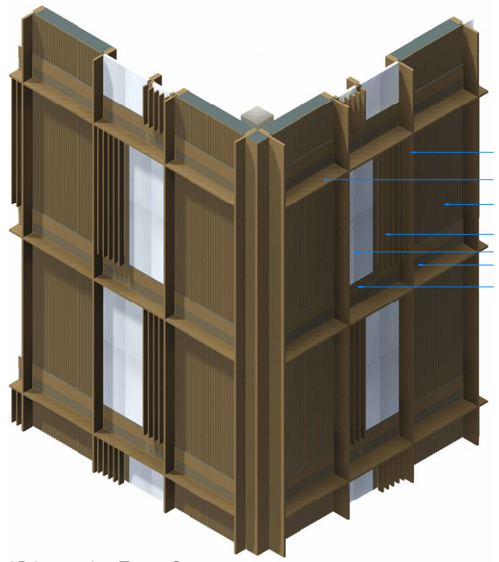
Bay study Tower Corner NE Cambridge St - 1:20 Elevation Callout on A1



1:20 Section on A1



1:20 Plan on A1



3D Isometric - Tower Corner

Proposed Material Palette



United Anodisers- Natural Anodised Aluminium, or similar approved

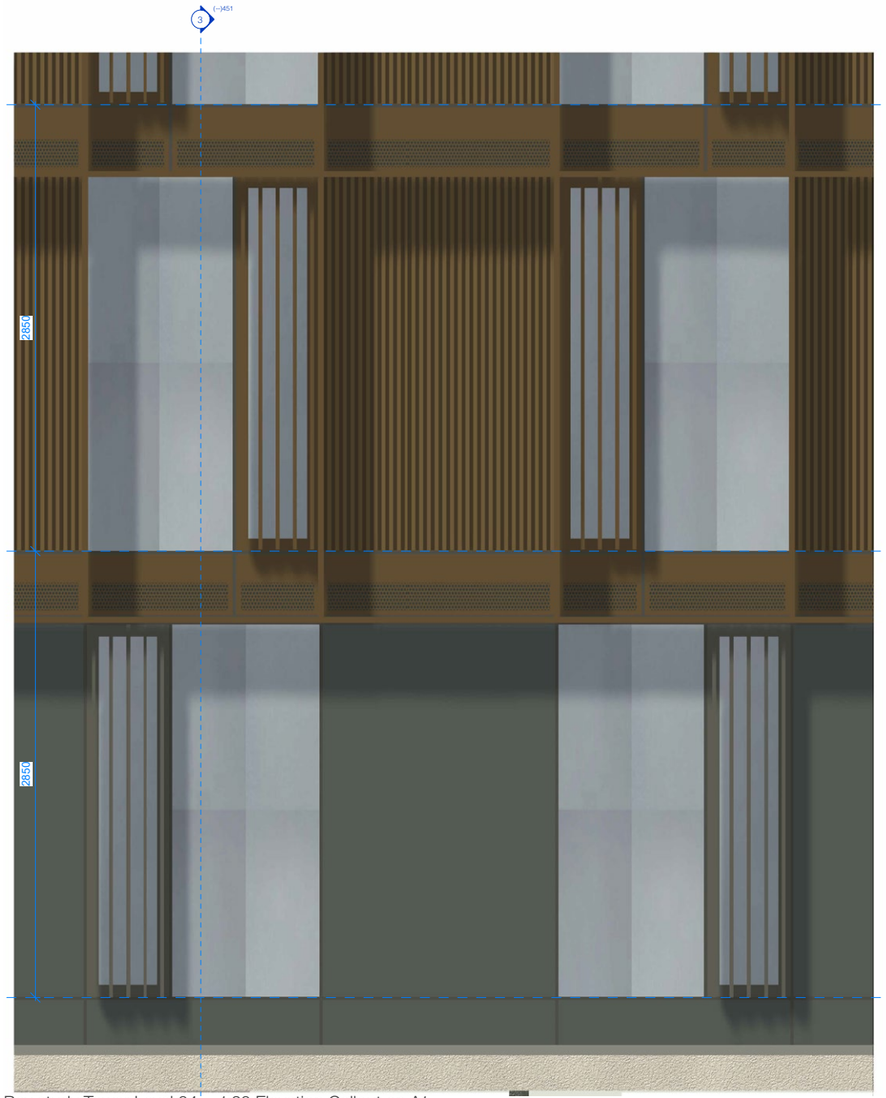


GlasTrosch- Combi Neutral 70/35, or similar approved

Please note that due to external factors related to sunlight and shadow, materials may appear slightly different in the drawings compared to the material swatches.

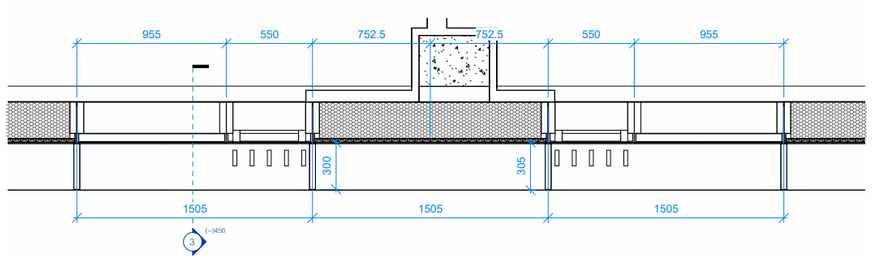
7.18 Facade Fragments

Bay study of a typical level 04 fragment.

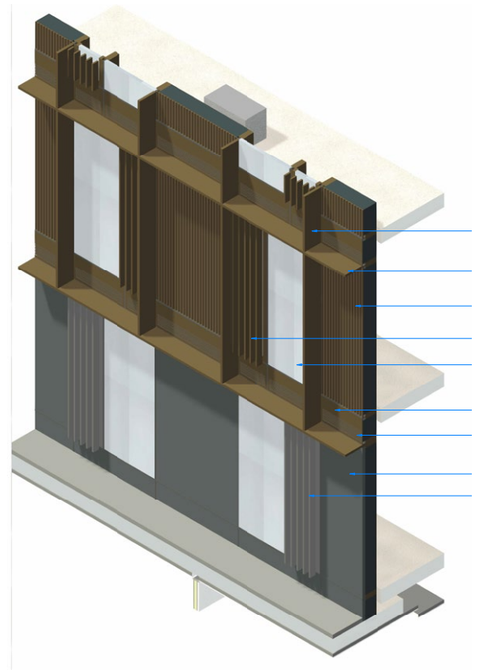


Bay study Tower Level 04 - 1:20 Elevation Callout on A1

1:20 Section on A1



1:20 Plan on A1



3D Isometric - Tower Level 04

Proposed Material Palette



United Anodisers- Natural Anodised Aluminium, or similar approved



GlasTrösch- Combi Neutral 70/35, or similar approved



RAL 7011 back painted glass, or similar approved



United Anodisers - Unicol Anolok II B713, or similar approved

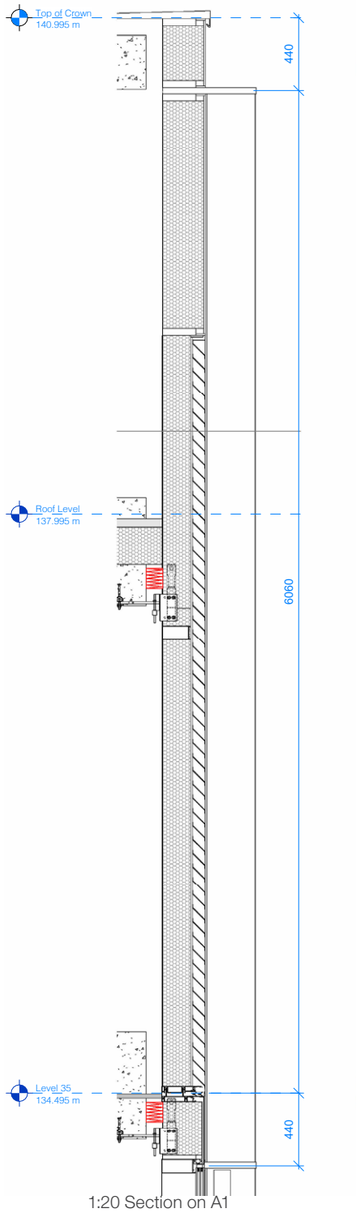
Please note that due to external factors related to sunlight and shadow, materials may appear slightly different in the drawings compared to the material swatches.

7.19 Facade Fragments

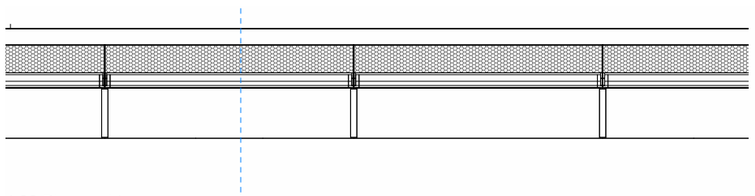
Bay study of a typical crown fragment.



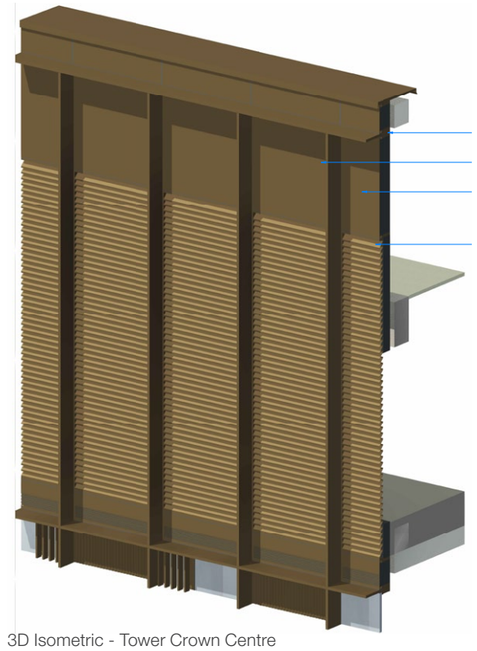
Bay study Tower Crown Centre - 1:20 Elevation Callout on A1



