

An aerial architectural rendering of a city regeneration project. The image shows a mix of existing and proposed buildings. In the center, there's a cluster of new, taller buildings with a modern design. To the left, there are older, more traditional buildings. A winding road or path cuts through the lower part of the image. The overall color palette is muted, with greys, blues, and earthy tones.

Mayfield Strategic Regeneration Framework

Draft Addendum Report
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Details Sections completed. Amendments to images.

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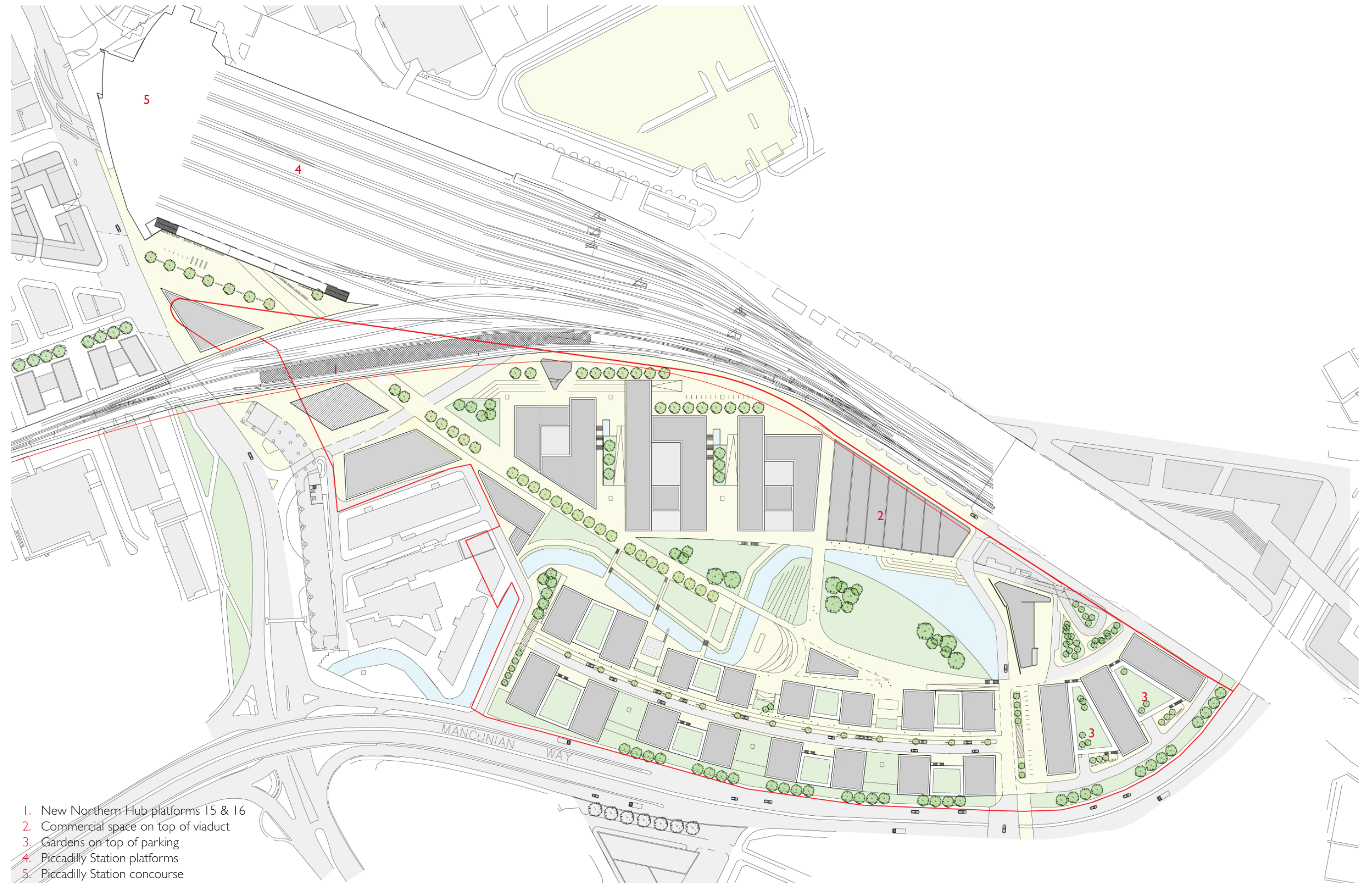
Mayfield with a major new park and rejuvenated Medlock River at its heart

I.0 Executive Summary

Mayfield is to become a distinctive new urban quarter that defines a key gateway into Manchester and extends the high quality environment of the city centre.

A major new park at its heart and a vibrant mix of uses will give a destination quality and a unique sense of place.

Enhancing connectivity beyond the confines of the site will act as a catalyst to maximise wider regeneration benefit.



Upper Level Plan

The Mayfield Strategic Regeneration Framework (SRF) sets out how the vision for the area has been captured and how it could evolve through to realisation. This addendum supersedes the original SRF from 2010 and refines the scheme to respond to evolving requirements.

1.1 Regeneration and Economic Benefits

Mayfield will deliver a series of significant regeneration benefits, which in turn will help drive wider economic growth. Its location and the scale of development provide an opportunity to attract major new employers to the area, including “high tech” industries that could build on the existing skill base available in the city. Key elements of the revised SRF that help drive this agenda include:

- 4,800-7,800 new office based jobs plus further job creation in retail and leisure (refer to Appendix A)
- Up to 1,330 new homes
- 350 hotel bedrooms
- High quality public realm including a new 6 acre city park
- Additional parking facilities
- Initiation of transformational change of East Manchester
- Spin-off regeneration benefits for surrounding communities such as Ardwick
- Helping to maximise the opportunity of the Northern Hub rail improvement scheme

1.2 Key Principles

The proposals for Mayfield described in this document will regenerate a significant portion of the city centre adjacent to one of its main entry nodes. This area has for many years been largely derelict and suffered from a lack of activity and investment. The proposals would act as a catalyst for regeneration, including a new residential community, job creation and wider economic growth.

The original SRF from 2010 was focussed around a major new public sector office campus requirement which has subsequently dropped away. This addendum document describes a new vision driven by the private sector with ample quantities of office, residential, amenity and other provision. A series of key principles underpinned the original vision for the regeneration of Mayfield. The following restates these principles and summarises how they have evolved or how their priority has changed in this iteration of the scheme:-

- ‘Sense of place’ - a distinctive new ‘destination’ for Manchester that ensures vitality at all times and is welcoming and safe. The combination of the park, the retained arches, the mix of uses and landmark buildings will place Mayfield firmly on the map and create a distinctive ‘24/7’ contribution to the life of Manchester
- Character - a major opportunity to create a scale and grain of development that is not possible in other areas of the city centre. Given that the site has few remnants of historic fabric and has become dilapidated, the potential exists to give the area a fresh and distinctive character. The SRF captures this new beginning but also celebrates the reinstatement of the Medlock as the important water body that it once was. This reworking of the scheme further emphasises the site's prominent location at a key entrance to the city and places Mayfield firmly on the map.

- New public park – a substantial publicly accessible amenity that focuses on the remediated River Medlock, provides opportunities for recreation and enjoyment by all, is connected into the fabric of the city by safe and attractive routes and enhances biodiversity. In this reworking of the scheme, the confines of the park have been ‘opened out’ so that it connects more directly to surrounding areas and fully expresses the fact that it is a park for the city and not just for Mayfield. Further consideration of how best to deliver and pay for this facility within a market led development will form part of the next stage of the scheme.

- Mix of Uses – a diverse range of uses that is balanced and creates a 24/7 piece of city. The revised brief comprises of offices, new homes, hotels, café’s, bars and retail. The scheme also now envisages imaginative reworking of the viaduct serving Piccadilly Station to create a distinctive new destination for Manchester, accommodating a range of uses such as speciality markets/retail, arts, performance and the like.

- Commercial Viability – a scheme that is market led and which achieves the comprehensive development of the wider site at a pace which is consistent with market positioning and flexibility. As part of the masterplanning work the underlying assumptions of the SRF will be tested to ensure they are commercially viable.

- Connectivity – improvement of the area's functionality and linkages by transforming existing routes to the city centre, Piccadilly Station, Medlock Valley and the Oxford Road Corridor as well as forging new links across the Mancunian Way to Ardwick and New East Manchester. In so doing, this will transform Mayfield's current perception as a peripheral location and make it a fully integrated part of the city centre at the heart of a new regeneration initiative.

- Transport connectivity – utilisation of the exceptional rail, tram, bus and car connections centred around Piccadilly and the new HS2 station, which provide links to the city centre, the region, central London, the rest of the country and Manchester International Airport.



Street Level Plan

- Potential expansion of Piccadilly Station – accommodation of the Northern Hub scheme and maximisation of its regeneration potential. Since the previous iteration of the SRF, further progress has been made on the proposed transport scheme for the North West. Subject to approval, the current plans will be delivered by 2017/18 and will deliver transformed east-west rail connectivity in the north of England. A lot of time has been spent with Network Rail to unlock the full potential of the Station, create a strong connection to Mayfield and form a gateway to the city.
- Design quality - buildings, streets and spaces that meet high quality architectural and urban design standards.
- Contextual response - a development that relates to the rich and diverse characteristics of Manchester.
- Sustainability – facilitating a site-wide strategy that addresses all aspects of sustainability and supports Manchester's drive towards being an exemplary low carbon city.
- Accessibility – creation of an environment that is fully accessible to all.
- Flexibility – a regeneration framework that captures the overall objectives for the development but in a way that allows flexibility to respond to changes in policy and market conditions.

1.3 Purpose & Content

The purpose of this addendum report is to update the original Strategic Regeneration Framework (SRF) (reference 0902(RP)005 dated May 2010) in response to brief changes and design evolution. The original SRF was formally adopted by the City Council in 2010 and contains a great deal of background material and evaluation. This addendum does not repeat the latter but focusses on the areas that have changed.

The purpose of the Strategic Regeneration Framework (SRF) is to help deliver a market led approach to the scheme and to guide investment in major developments, public realm and infrastructure in the Mayfield area. It will provide the economic and spatial context for ensuring that the impetus provided by the scheme is harnessed to deliver transformational change. This is to be done in a way that enhances Piccadilly and the adjacent areas of the city centre and connects to the adjoining communities within Ardwick and New East Manchester.

The SRF will help to ensure that development in the area is designed, implemented and managed in a comprehensive and co-ordinated manner through collaboration between landowners and the City Council. This will ensure that the regeneration opportunities offered by Mayfield are maximised for the benefit of the wider community.

The SRF focuses on the Mayfield site but within a wider study context to ensure that the full regeneration potential of such a major scheme is realised and all connectivity and synergy opportunities are captured.

The proposals described in this document are intended to be viewed in the spirit of a 'framework' and hence are indicative rather than definitive. They establish guiding principles but will inevitably evolve as the wider scheme and individual buildings are brought forward into detail.

1.4 Next Steps

This addendum report is to be presented to the Executive of Manchester City Council for review in September 2013. If the outcome of this is positive, the scheme should then move forward to relevant stakeholder engagement and more detailed areas of study. The former will hopefully build on the positive response that the original received in 2010.

Once the updated SRF is finalised and approved by Manchester City Council, it will form a framework within which more detailed proposals for development of the area can be developed.