1:20 Section on A1



1:20 Plan on A1



3D Isometric - Tower Crown Centre

Proposed Material Palette



United Anodisers- Natural Anodised Aluminium, or similar approved

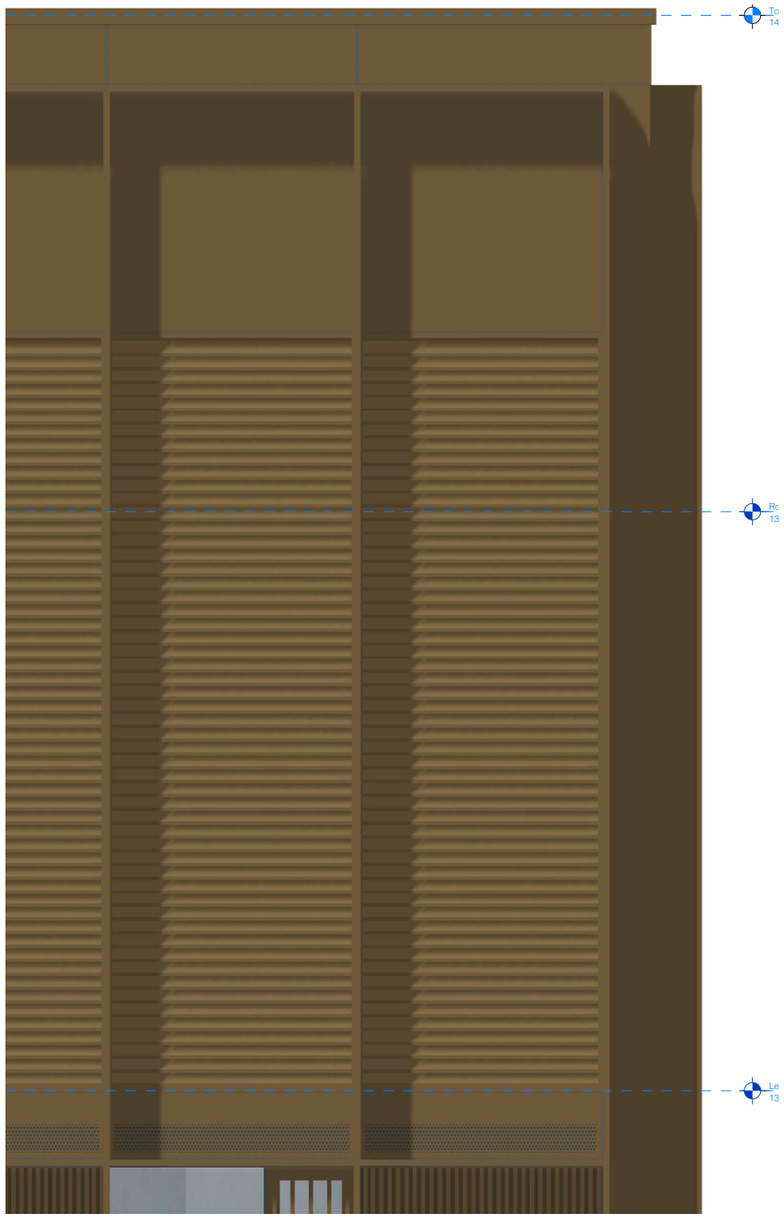


GlasTrosch- Combi Neutral 70/35, or similar approved

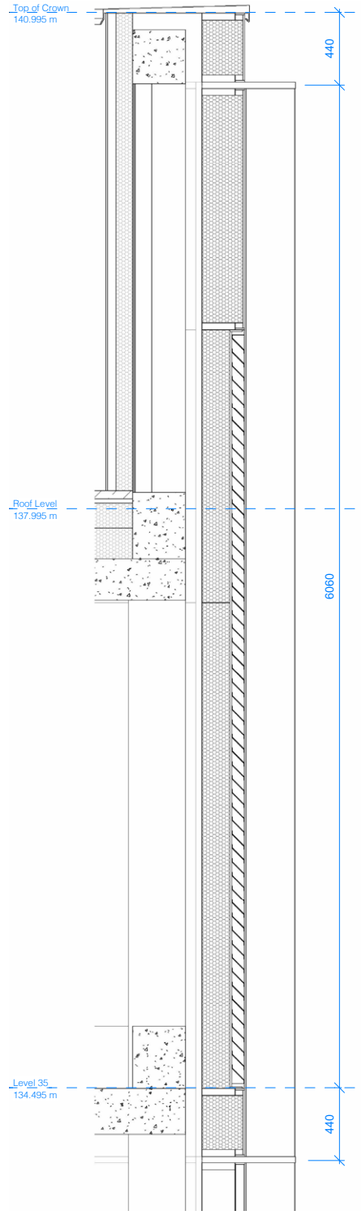
Please note that due to external factors related to sunlight and shadow, materials may appear slightly different in the drawings compared to the material swatches.

7.20 Facade Fragments

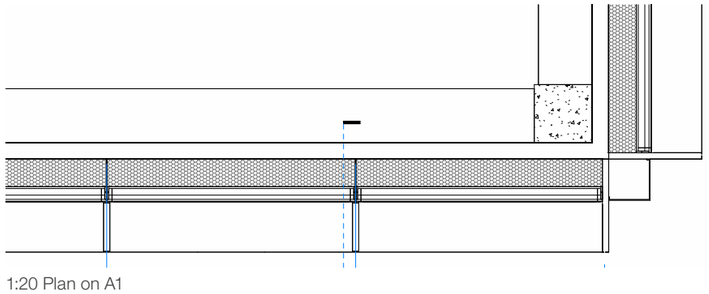
Bay study of a typical crown corner fragment.



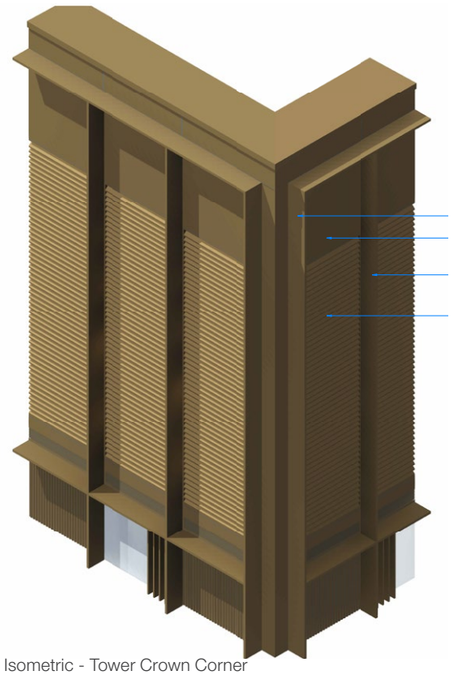
Bay study Tower Crown Corner - 1:20 Elevation Callout on A1



1:20 Section on A1



1:20 Plan on A1



3D Isometric - Tower Crown Corner

Proposed Material Palette



United Anodisers- Natural Anodised Aluminium, or similar approved



GlasTrösch- Combi Neutral 70/35, or similar approved

Please note that due to external factors related to sunlight and shadow, materials may appear slightly different in the drawings compared to the material swatches.



Close up view of a typical bay within the tower



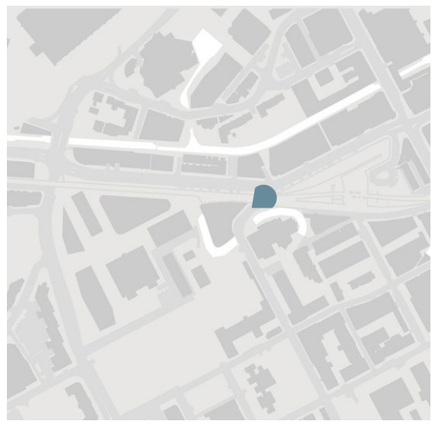
Visual of the anodised aluminium - Anolok 543, unitised facade system on the tower.

7.21 CGIs: Key Views

The following pages show CGI's taken from viewpoints that show the visual impact of the proposal on the surrounding context.

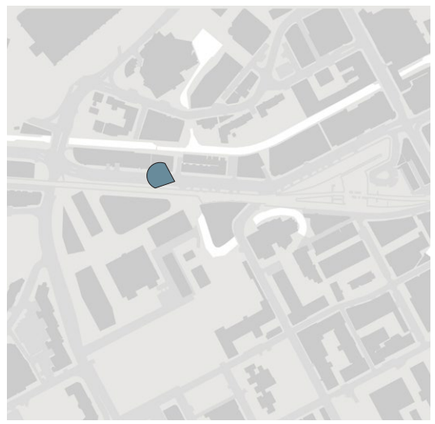


Base viewed from underneath viaduct bridge, with tower truncated



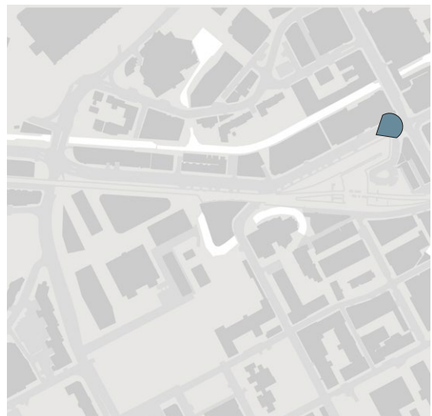


Tower viewed above the viaduct, separated visually from the base



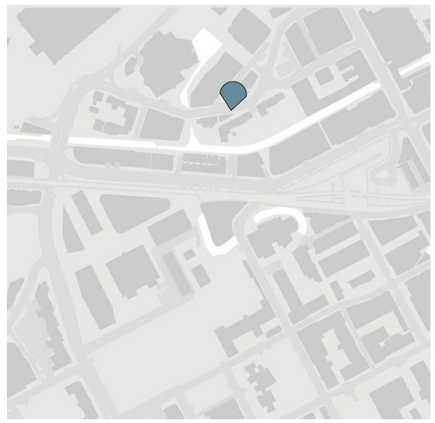


Tower viewed from The Palace Theatre - Continues the ‘city’ down Whitworth Street West, as well as marking the historic township of Manchester boundary



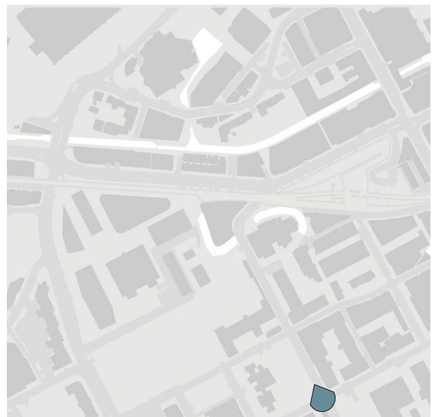


Tower viewed from Chepstow Street - The tower rises from behind the surrounding red brick buildings



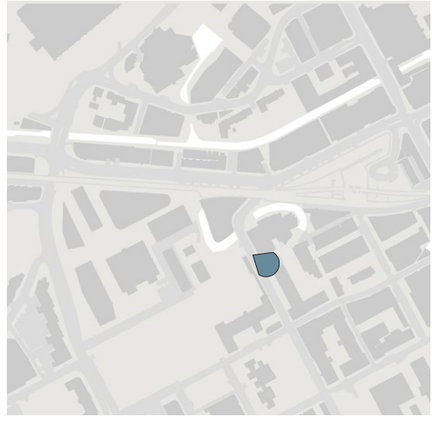


Tower viewed from Cambridge Street, the two towers form a gateway as proposed by Terry Farrell in the Macintosh Masterplan





Tower viewed from the approach to Gloucester Street





7.22 **Contextual East Elevation**



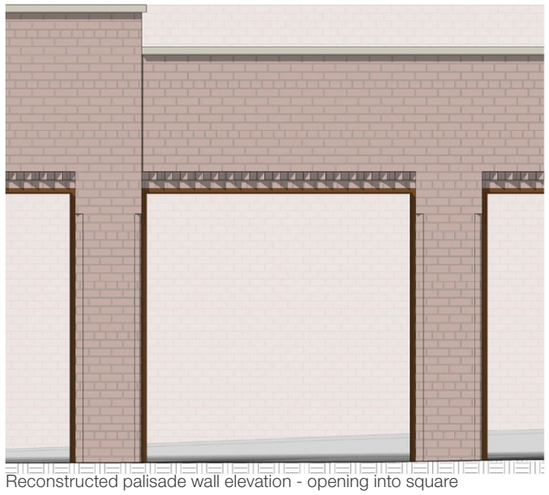
7.23 **Contextual West Elevation**



7.24 **Contextual North Elevation**



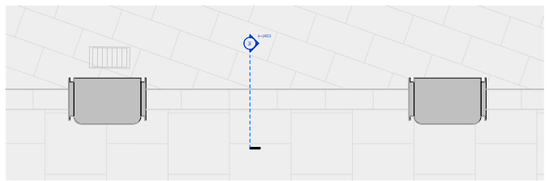
7.25 Contextual South Elevation



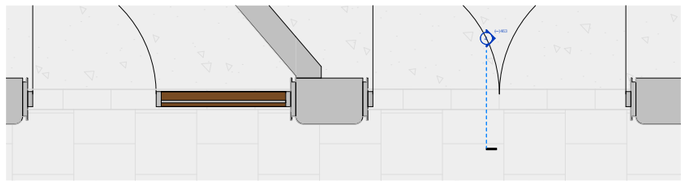
Reconstructed palisade wall elevation - opening into square



Reconstructed palisade wall elevation - doors into switch room & EI sub station



Reconstructed palisade wall plan - opening into square



Reconstructed palisade wall plan - doors into switch room & EI sub station



Reconstructed palisade wall plan - Axo

7.26 Reconstructed palisade wall key:

It was previously approved that the palisade wall would be dismantled an rebuilt to enable construction access to the site. Following the fire and as a result of access required to undertake some element of controlled demolition as described previously within the document some of the wall has already been removed.