1.5 Key Parties

Joint Project Group – who have commissioned this study have major landholdings

- Manchester City Council
- Transport for Greater Manchester
- London & Continental Railways with BRB(Residuary)

Professional Team - that has carried out this study:

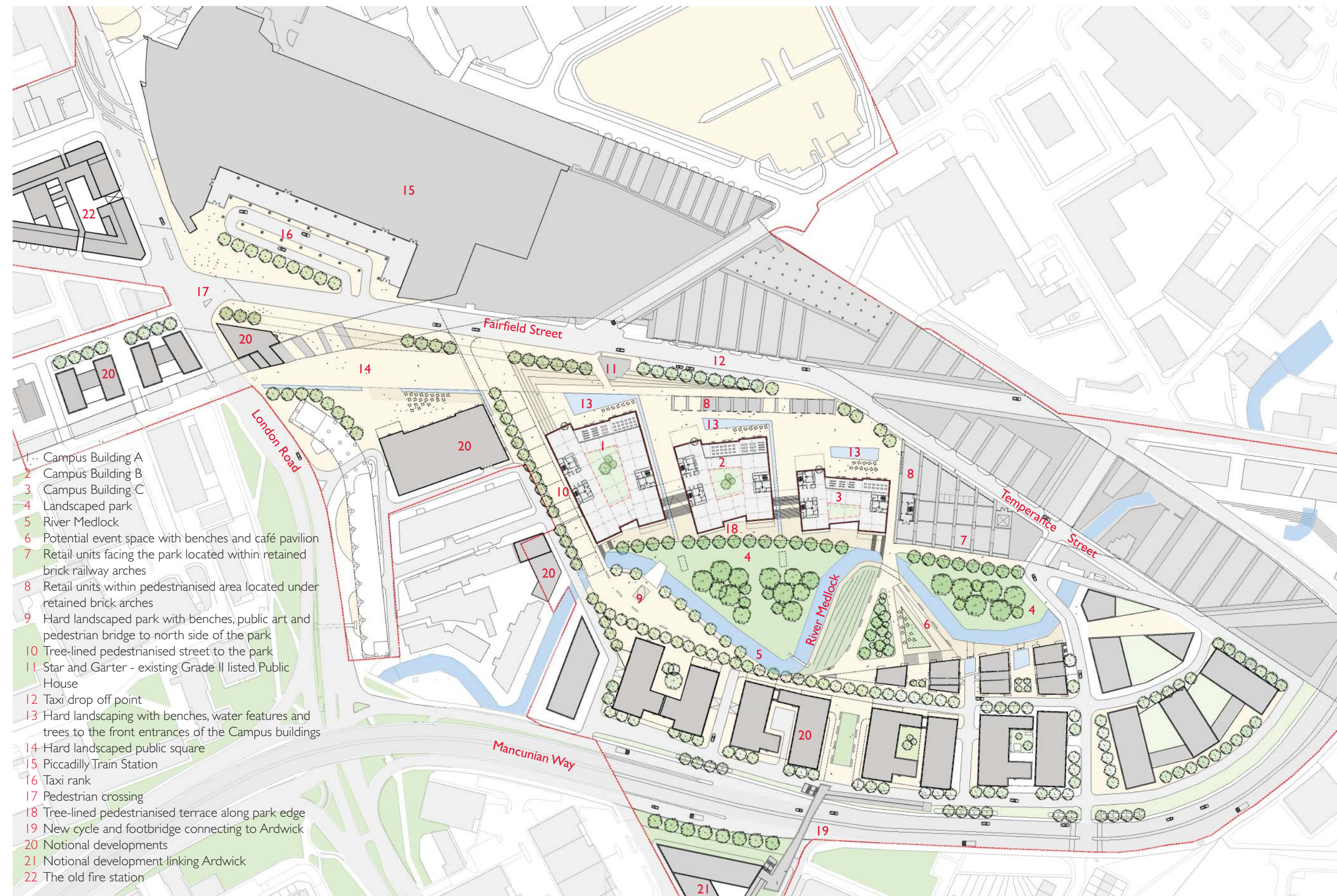
- Bennetts Associates Architects
- Jones Lang LaSalle - commercial advisors
- Buro Happold - traffic and engineering consultants
- Davis Langdon - cost consultants

1.6 Network Rail

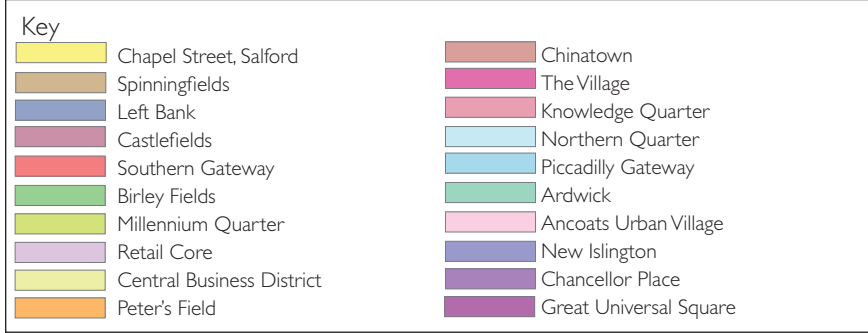
Ongoing consultation with Network Rail has helped inform the proposals. It should be noted that any works indicated on Network Rail property are indicative in nature at this stage. Network Rail are presently (August 2013) undertaking a public consultation exercise on the Northern Hub works. The partners of the Mayfield SRF are working closely with Network Rail to help ensure the infrastructure works deliver the potential regeneration benefits for the Mayfield area. A number of specific points that Network Rail need to address has been offered in response to the public consultation.



Aerial image of Mayfield connecting to Manchester city centre



2010 SRF Plan



City Districts

2.1 Summary of 2010 SRF

The 2010 iteration of the Mayfield Strategic Regeneration Framework was formally adopted by Manchester City Council in Spring of that year, following extensive evaluation, design studies and public consultation. The 2010 SRF comprised:-

- Guiding principles
- Key parties, the project objectives thereof and the public consultation process
- Desktop studies into ground conditions, contamination, flood risk, ecology, acoustics, utilities and microclimate, as well as a heritage assessment of the existing Mayfield complex
- Evaluation of the economic, townscape and site context
- Proposals for the site in terms of overarching themes and detail
- Comparison with other large city centre developments in Manchester
- Site wide sustainability strategy
- Implementation proposals

The key elements of background information and analysis that are of relevance to the 2013 iteration of the SRF have been extracted from the original report and included in an appendix to this document for ease of reference. They comprise:-

- Manchester City Centre Context
- SRF location
- SRF Site History
- Evaluation of existing site factors such as noise, wind, sunlight, views, transport, levels, flood risk, building heights, historic structures and land use
- Proposals for addressing issues such as wind and noise that still apply in principle for the 2013 SRF.

2.2 Review of 2010 SRF

The need to review the SRF has been driven by a series of key issues as well as a desire to refresh the scheme. The former include:-

Civil Service Campus

Since the SRF was produced in 2010, central government policy has changed. There is no longer a policy for relocating Departments out of London and the South East.

The Northern Hub

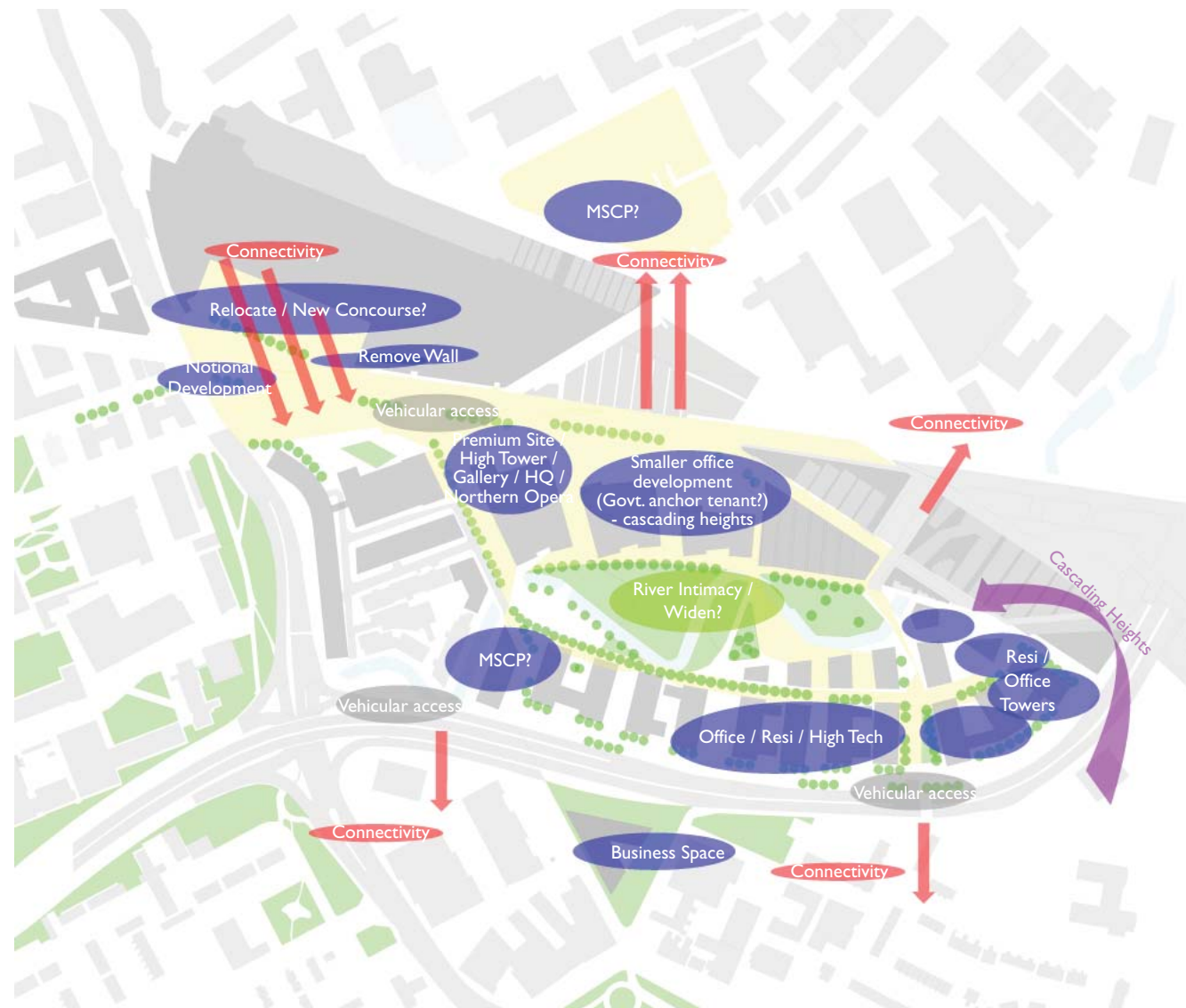
The Northern Hub is a national initiative to better connect the cities of the north of England and deliver economic and regeneration benefits as a result. Network Rail is responsible for the delivery of the rail infrastructure. Subject to approval, Piccadilly Station will have increased capacity with the addition of two new platforms (15 and 16). A new viaduct, directly abutting the Mayfield SRF site, is required to carry the new platforms. This major new intervention was only a possibility at the time of the original SRF but is now much more advanced and requires detailed consideration.

Changes in the Market

Although conditions remain challenging, a modest improvement in the property market can be discerned. An increase in the quantum of Grade A office space within the City Centre development pipeline and the emerging imbalance between high demand v's low supply in the central residential market has led Jones Lang LaSalle to the view that the scheme can harbour more residential (at the expense of some office content) than previously envisaged.

Consultation on the 2010 SRF

The revised proposals contained in this report take cognisance of the public consultation undertaken for the 2010 SRF.



2.2.1 Commercial Review

At the start of this current study in September 2012, an objective review of the existing Mayfield SRF was carried out by property advisors Jones Lang LaSalle. This included a study of the site's strengths, weaknesses, opportunities and threats. The adjacent diagram is a result of the review and highlights a number of issues that have helped guide the revised proposals. These are summarised below:

Connectivity

The Mayfield SRF must be further improved in its connectivity to its immediate context in order to drive footfall, vitality, desirability and maximise economic and regenerative impact.

Mix of Uses

The masterplan should be mixed use and inherently flexible in order to respond to market dynamics as they evolve over the delivery period. At present this manifests in a reduction in office quantum to the south and a corresponding increase in high quality residential. The high value office cluster to the north leverages adjacency to the soon to be extended Platforms 15 and 16 and remains an integral feature of the overall vision.

Scale

The development should explore greater height towards the west and east ends, with the latter "signposting" both the Mayfield scheme and the City Centre's gateway to national and airport-linked rail

Brief

Drawing on Jones Lang LaSalle's expert market knowledge and leading research capabilities the review delivered a Commercial Brief for the revised proposals. The new design proposals directly reflect the aspirations defined within the brief and are thus grounded in commercial reality.