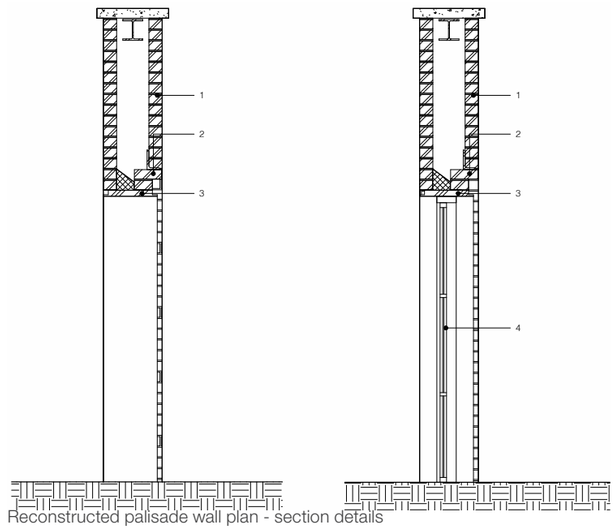
It is now the proposal to reconstruct the palisade wall paying attention to the historic brick detailing and brick bonding as outline below:

1: Existing palisade wall and concrete capping to be rebuilt with historic recesses being used as access points

2: Existing Dogtooth Brick detail to be rebuilt and to match existing

3: New Corten or similar finish portal frame to support brick decorative element within the palisade wall.

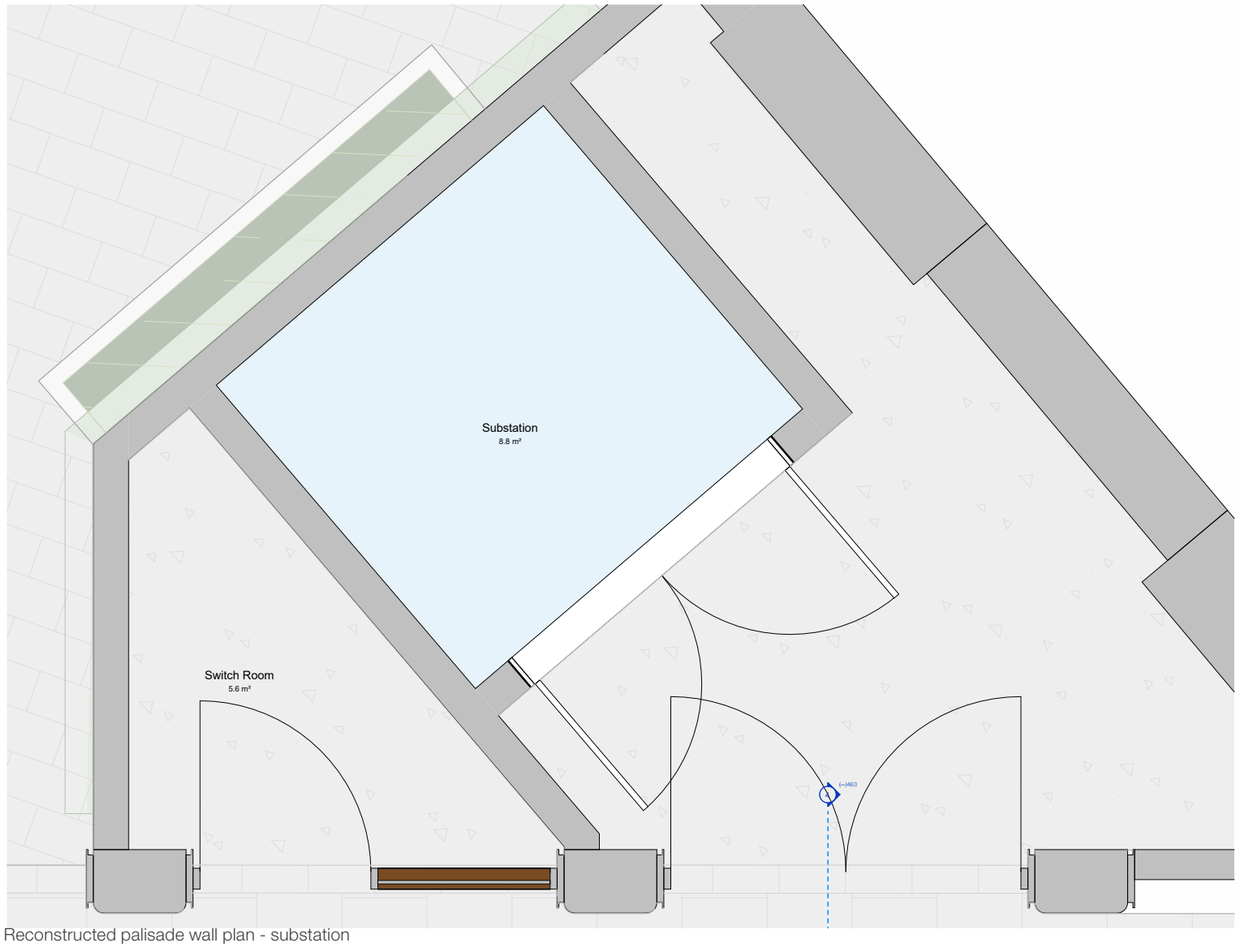
4: New Corten or similar finish gates to Substation and Switch Room.



Reconstructed palisade wall plan - section details



Reconstructed palisade wall elevation - substation



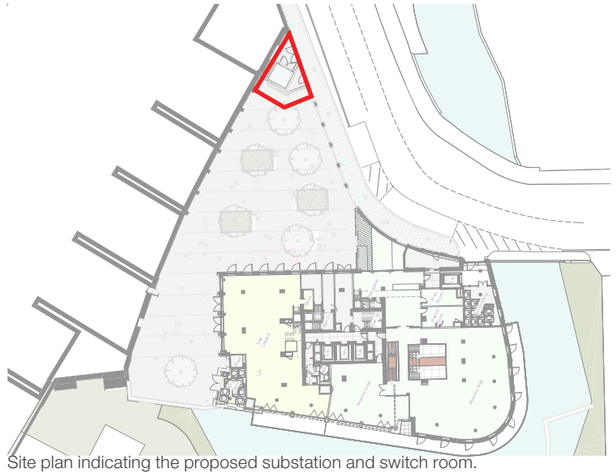
Reconstructed palisade wall plan - substation

7.27 Substation and Switch Room

The site requires a new substation and Switch Room. This has been proposed in the Eastern Corner of the exterior public square. Detail studies of the proposed can be found overleaf.

The Substation and Switch Room are located in the Eastern corner of the exterior public square.

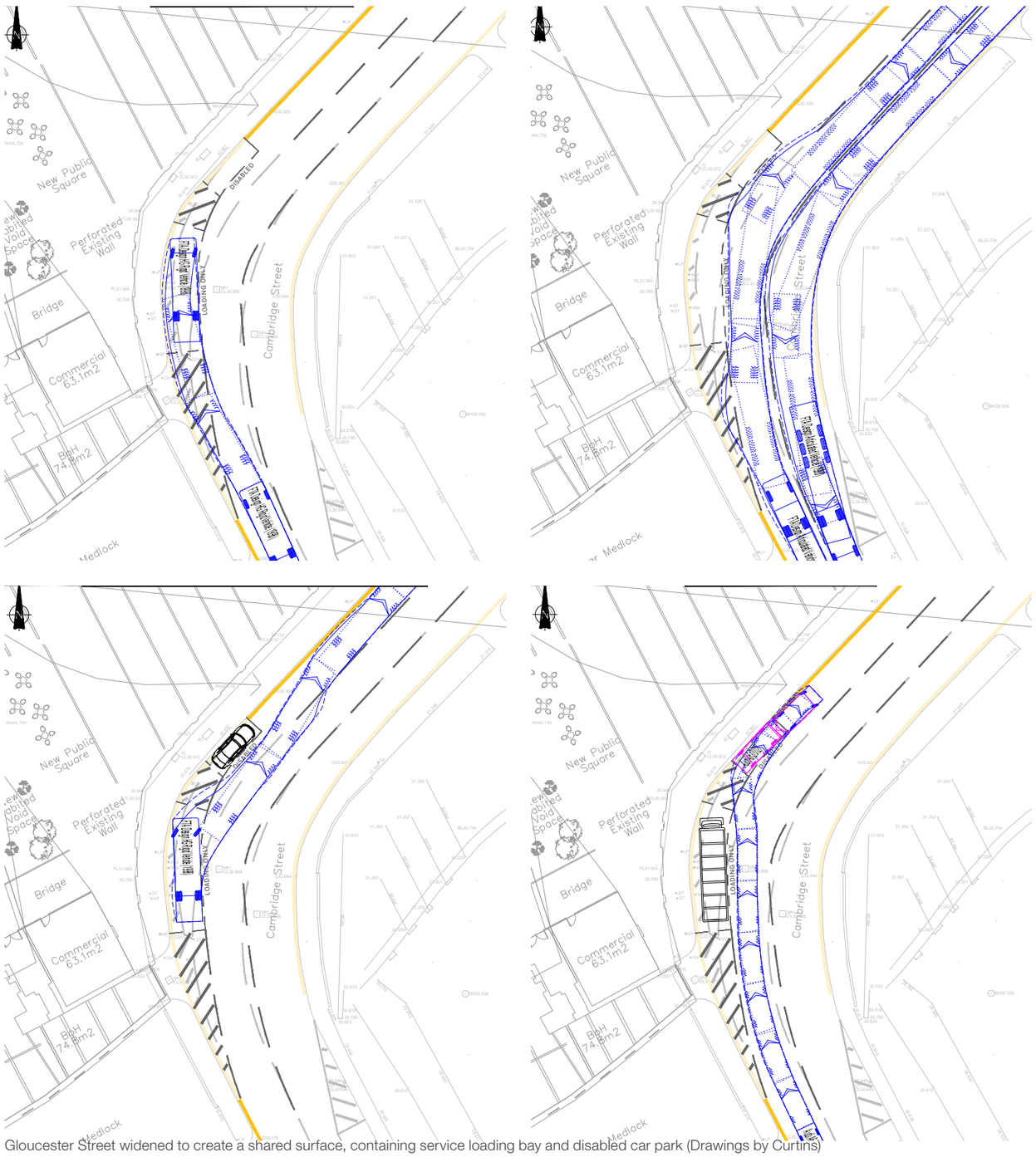
The detail studies illustrate the scope of the proposed substation and switch room to be implemented.