- 1

Route to Mayfield could be more direct
- 2

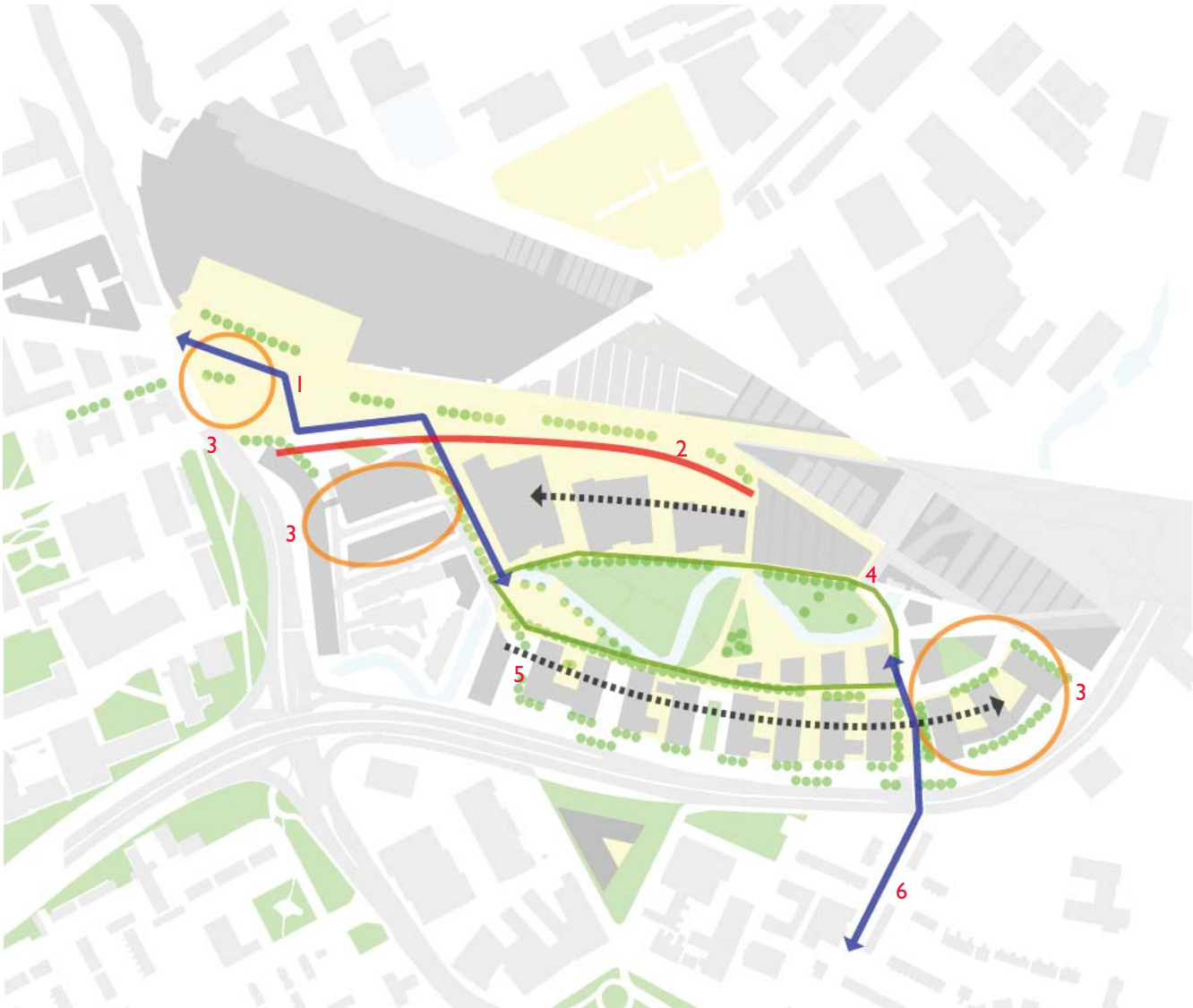
Fully consider impact of viaduct
- 3

Buildings here could do more to 'announce' entrance to Mayfield and form 'gateway' to Manchester
- 4

Park feels rather 'closed' and exclusive to Mayfield rather than being 'of the city'
- 5

Sculpt the skyline more, increase height gradient and reduce the 'wall' along the southern edge
- 6

Link to Ardwick should be 'announced' more



2.2.2 Urban Design Review

In parallel with the commercial review, a critique of the urban design drivers was also conducted by Bennetts Associates. This highlighted several aspirations and improvements to be incorporated into the new proposals:

Connectivity

For the regeneration of Mayfield to be a success the area must be perceived as part of the growing city centre and not as a peripheral location. For this to be achieved the Mayfield SRF must deliver greatly improved connectivity to the city centre, to the areas to the south of the Mancunian Way and the areas to the northeast of Piccadilly. The original proposals need to be enhanced in this regard.

The Park

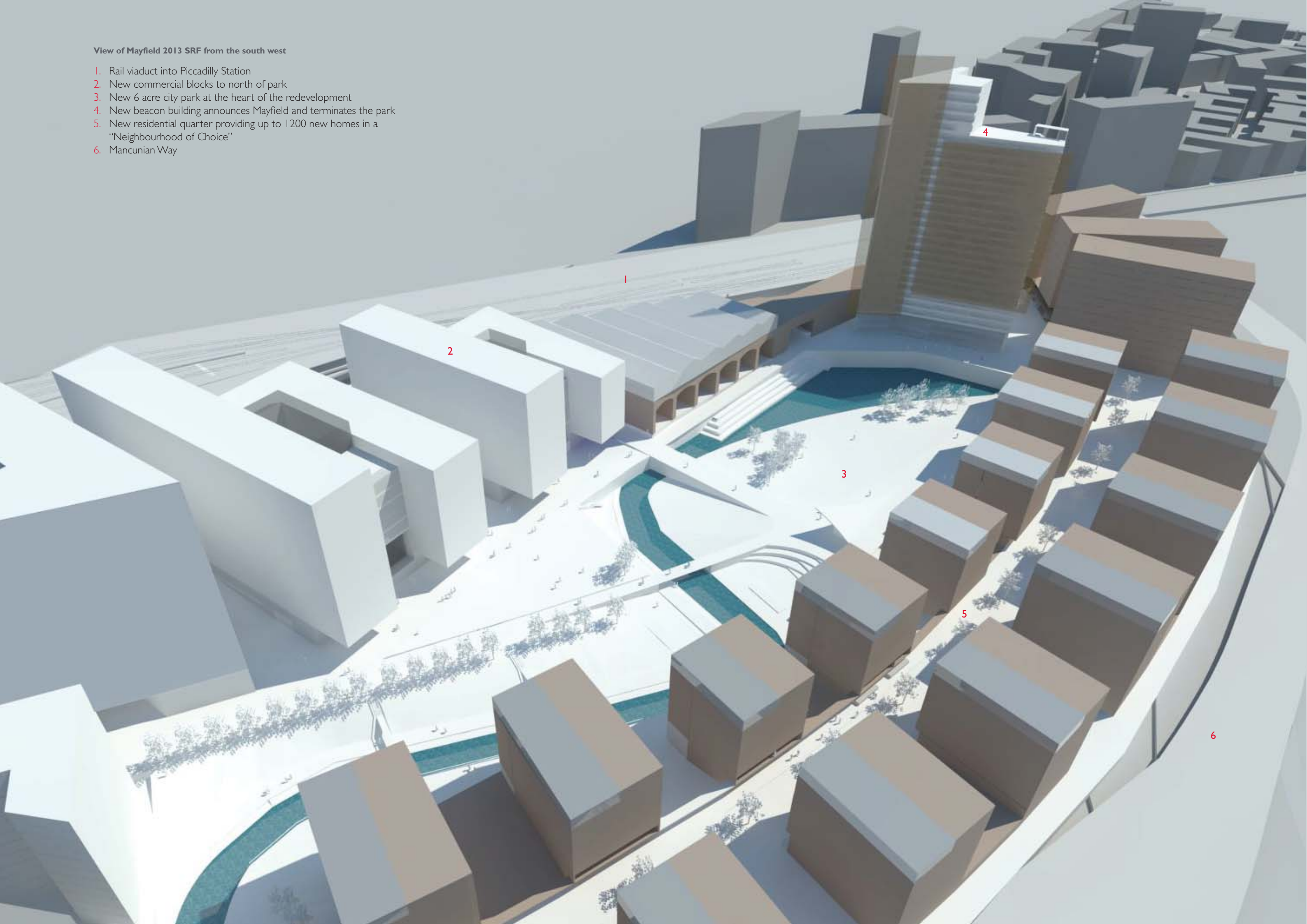
Located at the heart of the Mayfield SRF the park has the potential to create a unique destination in Manchester. It is a unique selling point for Mayfield and, perhaps, the last opportunity to create an urban park in the city centre. On reflection, the previous layout of the park was rather introverted and did not reach out to embrace different approach routes and a wider user community. This needs to change and in particular the link to the station needs to be more direct.

Massing

The location of the site next to a major transport interchange, the nature of the immediate context, the scale of the envisaged park and the importance of creating a vibrant urban destination all suggest that Mayfield can not only take large buildings blocks but that it will need them to deliver the project vision. The massing needs to evolve to fully realise this objective and potential.

View of Mayfield 2013 SRF from the south west

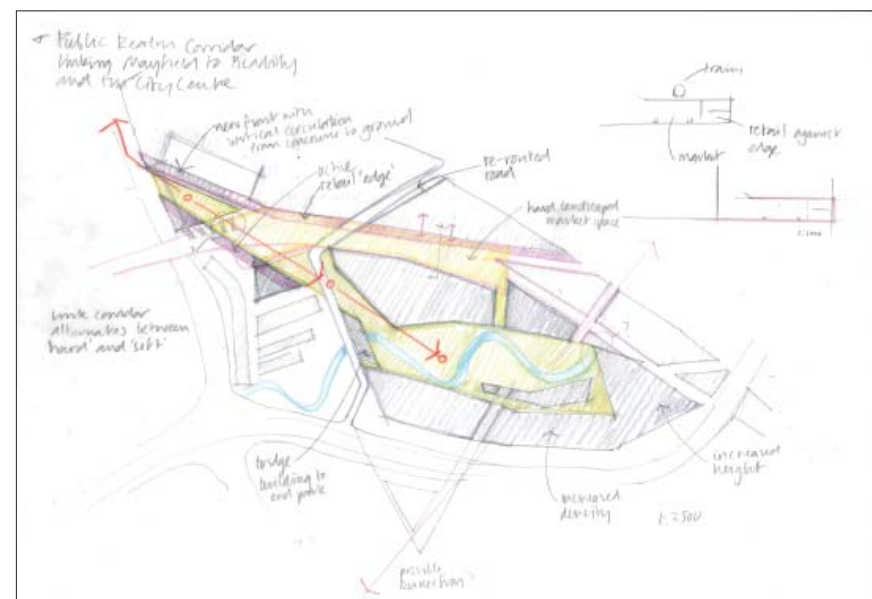
1. Rail viaduct into Piccadilly Station
2. New commercial blocks to north of park
3. New 6 acre city park at the heart of the redevelopment
4. New beacon building announces Mayfield and terminates the park
5. New residential quarter providing up to 1200 new homes in a "Neighbourhood of Choice"
6. Mancunian Way



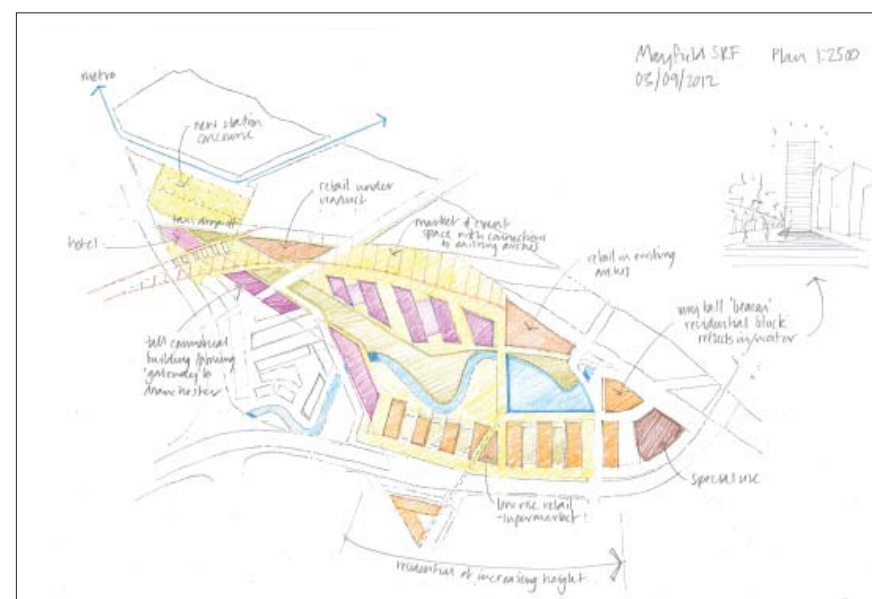


View from east looking across the park up the avenue to Piccadilly Station

- 1. Connection to Piccadilly and City Centre
- 2. The Park
- 3. The Southern Development Zone is characterised by high quality residential developments
- 4. The Northern Development Zone has a commercial focus
- 5. Beacon building houses apartments and possibly a hotel



Early Evolution of the Proposals



Early Evolution of the Proposals

“What is a city if not its people?” William Shakespeare

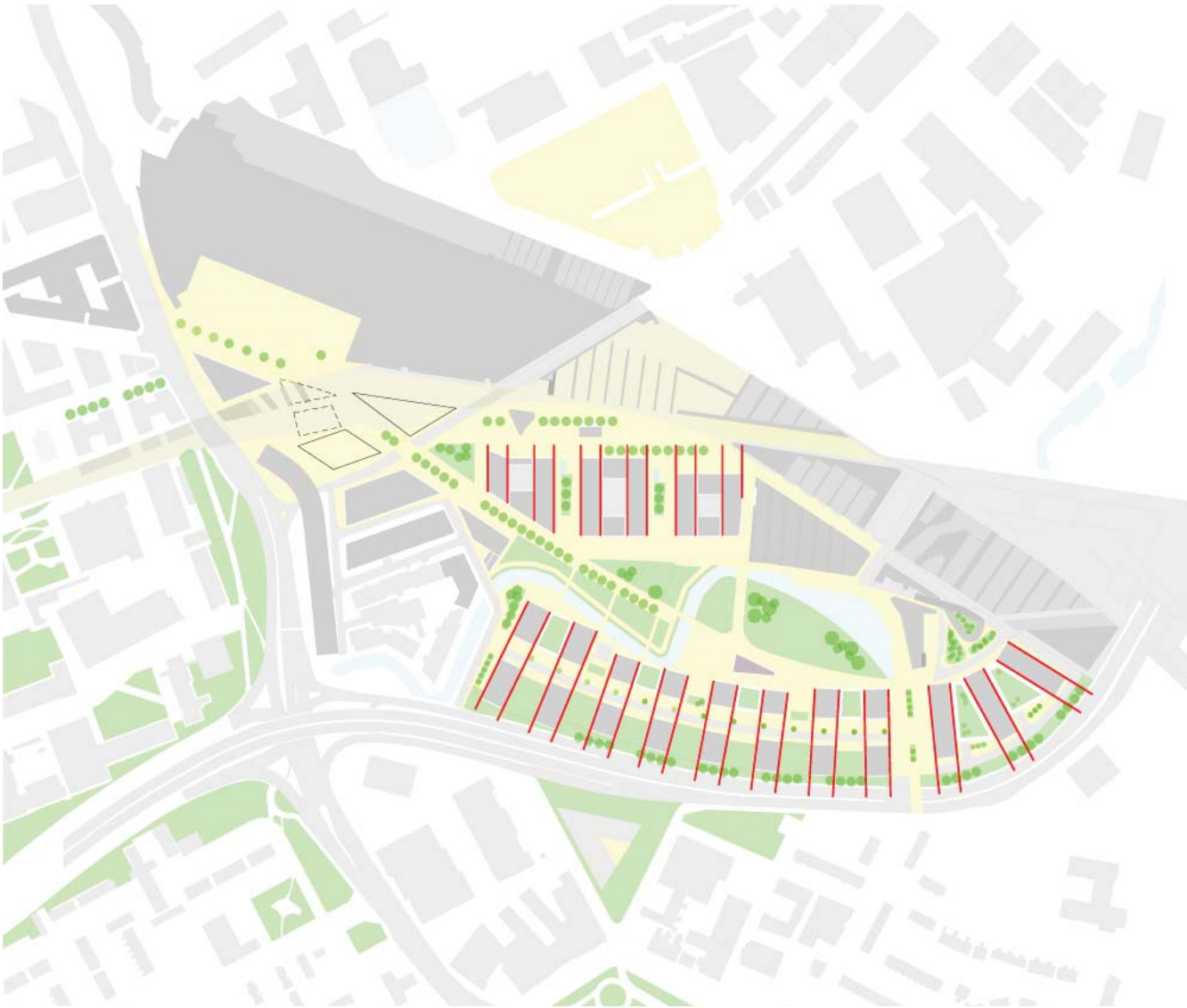
The regeneration framework reflects a shared belief that cities are people not buildings. In order of importance, successful cities are based on: human activity, the spaces they occupy and the quality of the buildings they inhabit.

The masterplan proposals build on an ethos that a city's morphology is built of blocks that are sufficiently flexible to accommodate changes of use over time but appropriately deterministic to ensure variety and individuality within a coherent and legible structure.

3.1 Themes

In addition to the guiding principles outlined in the Executive Summary the review period has reinforced several considerations as particularly important to the successful delivery of the Mayfield SRF. Although part of the original thinking further reflection on the following topics has guided the evolution and refinement of the revised proposals.

- Connectivity – by encouraging people movements between outlying areas and the city centre Mayfield will locate itself as the heart of the transformation of the east of the city centre. It will also capitalise on its exceptional location adjacent to a major multimodal, national transport interchange.
- Place making – Mayfield will deliver a neighbourhood of choice. A place where people want to live, work, create and recreate.
- Destination creation – Mayfield will be unique in character. It will add to the mix of regeneration developments in the city whilst offering a new and distinctive 24/7 destination.
- Market led - Mayfield will be a commercially viable scheme based on proposals that are consistent with market positioning and value for money.

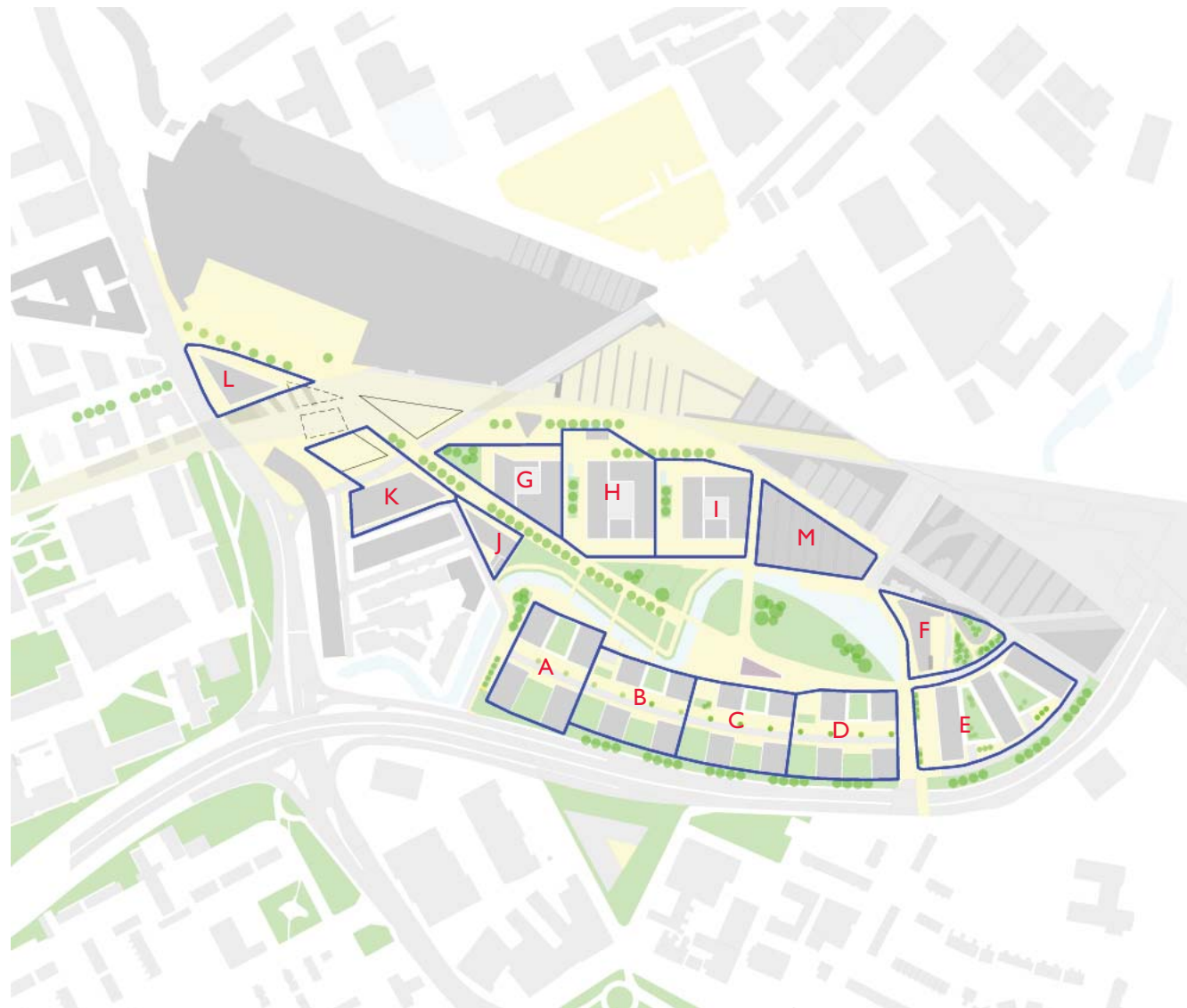


3.2 Grid

The northern development zone offers the opportunity for large office buildings in a range of sizes and tenancy options. Floorplates are indicated at 15m deep to balance market flexibility and long term sustainability. Typical floorplates of the three major commercial blocks are shown in the table below.

Commercial Block	Total (NIA) (m²)	Typical Floorplate (m²)	Typical Floorplate (sqft)
Brief			15,000 - 30,000
N1	22,550	1,760	18,945
N2	22,394	2,620	28,230
N3	14,428	2,160	23,250

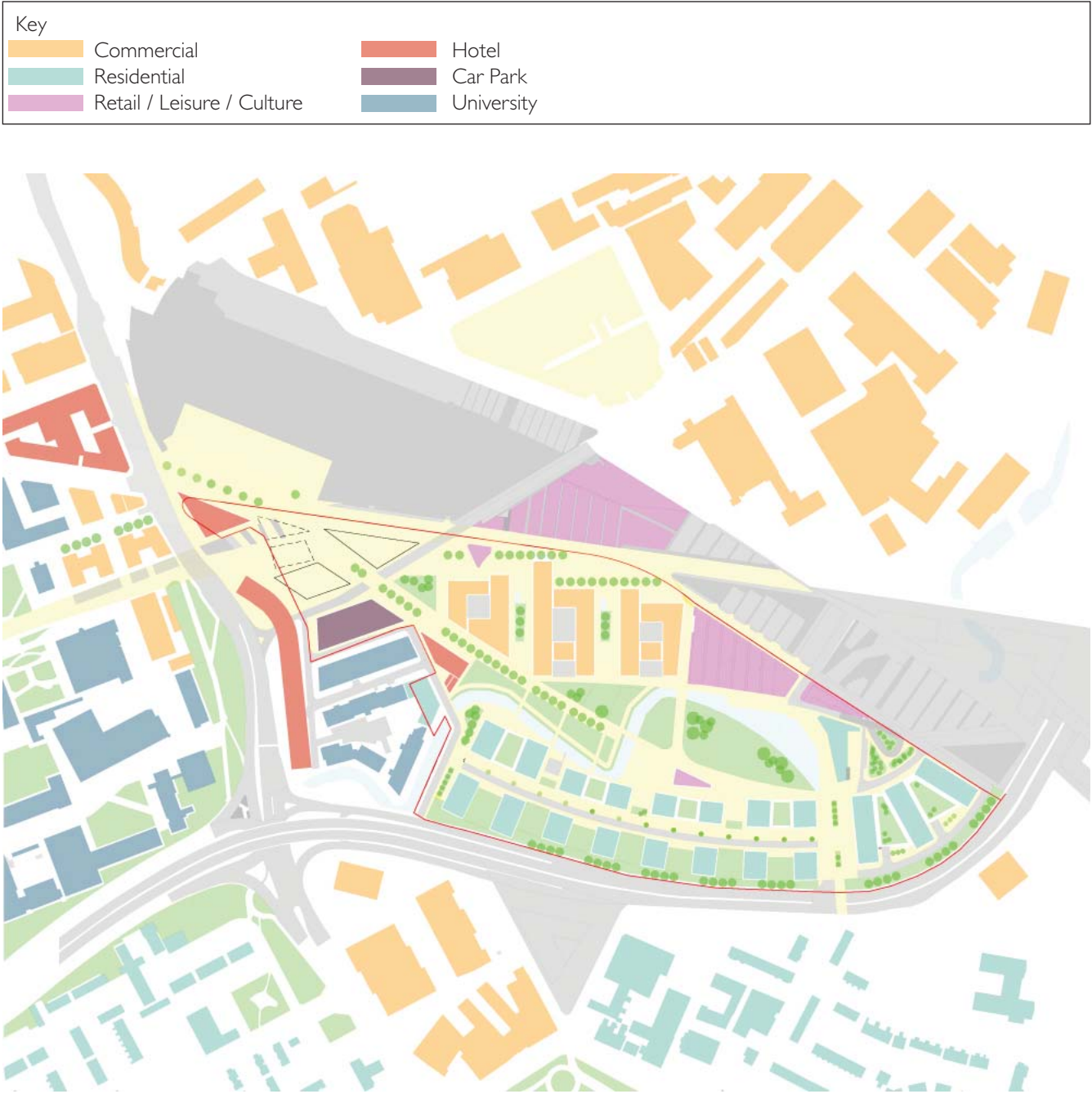
The southern development zone is characterised by buildings interspersed with spaces on a regular 20m grid. It is anticipated that the buildings will be residential with the spacing satisfying privacy requirements and allowing a variety of private and semi-public amenity spaces. However the 20m block depth also provides flexibility for use as office space. The grid is similar in scale to Manchester streets such as Lloyd Street and Whitworth Street.



3.3 Development Plots

The development plot sizes shown opposite have been determined in close collaboration with Jones Lang LaSalle. To the north they follow the footprints of the larger buildings and associated public realm. To the south they comprise four block clusters each delivering in the region of 150 residential units.

Refer to Section 5.0 for greater detail on phasing and delivery.