Site plan indicating the proposed substation and switch room.



Reconstructed palisade wall plan - Axo



Gloucester Street widened to create a shared surface, containing service loading bay and disabled car park (Drawings by Curtins)

7.28 Secure-by-Design Principles

The safety and security of the users of the proposed development is critical to the success of the scheme, and has been given careful consideration during the design process through:

+ Open public spaces with active frontages that maximise passive surveillance.
+ Adding activity to an otherwise quiet part of the city.
+ The increase in footfall due to the development should act as a catalyst for improving the surrounding areas and contributing in the reduction of crime within the local area.
+ Building entrances located on active public spaces and routes. There is clear visual access between inside and outside at all entrances.
+ Strategic inclusion of overlooking of other uses
+ Proposal for well-lit entrances and public spaces.

7.29 Crime Impact Statement

Following consultation with Greater Manchester Police (GMP), a Crime Impact Statement has been produced by GMP in relation to the proposed development. This is submitted as part of the application.

7.30 Servicing Strategy

As an overview, the commercial units will be serviced from the loading bay, introduced onto Gloucester Street. This has been created by widening the pavement and reducing the carriageway to the minimum required. This area will be on a shared surface, so that it will feel like a wider pedestrian pavement.

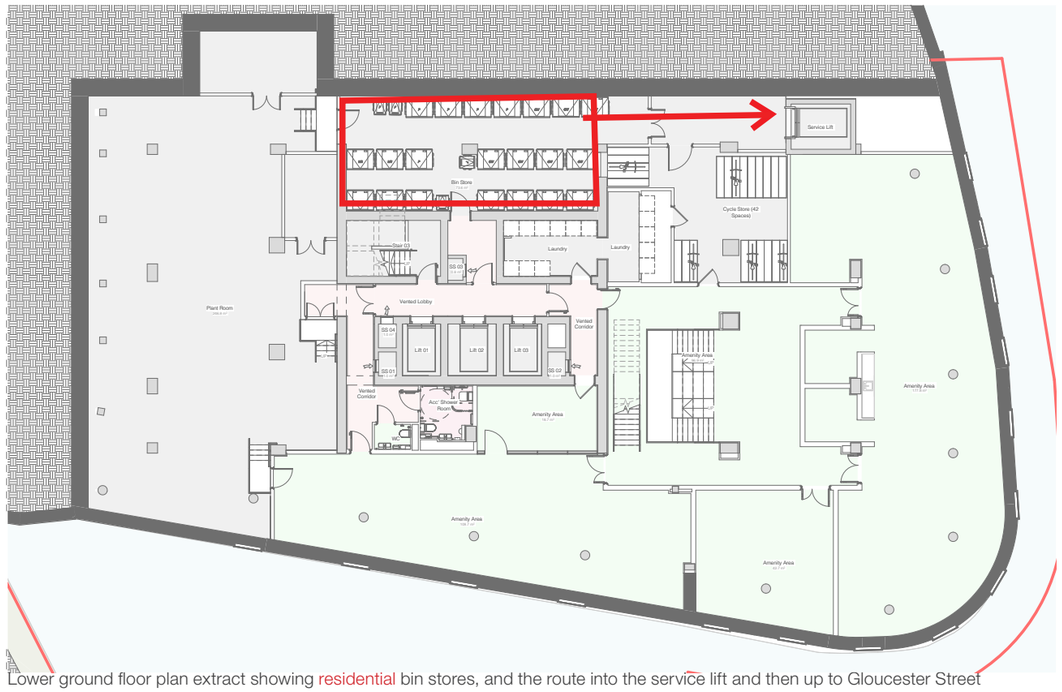
Servicing times will be managed to avoid having vans permanently parked up here.

For further detail please refer to Curtins report, submitted as part of this application.

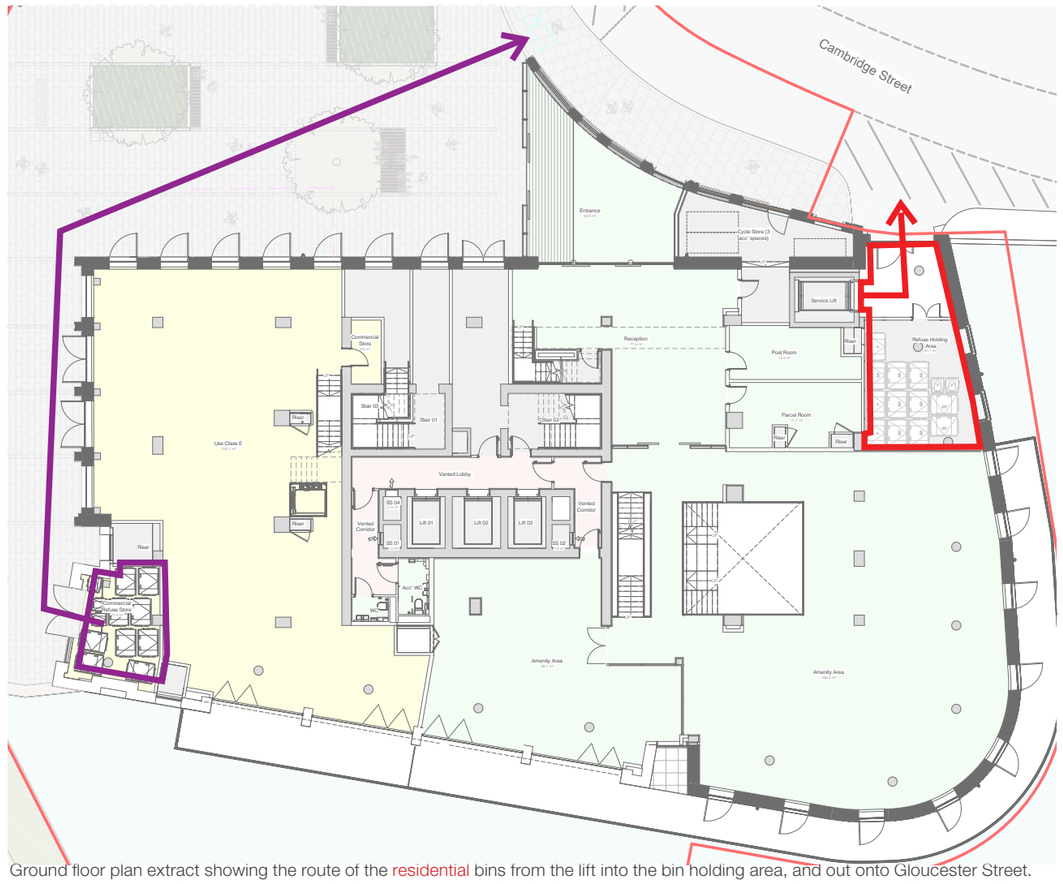
7.31 Parking

There is provision of one disabled car parking space, next to the loading bay.

For further detail please refer to Curtins report, submitted as part of this application.



Lower ground floor plan extract showing residential bin stores, and the route into the service lift and then up to Gloucester Street



Ground floor plan extract showing the route of the residential bins from the lift into the bin holding area, and out onto Gloucester Street. There is a separate refuge store allocated for the commercial on the North side, which is accessed and transported to Gloucester Street from the newly proposed square.

7.32 Inclusive Access

The proposals will create an inclusive environment by ensuring:

Disabled people will use the same entrances as other users of the building.

Level access to the main entrance and provision of fully accessible lifts, so all floors are accessible without the needs for supervision or assistance.

7.33 External Lighting

It is expected that the operational lighting installations associated with the proposed scheme will be designed to best practice guidance, including British Standard (BS) 5489-1:2013. It is therefore considered that upward light will be limited and new lighting will provide a more consistent level of lighting improving a sense of security.

Additionally, any new lighting will be designed to ensure that the source of lighting is not facing or adjacent to a residential window.

There is no intention to light the tower specifically other than the provision of aircraft warning lights.

A high level lighting strategy will ensure visibility and accessibility for all across the site and will be subject to a later phase of design and a planning condition.

7.34 Residential Waste Strategy

A bin store has been provided in the basement level, and a bin holding space on the ground floor accessing directly onto Gloucester Street. The route is illustrated on the adjacent extracts in red.

For further detail please refer to Tetratech's report, submitted as part of this application.

7.35 Commercial Waste Strategy

A separate bin store has been provided for the commercial space on the North West corner of the building, which is externally accessed and moved across the newly proposed square onto Gloucester Street. The route is illustrated on the adjacent extracts in purple.

For further detail please refer to Tetratech's report, submitted as part of this application.

7.36 Daylight, Sunlight

Sunlight / Daylight analysis of the site showed that the square captured very good daytime sunlight. At midday, there was minimal shadowing. This was primarily due to the fact that the site is on the bend in the road of Cambridge Street. This means that there is nothing blocking the south sun.

This means that the square will act particularly well during the daytime/ lunchtime, when it will act as a sun-trap. See section 6.18 of the Landscape and Public Realm chapter within this Design and Access statement.

Please refer to the Daylight, Sunlight and Overshadowing section submitted as part of the Environmental Statement.

7.37 Wind & Microclimate

The design of a plinth at the base of the tower is a classic way of mitigating wind at ground level.

When the building was tested in the wind tunnel it came out with good results.

Please refer to the Wind and Microclimate section submitted as part of the Environmental Statement.

7.38 Noise & Vibration

The tower is relatively close to the railway viaduct. So positioning the tower as far away from the viaduct was beneficial.

Also, as the design of the new elements have a lot of masonry in their massing, (with relatively deep reveals,) this material density helps with the absorption of sound.

Please refer to the Noise and Vibration section submitted as part of the Environmental Statement.

7.39 Planning Statement & Summary

Below is an executive policy summary. For further detail please refer to Turley report, submitted as part of this application.

7.40 Strategic policy

1. The principal Development Plan Document against which the application will be determined is the Manchester Core Strategy. The Core Strategy defines the Regional Centre of Manchester within which the site is located. Policy EC3 (the Regional Centre) notes that Housing will be appropriate use within the Regional Centre, although this should complement the development of mixed-use employment areas. Higher density residential development is considered appropriate in this location.

2. The site is located within The Corridor Manchester, as defined within the Corridor Manchester Strategic Spatial Framework (2018) and is adjacent to the First Street Strategic Regeneration Framework.

3. The following sections provide a brief introduction of the relevant design and development management policies. Please refer to the submitted Planning Statement, prepared by Turley, for a detailed review of planning policy.

7.41 Design

4. Policy SP1 of MCS states that all new development across the city shall make a positive contribution to creating neighbourhoods across the City, minimises emissions and ensures efficient use of natural resources and reuses previously developed land wherever possible, and improve access to jobs, services, education and open space by being located to reduce the need to travel and providing good access to sustainable transport provision.