3.4 Uses

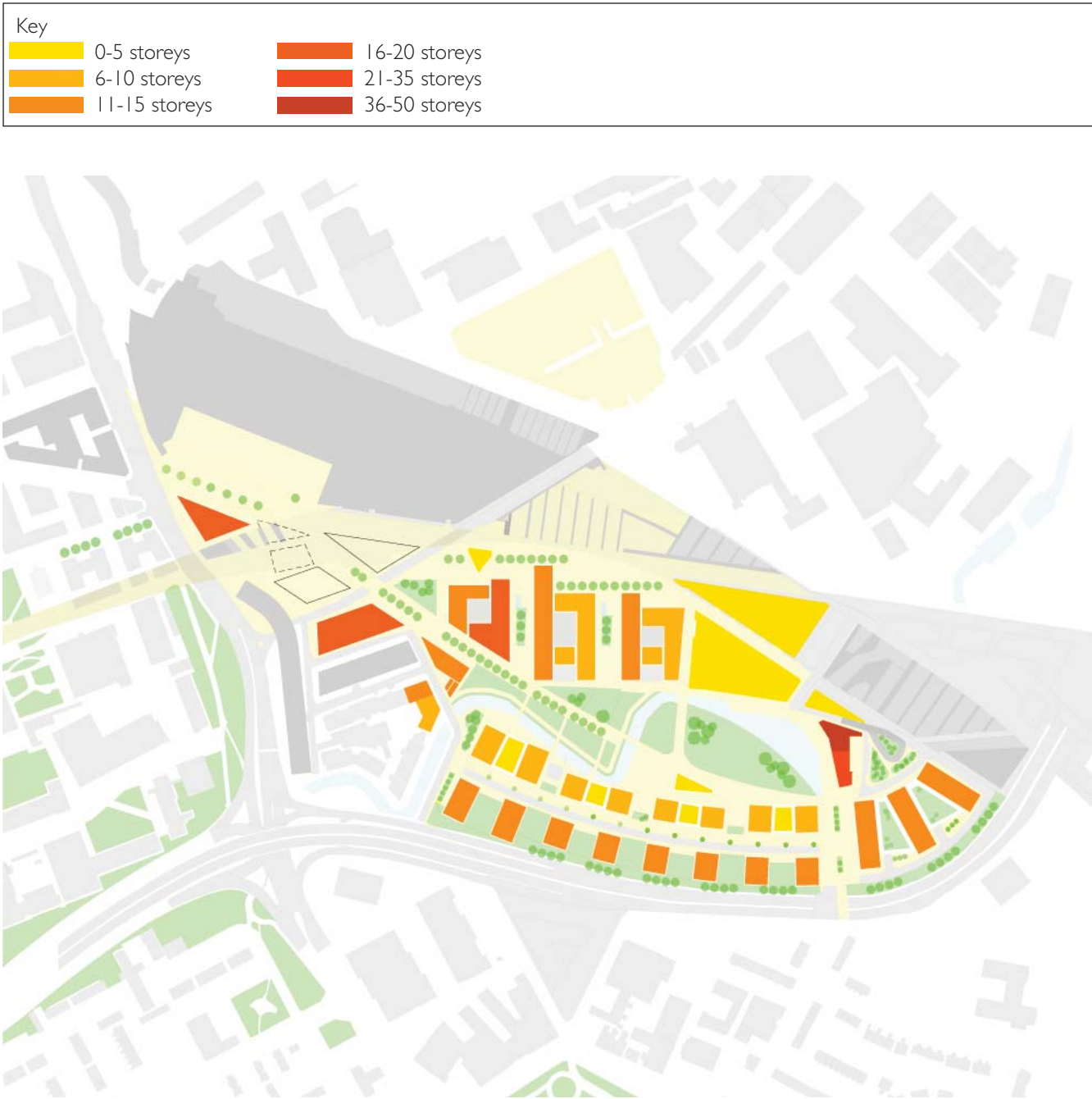
The arrangement of uses aims to create a series of distinct zones that reflect commercial considerations but blend into a balanced whole.

The area to the north of the river is primarily offices with some hotel usage closer to the station and city centre. Active frontages of retail, cafe's and bars bring animation to the townscape.

To the south of the river is a high quality residential quarter enjoying excellent amenity and terminating in the signature 'beacon' block. Active frontage provides a variety of more local retail, community uses and small office units.

The area under the existing brick arch viaduct serving Piccadilly Station is to become a unique destination environment akin to Borough Market in London, with a potential usage of speciality food, market and cultural uses. This is to be developed in conjunction with Network Rail.

Refer also to Section 3.6 for more detail on active frontages.



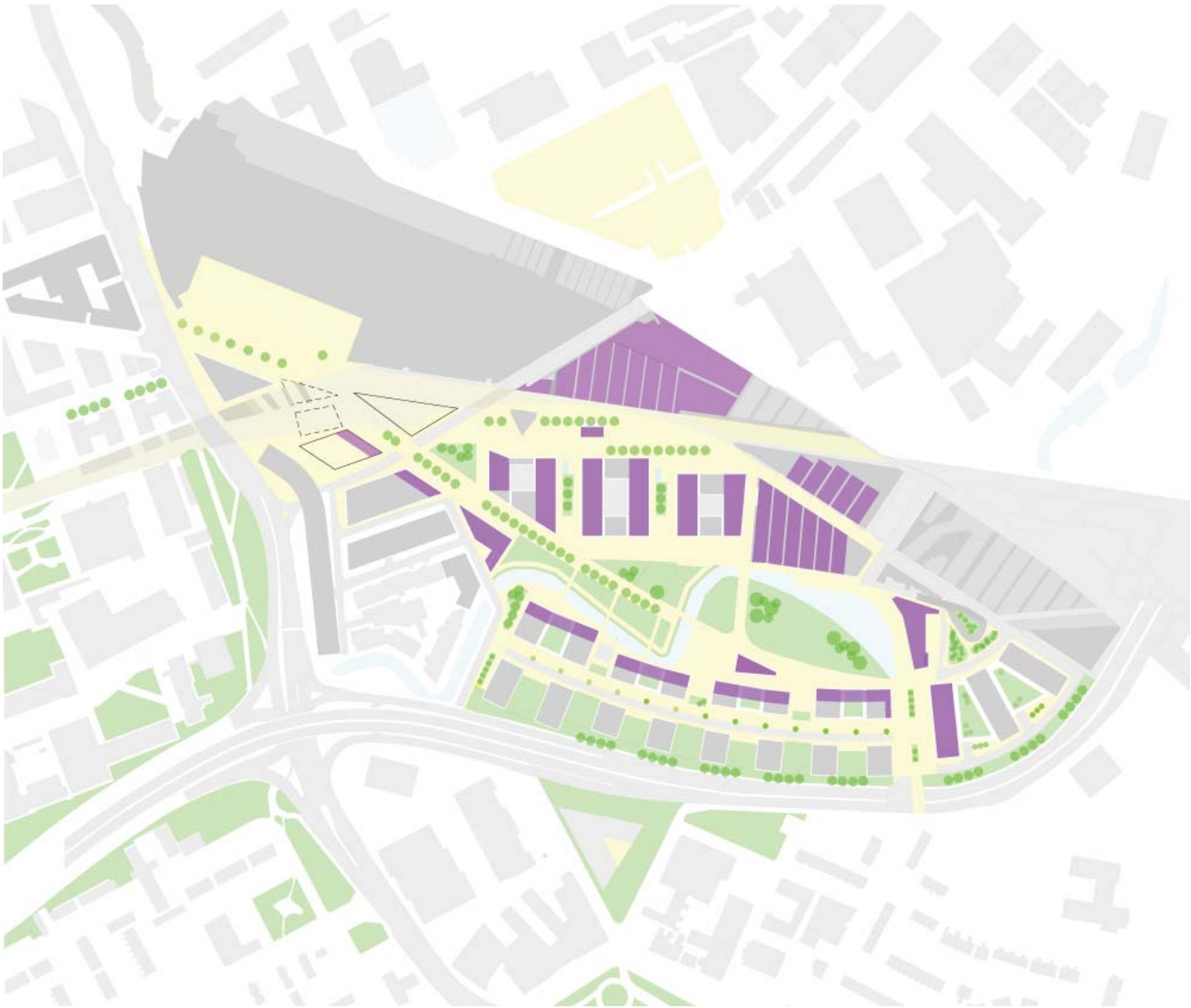
3.5 Building Heights

The revised massing explores greater height and a more sculpted skyline that emphasises the easterly and westerly ends of the site as an opposing pair of crescent like forms.

The northern zone of development increases in height from the existing railway arches in the east to the taller and denser blocks in the west. This increased height announces Mayfield and marks the connection to Piccadilly and the city centre.

The southern zone of development increases height from west to east reaching a high point at the connection between Mayfield and Ardwick. Blocks next to the park are lower than those adjacent to the Mancunian Way to promote sunlight penetration.

A single, very tall building stands at the east end of the park. This beacon building terminates the park in a triumphant expression of the regeneration. It creates a sense of arrival for those arriving by train from the south and east and provides a marker for the connection to Ardwick. For most of the day the building shades only the railway lines.



3.6 Active Frontage and Ground Floor Uses

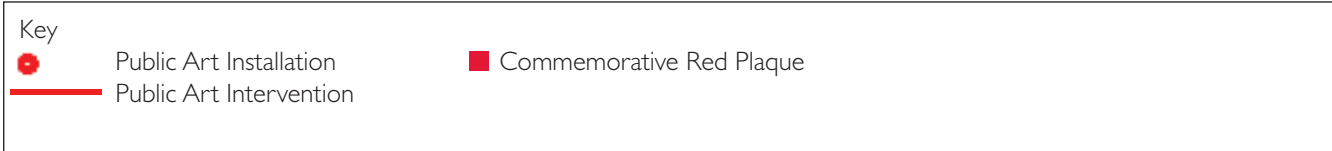
As described in Section 5.0, Guiding Principles, public activity is critical to place making. The development must deliver a range of opportunities for public uses at street level if footfall is to be generated and a vibrant destination is to be created.

The northern development zone includes space for retail and leisure use at ground and (along the edge of the park) first floor levels. The spaces within the viaducts to the east end of the park are intended for retail and leisure to draw footfall towards the east of the site.

The existing viaduct arches that bound the northern edge of the site offer huge potential for unique place creation. The imaginative reuse of the arches for speciality markets, art installations, performance spaces and distinctive public realm have all been explored. Network Rail is eager to exploit these opportunities as part of a joined up approach by Network Rail Property and the Mayfield SRF. Borough Market in London provides the ideal precedent for what is aspired to here.

The blocks of the southern development zone take advantage of the fall in section toward the river to provide retail and community use at park level with the possibility of front door offices at first floor level. The ground floors of residential blocks adjacent to the public square at the connection to Ardwick provide further opportunity for retail or community uses serving the residents of the site and those passing through.

Collectively the opportunities outlined will assist in creating the variety and vitality essential to an urban development of this scale and vision and to deliver the regeneration benefits crucial to the city. More information is provided in Section 4.0.



3.7 Public Realm and Public Art

As highlighted in Section 3.0 the Mayfield SRF has been guided by the principle that the development of cities should be focused on – in order of priority – activity, space and then buildings. The masterplan reflects the need to put the human dimension at the heart of regeneration. Public spaces that are light, safe and accessible; that use high quality, robust materials and are animated with activity are essential to the success of the scheme. Public Art provides a means of engaging citizens in their shared history and culture and helps orientate people as they move through the city.

Commemorative Red Plaque to be retain or relocated in the immediate vicinity of its present location at the junction of Fairfield Street and London Road.



Northern Hub - Previous Viaduct Alignment



Northern Hub - Revised Viaduct Alignment

3.8 Northern Hub

One of the key purposes of this SRF Addendum document is to establish urban design principles that will inform Network Rail (NR) in the detailed development of their Northern Hub proposals. The intention is to create a mutually beneficial scheme that satisfies the regeneration agenda of both Northern Hub and Mayfield.

As noted in the Executive Summary the Northern Hub is now more advanced. This has had a significant effect on the reworking of the Mayfield scheme. There have been detailed discussions with Network Rail (NR) about the impact of the associated works and other aspects of Piccadilly Station such as the Metro, taxis, connectivity and the like.

The images adjacent demonstrate the most significant change in NR's thinking during this study, namely the change in the alignment of the proposed viaduct.

The upper image shows the plan that informed the original SRF with its large scale and potentially detrimental effect upon the public realm that fronts onto Mayfield.

The lower image shows the revised alignment advised by NR in October 2012 which moves the centre of the platforms much further west, connects to the main station far better and greatly reduces the scale of the viaduct. It also envisages a potential new station entrance serving Mayfield and allows the commercial blocks and associated public realm to increase in scale and quality.

The revised layout is a significant improvement for both Mayfield and for the station itself and has been warmly welcomed.

Work is ongoing with NR to establish a coordinated scheme that benefits all parties.

Refer to Section 4.5 for more detail.

Key		
1. Taxi drop-off moved to north of station	3. Creation of arrival concourse	6. Extent of viaduct
2. New Metrolink concourse	4. Existing over bridge extended	7. Desire line to Mayfield
	5. Indicative new roof to platforms 15 & 16	



Piccadilly Station

3.9 Piccadilly Station

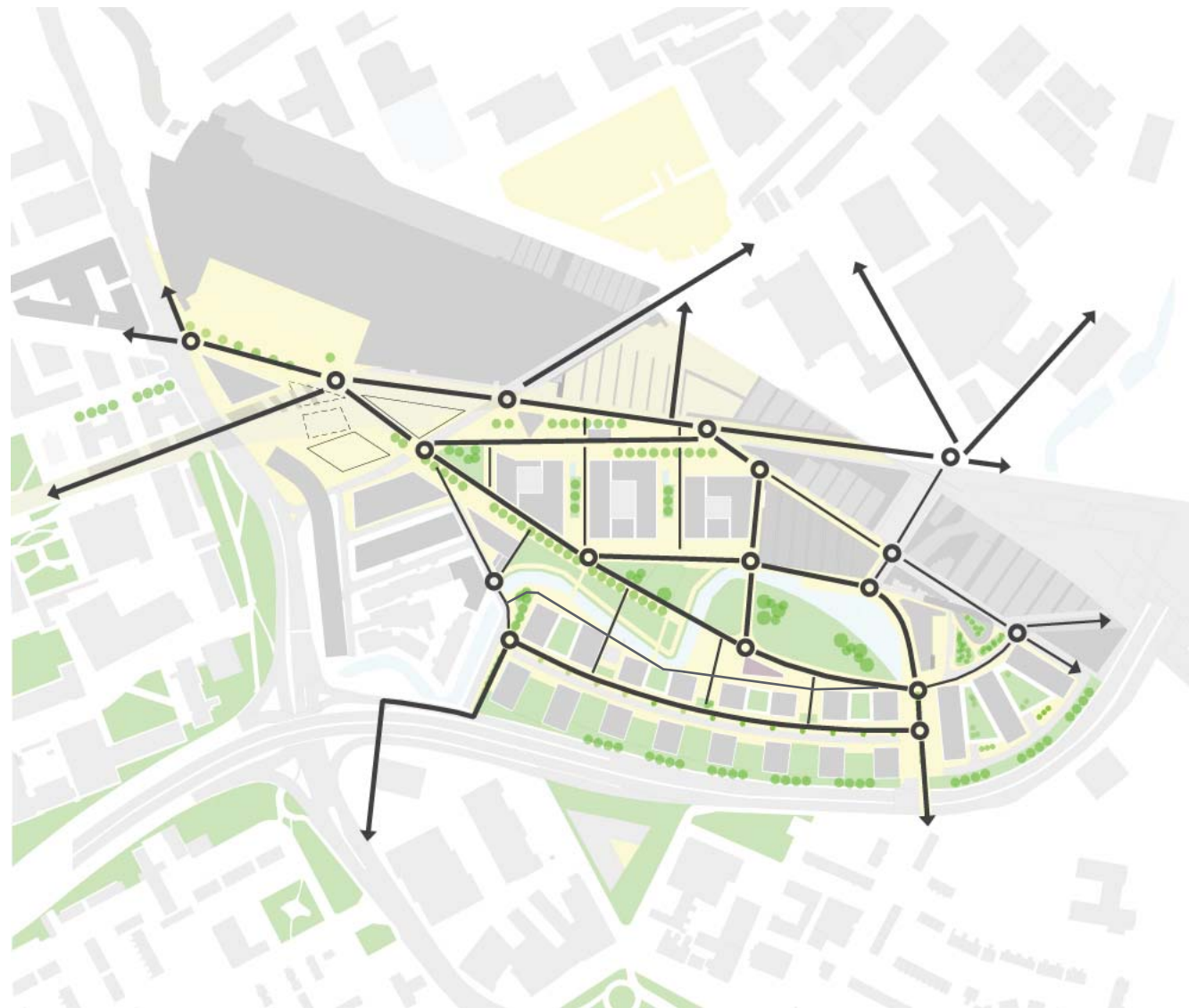
Following on from the work on Northern Hub, the Mayfield professional team's remit has also expanded into looking at the station itself. This work has created a more thorough understanding and is informing wider ongoing discussions with Network Rail (NR). The key drivers for this are:-

- Unlocking the full potential of the station and the Northern Hub initiative to maximise the regeneration potential for central Manchester and Mayfield
- Addressing existing functionality constraints and passenger experience issues (e.g. taxi rank, Metro etc)
- Creating a direct and high quality connection to Mayfield
- Defining a gateway that befits this key approach to Manchester

The image adjacent summarises the City's and Mayfield SRF team's key suggestions which are premised on the following rationale:-

- Emphasising the design quality of the viaduct as a key urban intervention
- Relocating taxis to the undercroft or northern side of the station to free the key space that connects to Mayfield
- Closing Fairfield Street to facilitate construction of the viaduct and unlock potential of the arched viaduct environment
- Relocating bus routes from Fairfield Street
- Exploring options for the improvement of the Metro station with a major new concourse facing Mayfield
- Creating a major roof over the new platforms that marks the significance thereof and defines a gateway to the city and Mayfield
- Exploring the possibility of replacing the Platform 13/14 viaduct as part of the works.

Refer to Section 4.5 for more detail.



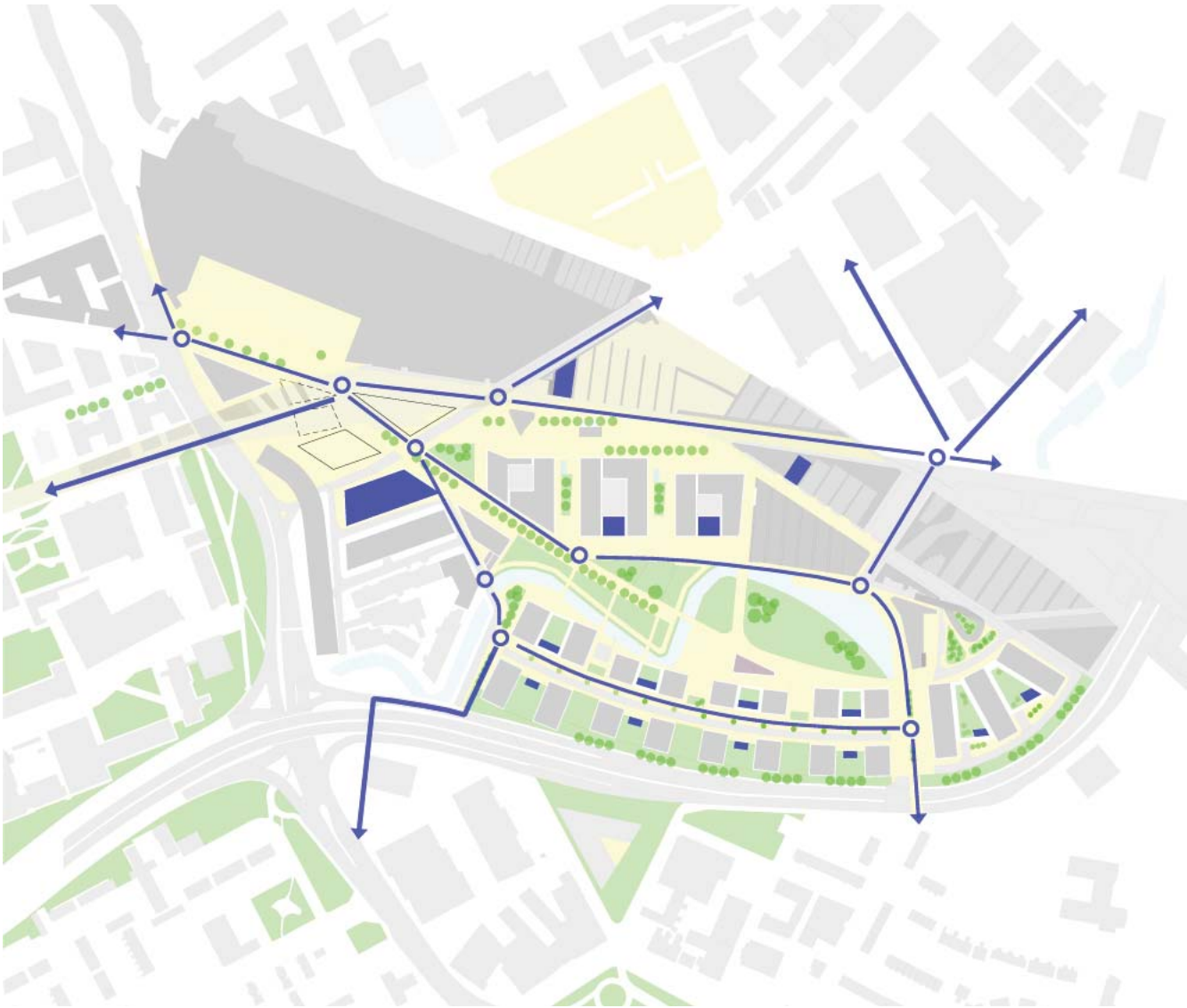
3.10 Pedestrian Connections

Manchester City Council policy is pedestrian focused namely - pedestrians, cyclists, public transport users, car users – in that order.

In response to the urban design critique a pronounced pedestrian route has been created from Piccadilly Station direct to the heart of Mayfield. This connectivity is vital to support the overall scheme objective of a well connected - and consequently desirable - new urban quarter. Without this connectivity a major opportunity will be missed. The exact alignment of the route will need to react to the detailed design of the station alterations required by Network Rail and Transport for Greater Manchester but the importance of the connection is paramount.

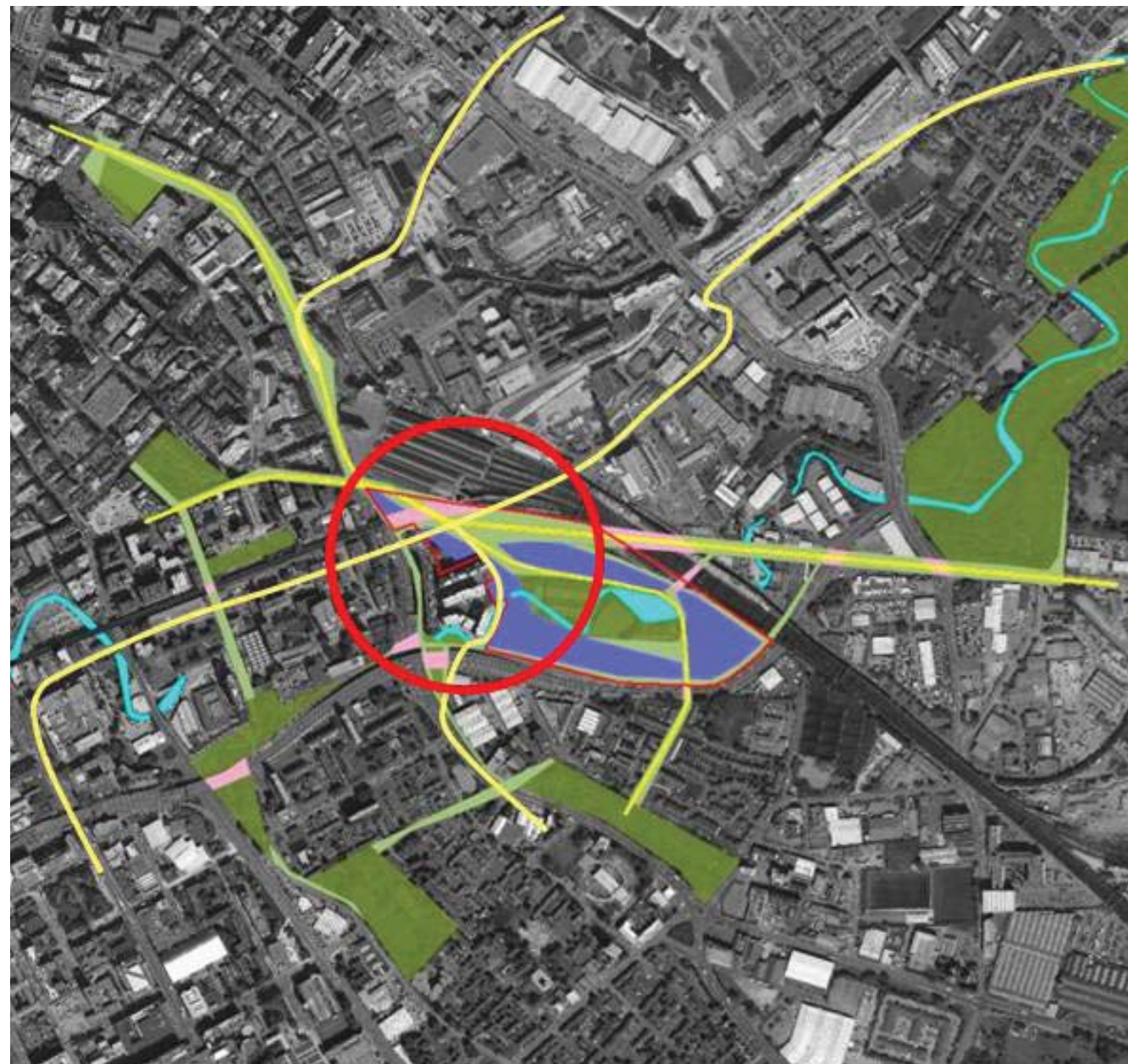
A second prominent pedestrian route leads from the connection to Ardwick in the southeast of the site around the park's northern edge. The two routes encircle the park and connect in generous areas of public realm.