5. Policy EN1 of MCS requires new development to follow these principles of urban design: character, continuity and enclosure, quality of public realm, ease of movement, legibility, adaptability and diversity.

7.42 Tall Building

6. Policy EN2 of MCS supports proposals for tall buildings where they can demonstrate they have excellent design quality, are appropriately located, contribute positively to sustainability, contribute positively to placemaking and will bring regeneration benefits.

7.43 Heritage

7. Policy DC26.1 of MCS requires new developments to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

8. Policy CC9 of MCS states that design of new buildings will need to be of the highest standard in terms of appearance and function. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified.

9. Policy EN3 of MCS states that development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods will be supported.

10. Policy H12.7 of MCS states that proposals for PBSA should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value where appropriate.

7.44 Climate Change

11. Policy EN4 of MCS states that all development must follow the principles of the Energy Hierarchy when being designed, to reduce the need for energy through design features, to reduce the need for energy through energy efficient features and to meet residual energy requirements through the use of low or zero carbon energy generation technologies.

12. Policy EN6 of MCS states that applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the domestic CO2 emissions reduction target.

13. Policy EN8 of MCS states that developments shall have regard a minimization of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability, a reduction in urban heat island effect through the use of Green Infrastructure.

7.45 Residential amenity

14. Policy DM1 of MCS requires new development to give regards to specific issues including effects on amenity, including privacy, light, noise, vibration, air quality, odour, litter, vermin, birds, road safety and traffic generation.

15. Policy H12.6 of MCS states that consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses.

The Final Section of this Design and Access Statement is the Landscape and Public Realm Design which follows this page.

8.0 Appendix A - Summary of changes

8.1 Over view

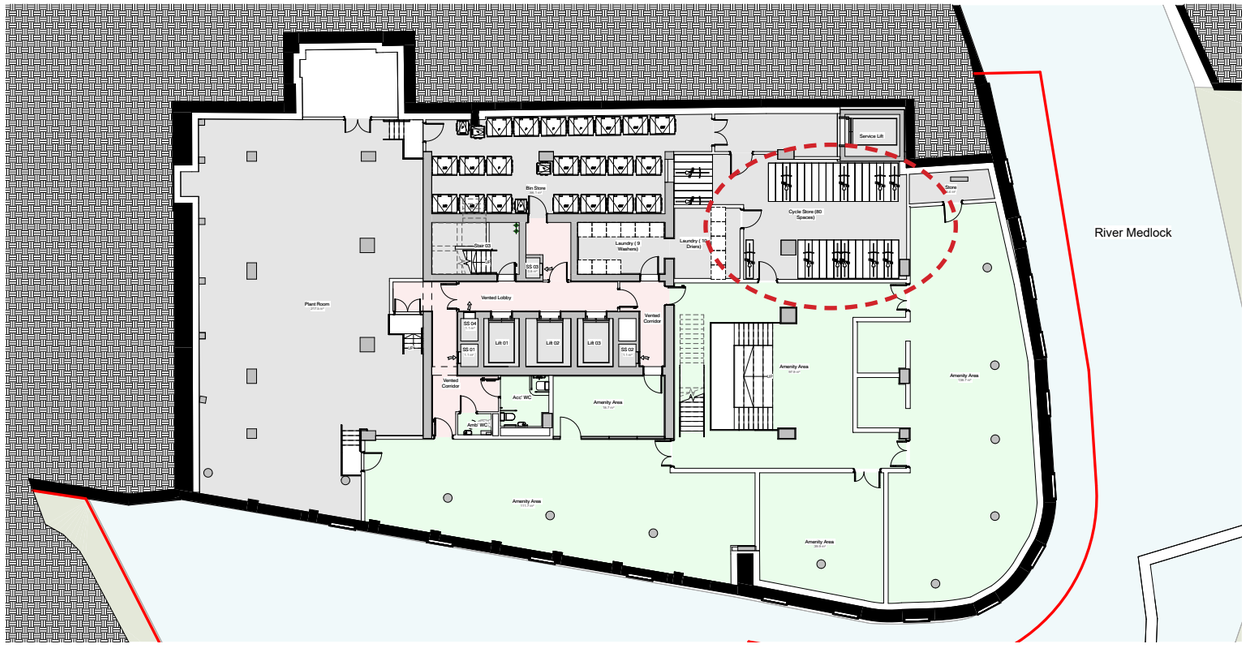
As a result of the rebuild of the podium, following the fire as described above. Some changes have been made to both the floor plans and the elevation.

These changes outlined within this section have been made within the podium levels only and will be highlighted on each drawing.

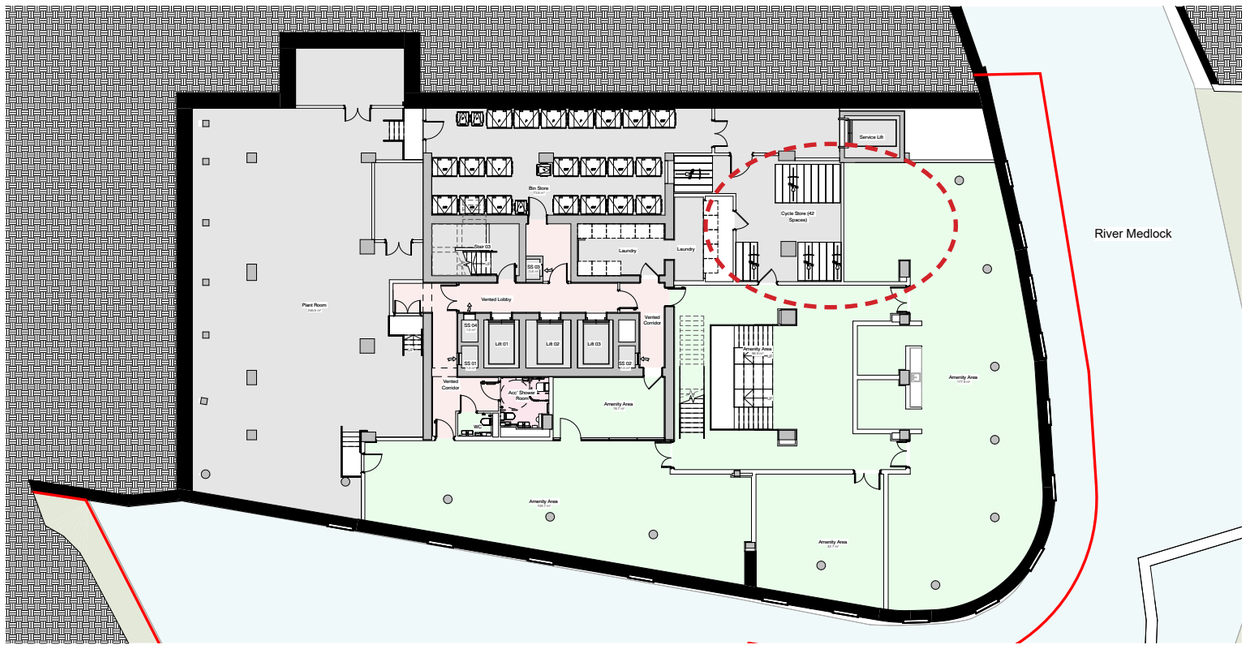
One of the changes that effect each of the podium levels and the facade is a change in the construction methodology of the external walls. Previously the retained facade as made up by solid masonry construction, the new proposal is for a contemporary insulated facade system that both achieves the requirements under the building regulations and meets the aesthetic recreation of the Hotspur Press.

This change has resulted in the external wall being of a reduced thickness over the previous proposal. However external window reveal depths remain, as does the gross external area of the proposal.