More minor pedestrian routes permeate the site in north-south and east-west directions. Bridged crossings of the Medlock and areas of high quality public realm link the different zones of the masterplan. Pedestrian experience and connectivity is radically improved.



3.11 Bicycle Connections

The two major pedestrian routes described in section 3.10 are also accessible to cyclists; improving safe cycle connections between the city centre to the west and north and more peripheral locations to the south and east of the site. A dedicated bicycle route on the alignment of Fairfield Street encourages bicycle movements between the city centre and East Manchester.



3.12 Ribbons of Regeneration and Connectivity

One of the key objectives of this current study has been to adjust the perception of Mayfield as a peripheral location and to firmly establish it as part of the city centre at the heart of its own regeneration focus.

The image opposite shows a series of 'ribbons' of regeneration that coalesce at Mayfield. They connect different city districts, usage zones and areas of public amenity:-

North-South ribbons – connect Ardwick in the south through the Mayfield park, past the station to Piccadilly Gardens and beyond

East-West ribbons – connect East Manchester and Sports City past Mayfield and the station through to the Oxford Road Corridor

Ribbons of Regeneration

Key				
	Metrolink	1. Proposed Metrolink concourse	4. New junction	7. Entrance to parking
	Traffic movement	2. Junction altered	5. New street	8. New entrance to Piccadilly
		3. Junction altered	6. Baring Street redirected over new bridge	



Traffic

3.13 Traffic

Network Rail is to construct a new viaduct as part of the changes required to Piccadilly Station for the Northern Hub initiative. During construction Fairfield Street may need to close to traffic. The Mayfield SRF team wished to understand the constraints and possible benefits of closing Fairfield Street: both in the short term and, possibly, as a permanent solution. This led to the team undertaking a high level study of the impact of closing Fairfield Street on the immediate road network. Buro Happold's transport engineers prepared a report which studied three principle options:

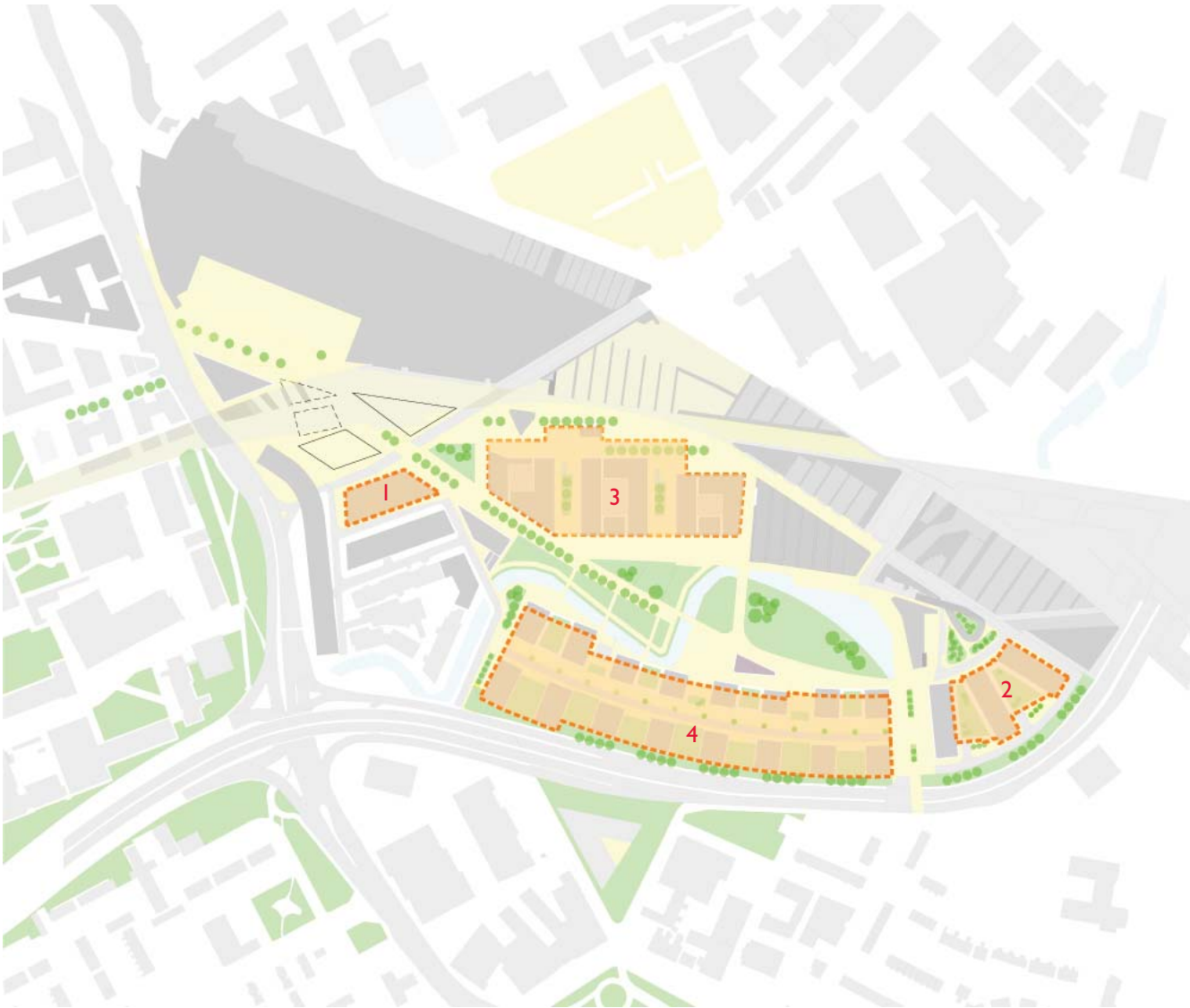
- Retain Fairfield Street in its present form
- Close Fairfield Street and make no further changes to the road network
- Close Fairfield Street and make necessary upgrades to the road network

The report concludes that the closure of Fairfield Street is - in principle - a possibility. However, considerable upgrades to surrounding junctions would be required. Although the Mayfield development could be delivered without closure of Fairfield Street, the benefits in terms of improved access and a more effective and better quality urban environment are significant. Such an approach could also benefit Network Rail and help deliver the City objectives of regenerating the wider area. The potential closure of Fairfield Street during construction of the new Network Rail viaduct provides an opportunity to consider these issues in more detail. The next step would be a broader and more detailed traffic study. This would include looking at buses, taxis and the Metrolink in conjunction with a wider road network impact analysis.

Within the site itself traffic connections allow access to properties, promote access to services and amenities, and help generate visual activity. The proposals balance the benefits of vehicle permeability with the need to create a neighbourhood of choice that is people focused and the desire to reduce reliance on the car.

The impact of vehicles on the character of the park has been deliberately controlled with access provided from the periphery of the site. A new road is constructed to serve the residential blocks to the south. This connects to Hoyle Street and Temperance Street to the east and Baring Street to the west. The left-in/ left-out junction between Hoyle Street and the Mancunian Way would need to be upgraded with a new, grade-level pedestrian crossing. Baring Street is rerouted to open up more land for development and reduce the negative impact of traffic on the connection between Mayfield and Piccadilly.

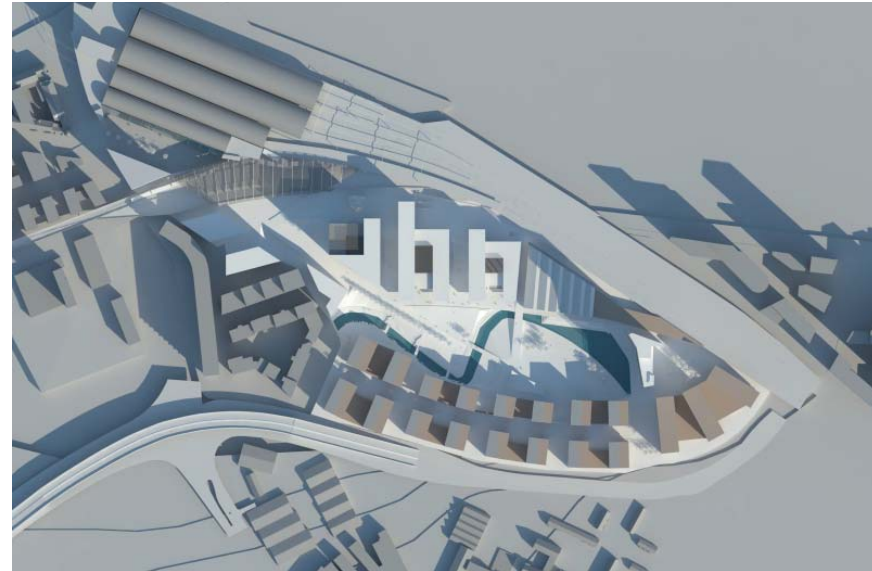
- | | |
|---|---|
| 1. Multistorey below residential 250 spaces | 3. Basement parking below commercial 500 spaces |
| 2. Possible multistorey car park 150 spaces | 4. Basement parking below residential 500 spaces. |



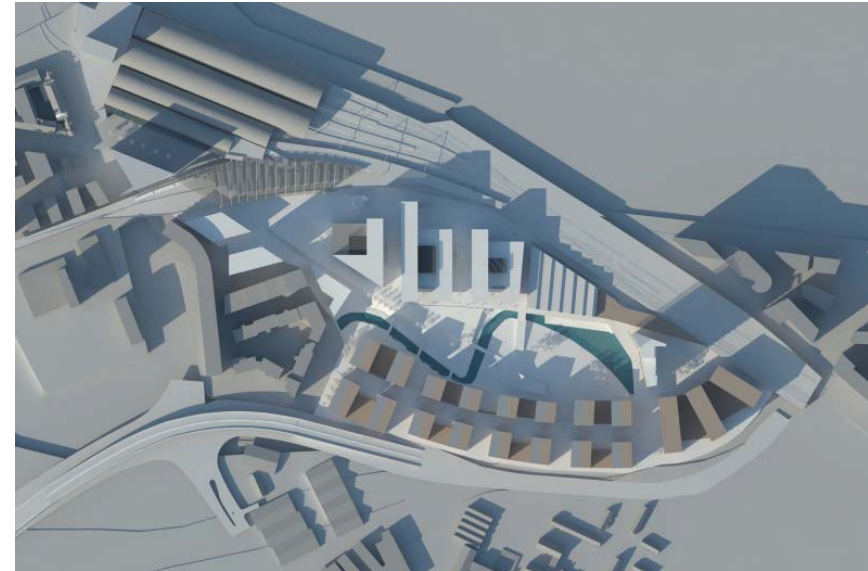
3.14 Parking

The detailed requirement for on site parking will be influenced by local policy, urban design aspirations, commercial viability and market demand. A number of options for on site parking have been explored. The Mayfield SRF promotes parking below ground or in multi-storey car parks. Grade level parking is kept to an appropriate minimum to avoid the negative impact it has on the urban character of a place.

The revised proposals offer a framework in which the eventual parking provision will be a mix of the options described in the adjacent diagram. The total number of spaces possible in the options shown is 1400. Whilst a more detailed travel plan will be required in due course, at the present time this is felt by the City to be more than sufficient for a city centre location adjacent to a major transport interchange.