Previous proposal - Basement



Current proposal - Basement



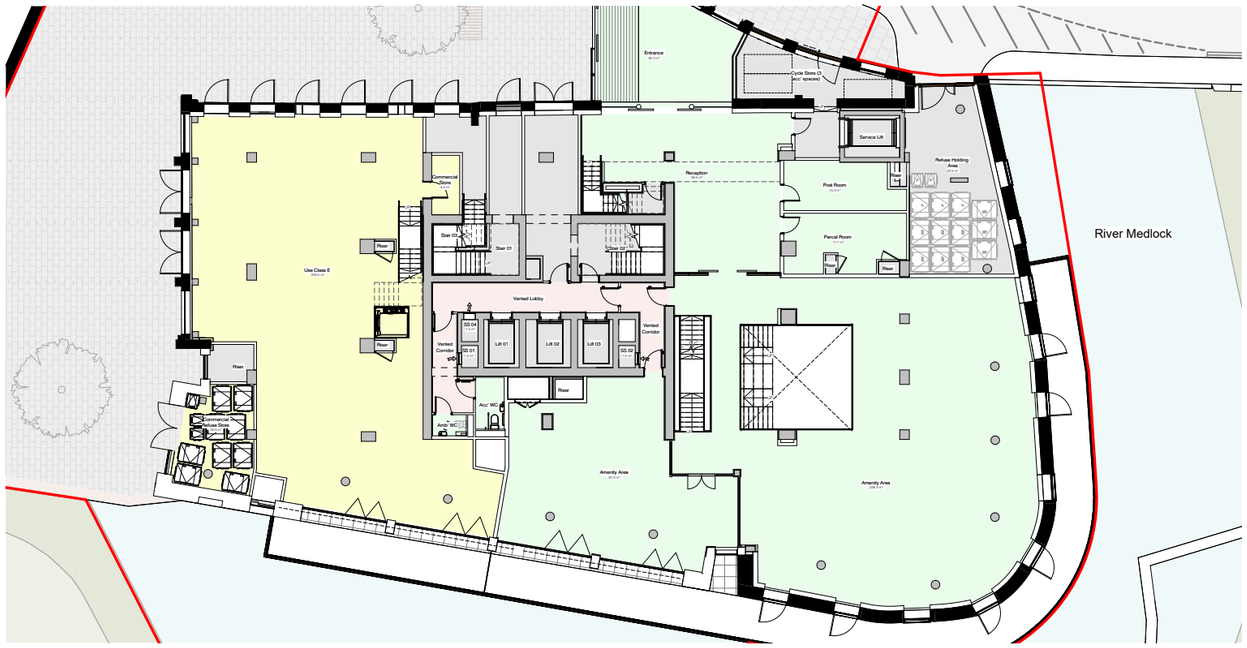
Summary Of Changes

8.2 Lower Ground Floor

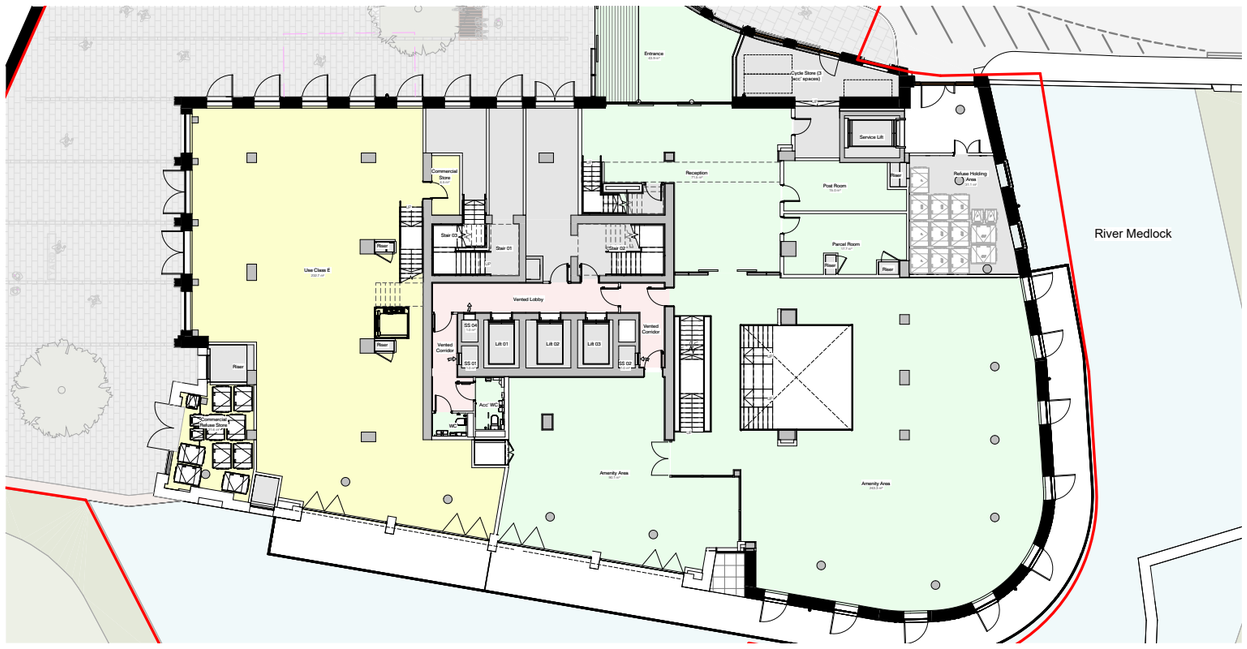
+ Perimeter walls updated to incorporate flood resistant construction and enhanced insulation.

+ Cycle provision reduced from 80 spaces to 42 spaces

Previous proposal - Ground Floor



Current proposal - Ground Floor



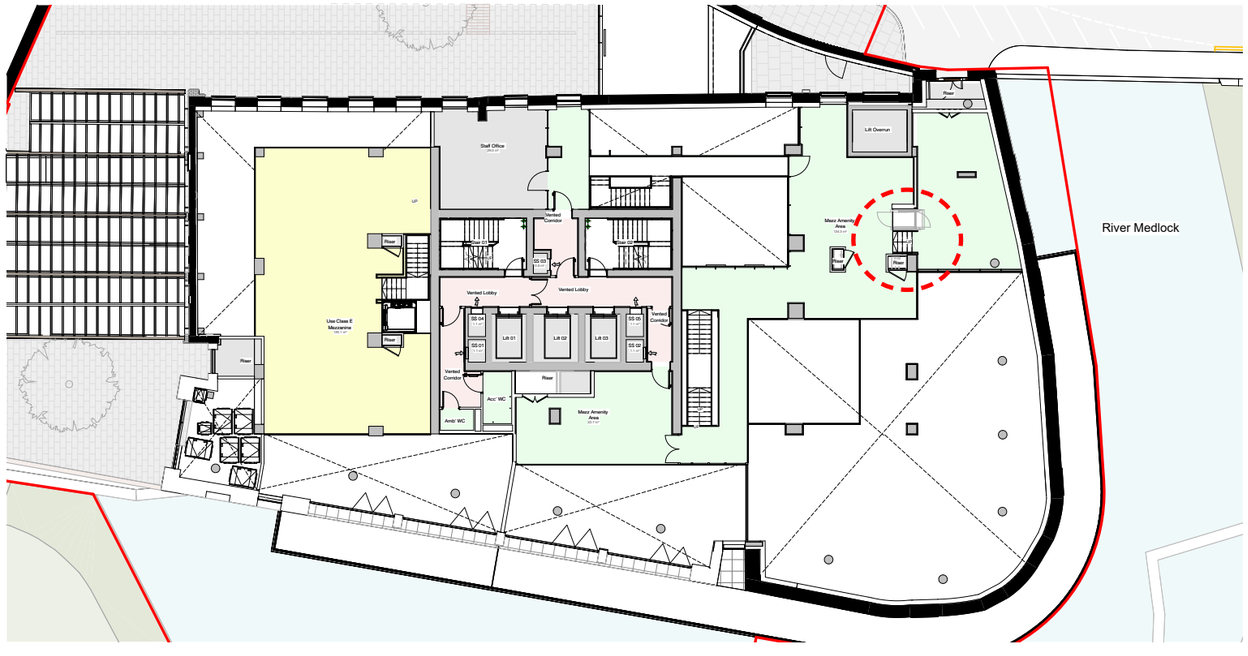
Summary Of Changes

8.3 Ground Floor

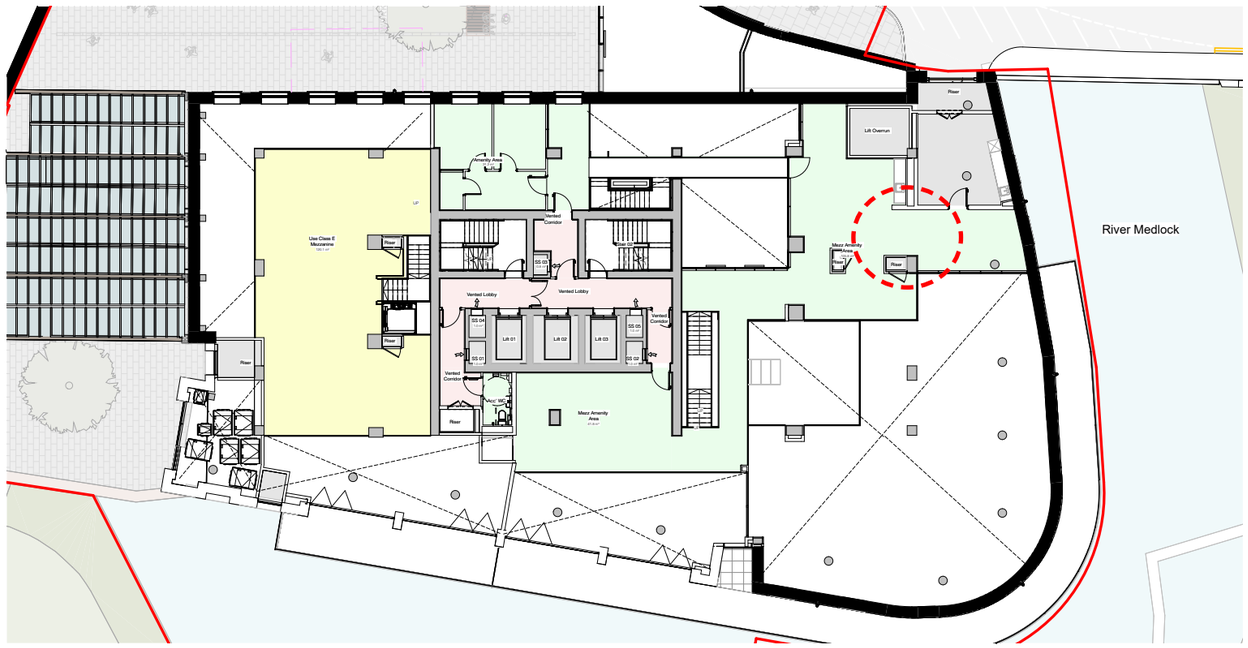
+ Perimeter walls reduced in thickness as a result of new construction

+ Fenestration updated (refer to elevations for more detail)

Previous proposal - Mezzanine



Current proposal - Mezzanine

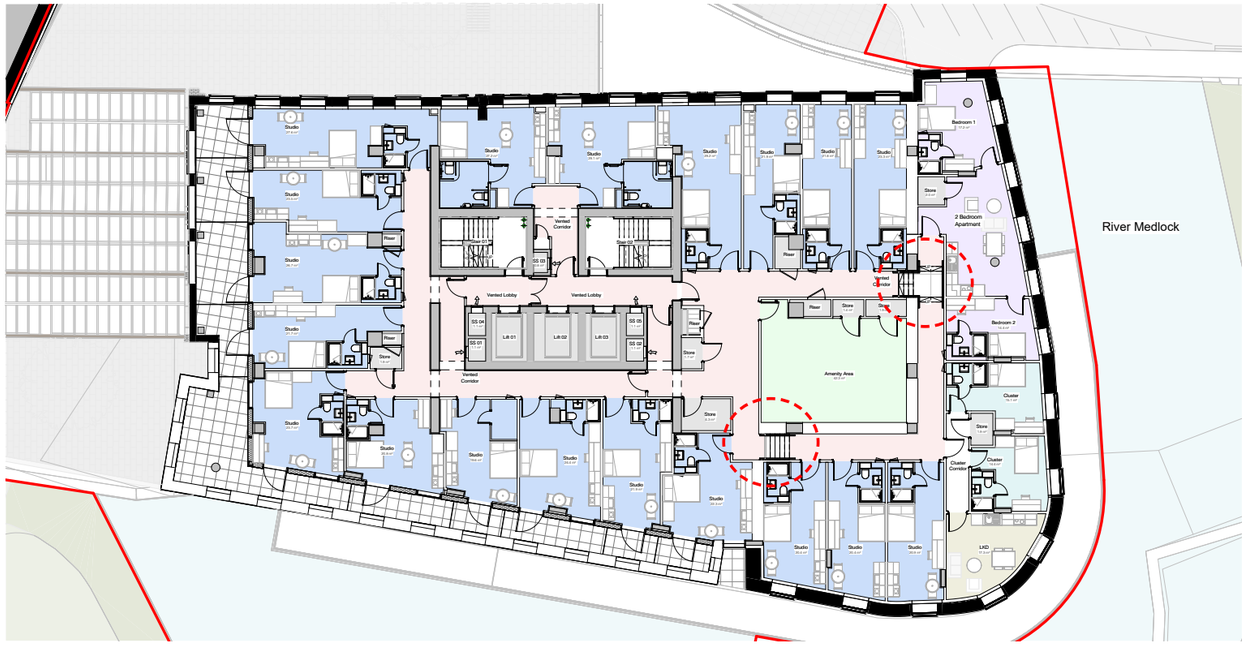


Summary Of Changes

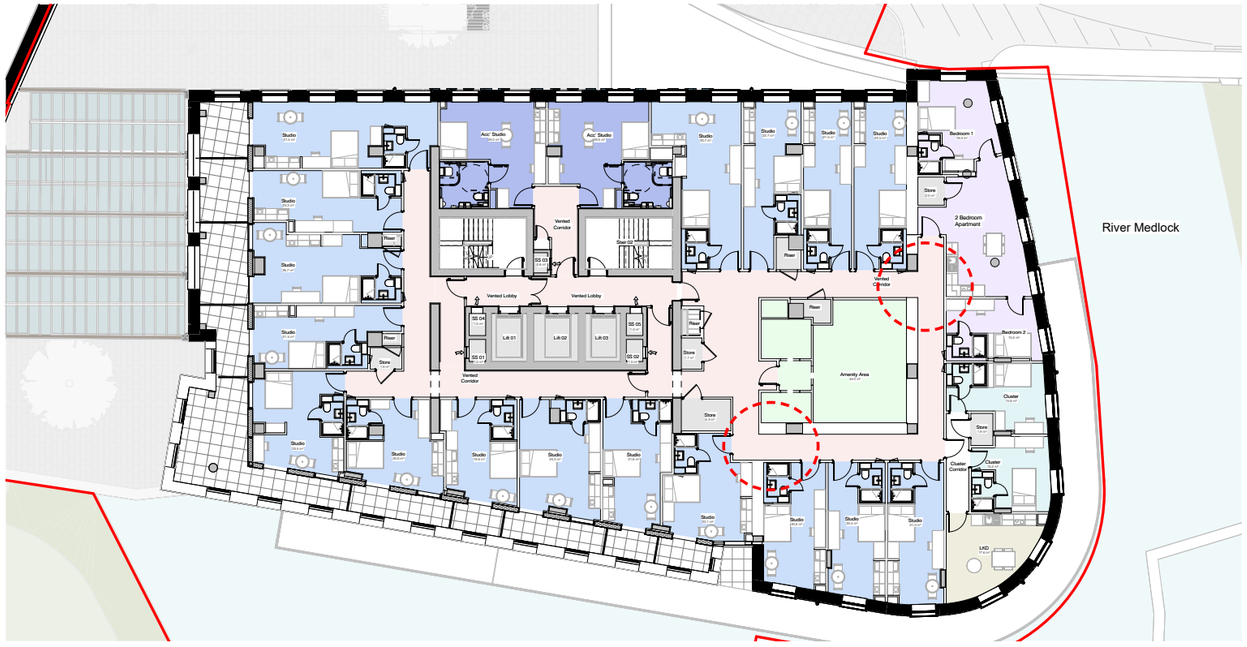
8.4 Mezzanine

+ Perimeter walls reduced in thickness as a result of new construction
+ Fenestration updated (refer to elevations for more detail)
+ Level change removed

Previous proposal - Level 01-02



Current proposal - Level 01-02



Summary Of Changes

8.5 Level 01 - 02

+ Perimeter walls reduced in thickness as a result of new construction

+ Fenestration updated (refer to elevations for more detail)

+ Level change removed

Previous proposal - Level 03



Current proposal - Level 03

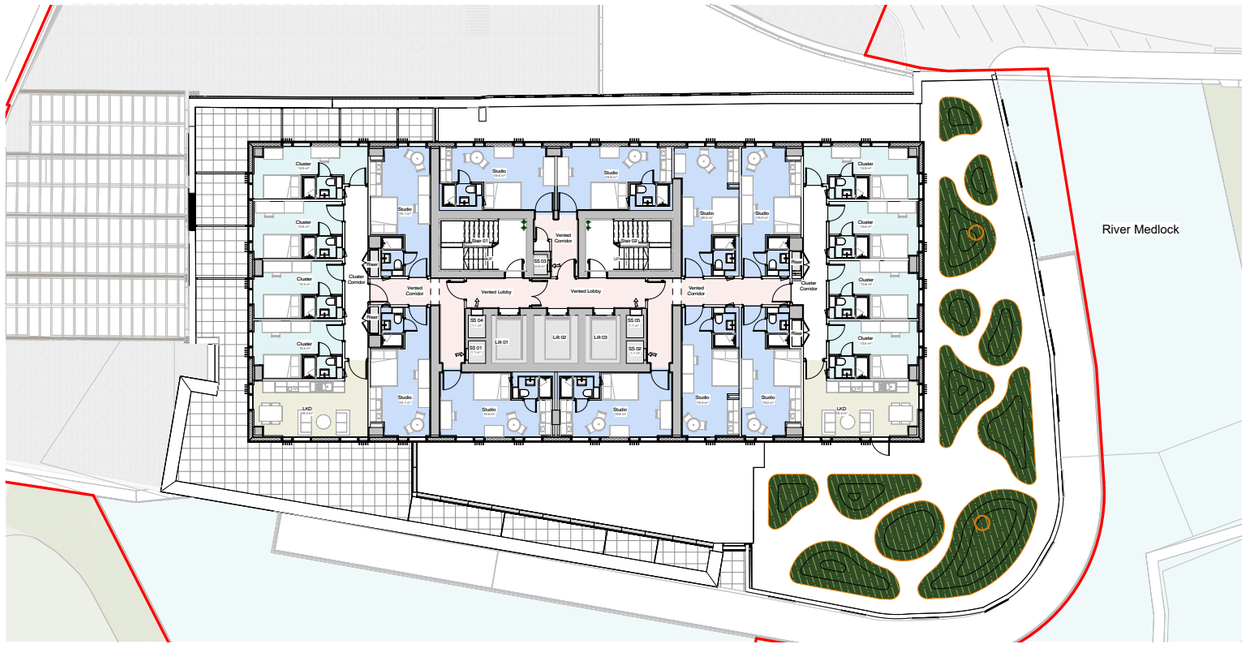


Summary Of Changes

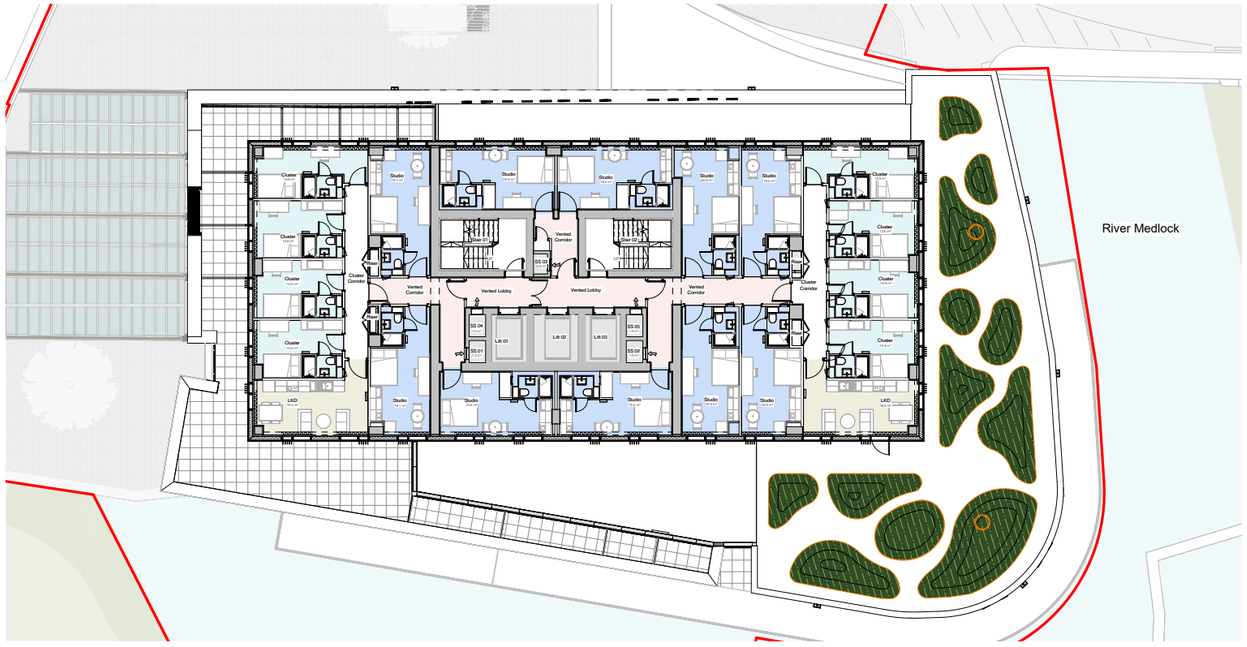
8.6 Level 03

- Perimeter walls reduced in thickness as a result of new construction
- Fenestration updated (refer to elevations for more detail)
- Level change removed

Previous proposal - Level 04



Current proposal - Level 04



Summary Of Changes

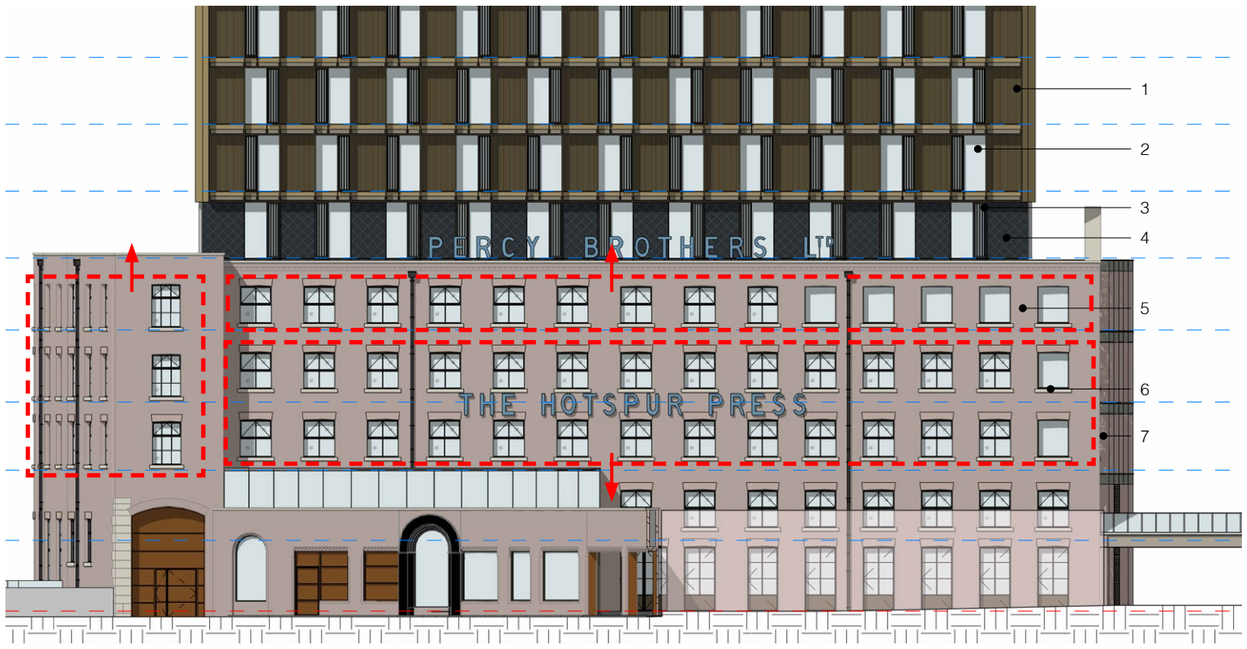
8.7 Level 04 & Above

+ No changes

Previous proposal - East Elevation



Current proposal - East Elevation

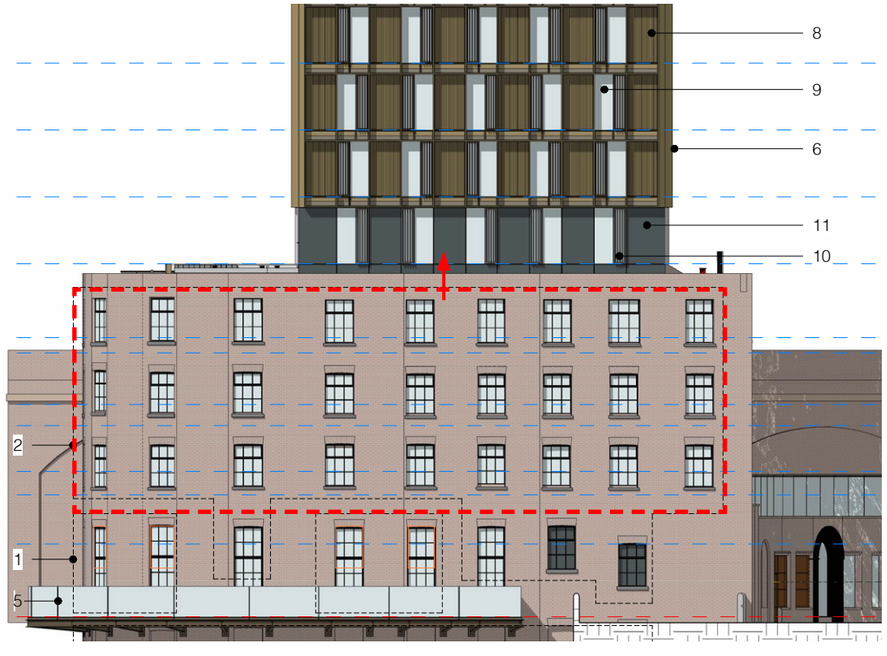


Summary Of Changes

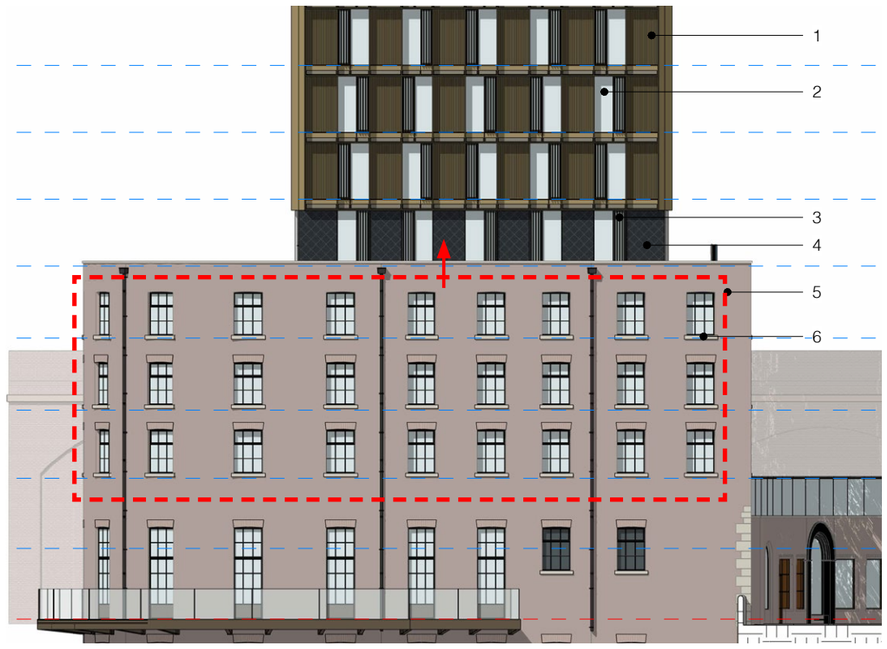
8.8 East Elevation

+ Cill height for windows on south elevation raised to allow for removal of internal level change.
+ Cill height for level 01 and 02 windows on the east elevation reduced
+ Cill height for level 03 on the east elevation increased
+ Down pipes reinstated to conceal contemporary movement joints and match original building
+ Parapet height increased
+ External signage colour updated to match existing colour
+ More detail added to drawings to more accurately reflect existing building

Previous proposal - South Elevation



Current proposal - South Elevation



Summary Of Changes

8.9 South Elevation

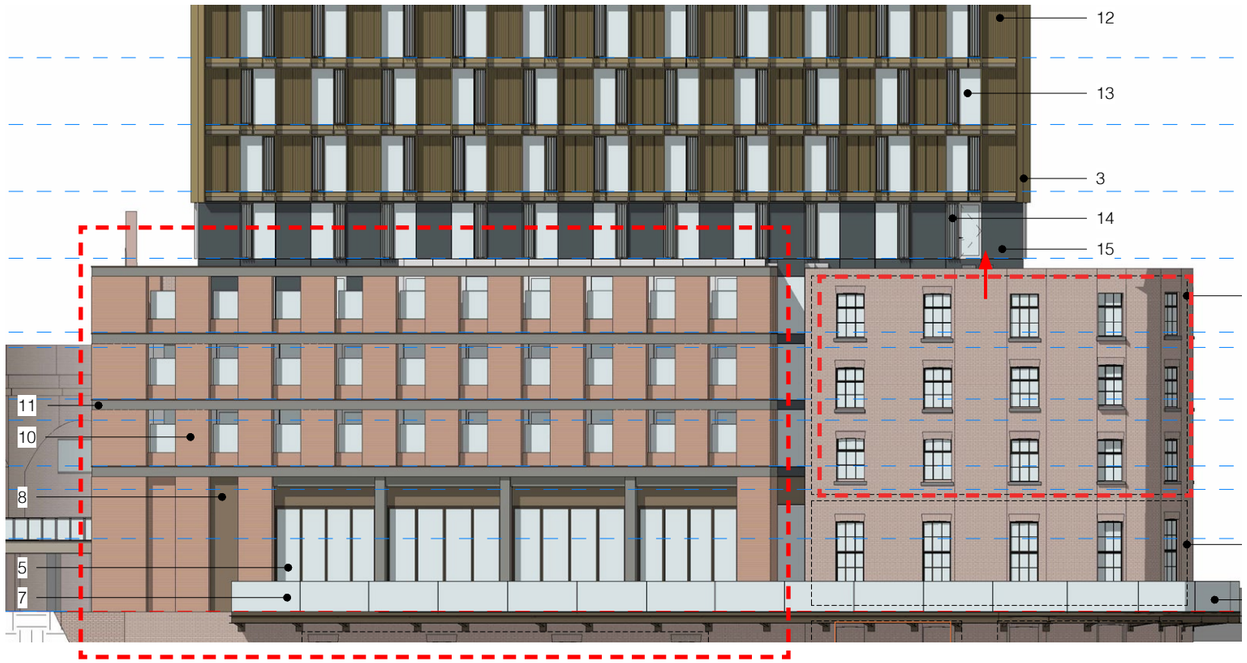
+ Cill height for windows on south elevation raised to allow for removal of internal level change.

+ Parapet height increased

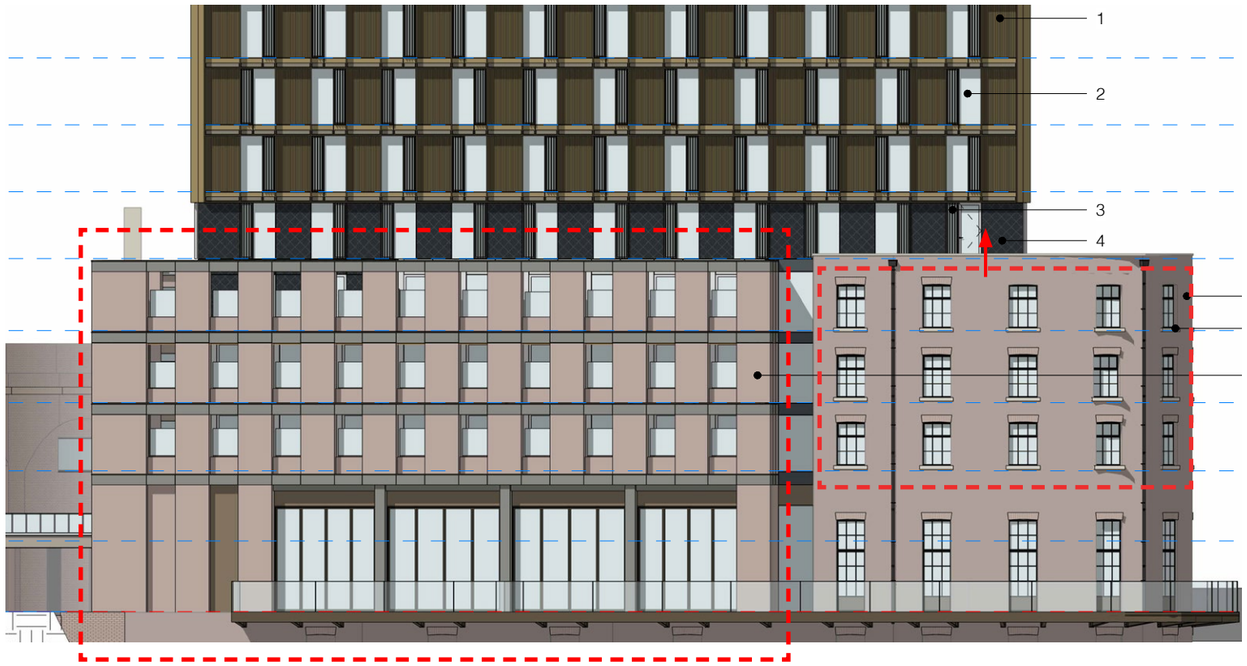
+ Down pipes reinstated to conceal contemporary movement joints and match original building

+ More detail added to drawings to more accurately reflect existing building

Previous proposal - West Elevation



Current proposal - West Elevation



Summary Of Changes

8.10 West Elevation

+ Cill height for windows on south elevation raised to allow for removal of internal level change.
+ Down pipes reinstated to conceal contemporary movement joints and match original building
+ Parapet height increased
+ More detail added to drawings to more accurately reflect existing building
+ Proposed material for new element of podium updated to be the same as the brick proposed for the rebuild of the Hotspur Press

Previous proposal - North Elevation



Current proposal - North Elevation



Summary Of Changes

8.11 North Elevation

+ More detail added to drawings to more accurately reflect existing building

+ Proposed material for new element of podium updated to be the same as the brick proposed for the rebuild of the Hotspur Press

+ Infill windows removed

+ Openings at level 01 updated

Fenestration Overlay - East Elevation



Fenestration Overlay - West Elevation



Summary Of Changes

8.12 Fenestration - East & West

The adjacent image demonstrates the change in window and door locations between the current proposal and the previous proposal as approved at committee.

This drawing also shows the extent in which the parapet has been increased.

Historic window size and location based on measured building survey 12054-FSL-ZZ-ZZ-M3-G-0001 P01 by Formby Surveys dated June 2024 including proposed alterations captured as part of the previous planning application.

Historic parapet height and location based on measured building survey 12054-FSL-ZZ-ZZ-M3-G-0001 P01 by Formby Surveys dated June 2024

Fenestration Overlay - North Elevation



Fenestration Overlay - South Elevation



Summary Of Changes

8.13 Fenestration - North & South

The adjacent image demonstrates the change in window and door locations between the current proposal and the previous proposal as approved at committee.

This drawing also shows the extent in which the parapet has been increased.

Historic window size and location based on measured building survey 12054-FSL-ZZ-ZZ-M3-G-0001 P01 by Formby Surveys dated June 2024 including proposed alterations captured as part of the previous planning application.

Historic parapet height and location based on measured building survey 12054-FSL-ZZ-ZZ-M3-G-0001 P01 by Formby Surveys dated June 2024

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