21st March 9.30am

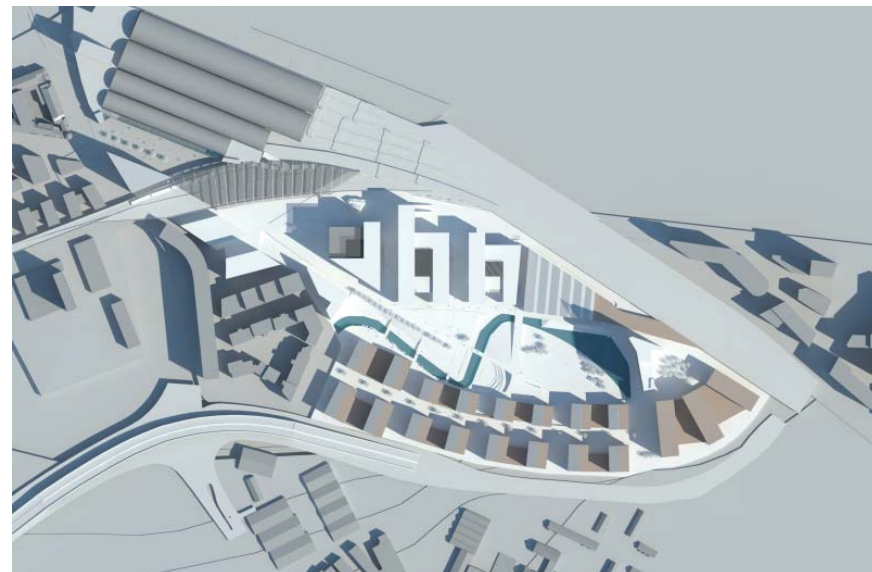


21st March 3.30pm

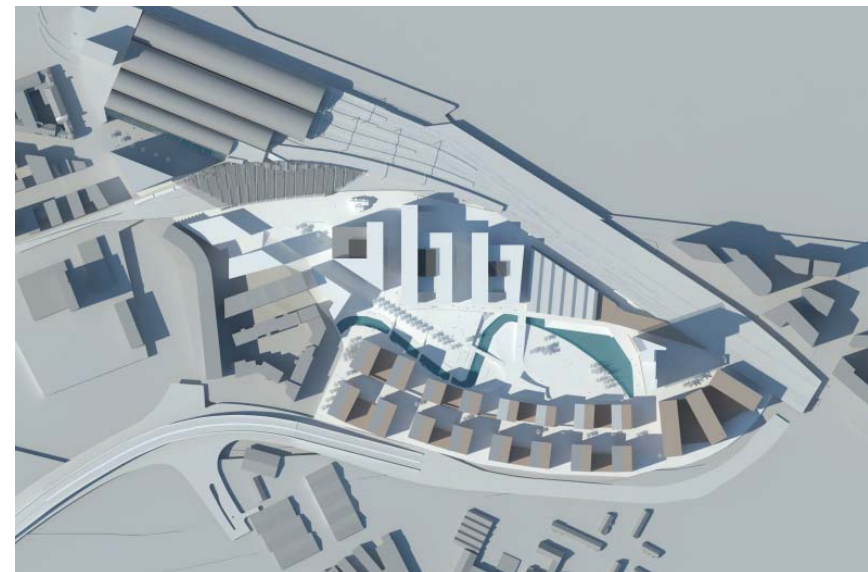
3.15 Sunlight Studies

The massing of the blocks has been configured such that the skyline increases in height toward the east and west ends of the site. As well as responding to urban design objectives this helps maximise sunlight penetration through the day. After early morning the site's tallest building, the "beacon" building, shades only train tracks.

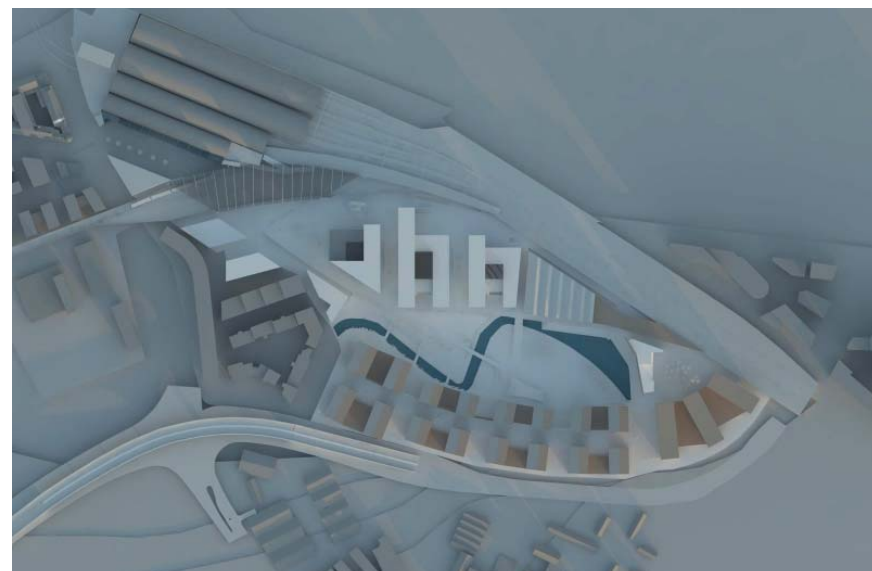
An analysis of sunlight penetration in summer, winter and mid-season shows very similar results to the previous iteration of the masterplan. In summer the majority of the park receives sunlight throughout the day. Mid-season sees the south-facing northern edge of the park in sunlight during daylight hours. In winter low sun angles, restricted daylight hours and building heights mean the park and other public areas receive little direct sunlight. A condition shared with the majority of the city centre.



21st June 9.30am



21st June 3.30pm



21st December 9.30am



21st December 3.30pm



The initial phase of a site wide energy strategy could include the creation of an Energy Centre located adjacent to the relocated transformer. This would provide heat and power to the first phase of the development and possibly neighbouring buildings.



The Energy Centre would be designed to allow for the possibility of being extended to serve later phases of the development and for alternative low carbon fuel sources to be adopted.



Global, Local and Internal Environments

- CO₂ emissions reductions on site wide scale
- Local air pollution minimised (e.g.NOx)
- Local flood risk addressed



Materials

- Local sourcing
- Re-use demolished materials
- Use of recycled materials



Energy

- Low carbon design
- Energy efficiency



Education and Employment

- Increase local jobs
- Potential for apprenticeships/ internships



Land, Water and Air

- Brownfield site
- Improve water quality of Medlock
- Suitable air quality emissions



Waste

- Design out waste
- Reduce construction waste to landfill
- Recycling facilities



Health and wellbeing

- Open space will promote wellbeing



Land and Ecology

- Planting of open spaces and river clean-up will improve local ecological value
- Green roofs will provide additional habitats
- Possible link to green corridor infrastructure



Community and Inclusion

- Community space
- Open development



Transport and Mobility

- Pedestrian priority
- Secure bicycle storage
- Good access to local transport network



Housing and Amenities

- Inclusion of high-quality residential and hotel uses
- A "Neighbour of Choice"



Culture, Heritage and Built Form

- Sympathetic design to local architecture
- Leisure facilities will improve local cultural offerings

3.16 Sustainability

Mayfield could make an important contribution to Manchester's drive towards being one of the UK's leading sustainable conurbations.

As a birthplace of the modern city and 19th Century industrialisation, it is fitting that Manchester should play a leading role in addressing the climate effects of the global economic transformation that followed.

The City Council's 'Climate Change Call to Action' adopted in 2009 describes a new way of thinking about the subject, which fits in the context of Manchester's Community Strategy and describes how taking early action on climate change can deliver an even better city in which to live and work. The Call to Action focuses to a large extent on the urgent task of reducing the City's impact on the climate by establishing 'low carbon living' to reduce emissions by at least a third (equivalent to 1.3 million tonnes) by 2020. It is also a plan to capitalise on the opportunities that this will provide for improved quality of life, prosperity, regeneration benefit and social sustainability.

The 2010 SRF for Mayfield used the catalytic effect of a pioneering sustainable office campus for Central Government as a catalyst for a significant site wide environmental strategy. In the 2013 iteration, this central driver has been replaced by an aspiration to be exemplary but within the constraints of a more market led scheme. That said, the change in balance from offices to residential and a greater focus on wider regeneration benefit are a welcome evolution and widen the long term value of the scheme.

It has not been possible to revisit sustainability in any detail during this stage but the base principles are firmly in place. Future development of the scheme would look to redefine targets for environmental performance and potential commitment to site wide energy strategies along the lines of that indicated opposite.

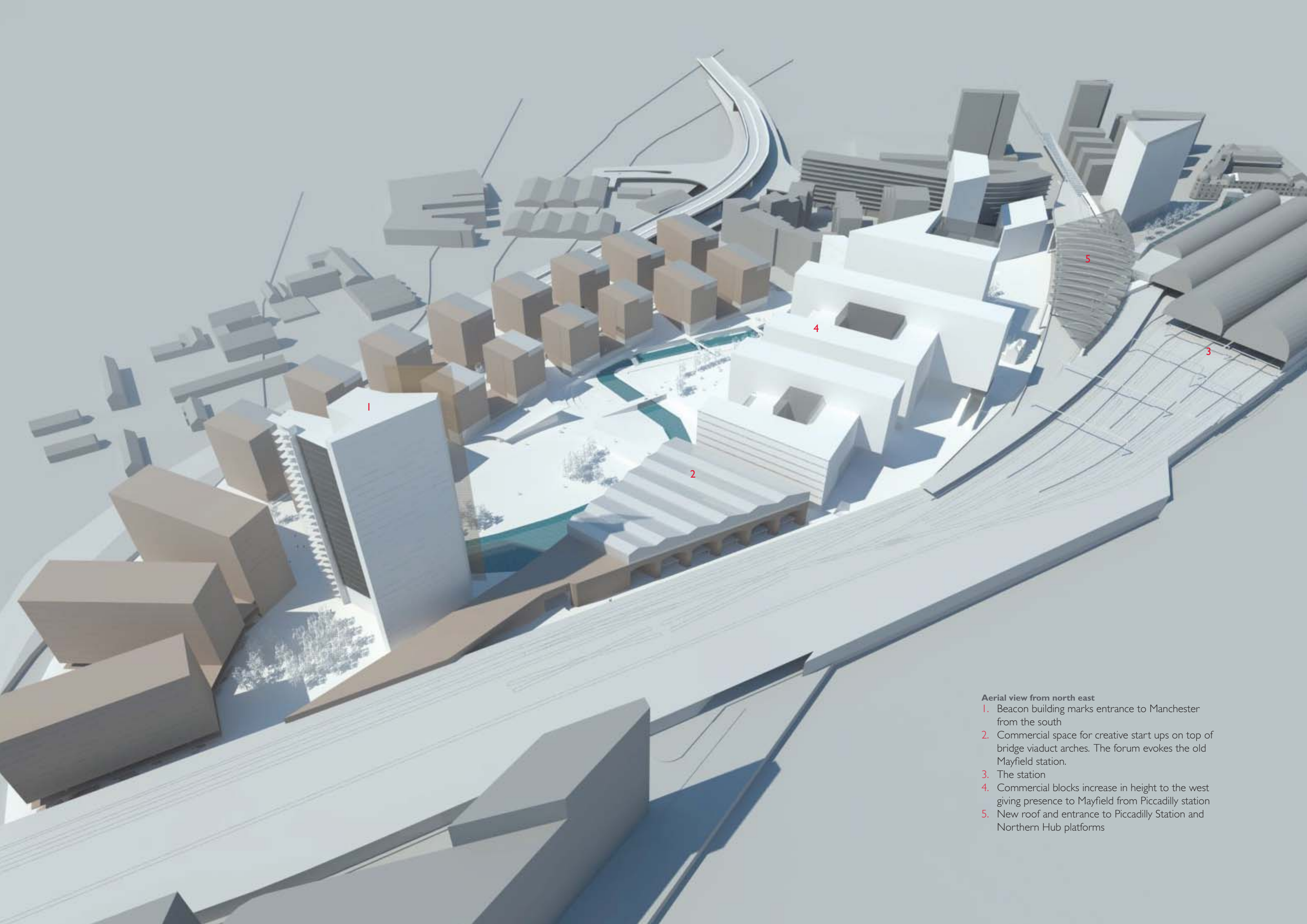


Development Plot	Floors	Floorplate (m2)	Principle Use	Commercial GEA (m2)	Residential GEA (m2)	Retail/Leisure GEA (m2)	Hotel GEA (m2)	TOTAL GEA (m2)	TOTAL GEA (ft2)
PLOT A			Residential						
S1	8 to 9				4,950	250		5,200	55,972
S2	8 to 9				5,050	250		5,300	57,049
S3	8				5,550			5,550	59,740
S4	8				5,420			5,420	58,340
PLOT B			Residential						
S5	8 to 9				3,420	250		3,670	39,504
S6	8 to 9				3,340	250		3,590	38,642
S7	9				4,680			4,680	50,375
S8	9				4,450			4,450	47,899
PLOT C			Residential						
S9	8 to 9				3,320	250		3,570	38,427
S10	8 to 9				3,200	250		3,450	37,135
S11	10				4,935			4,935	53,120
S12	10				4,950			4,950	53,281
PLOT D			Residential						
S13	8 to 9				3,960	250		4,210	45,316
S14	8 to 9				3,960	280		4,240	45,639
S15	11				5,450			5,450	58,663
S16	11				5,450			5,450	58,663
S17						230		230	2,476
PLOT E			Residential						
E1	11				9,545			9,545	102,742
E2	10				9,975			9,975	107,370
E3	9				8,495			8,495	91,439
PLOT F			Residential						
E4	30				21,500	772		22,272	239,734
PLOT G			Commercial						
N1	11 to 13	1760		35,955		1,170		37,125	399,610
PLOT H			Commercial						
N2	8 to 11	2620		35,245		2,060		37,305	401,548
PLOT I			Commercial						
N3	6 to 9	2160		21,730		1,700		23,430	252,198
PLOT J			Hotel						
W3	13					595	8,140	8,735	94,023
PLOT K			Retail/Leisure						
W2	13-20					450		450	4,844
PLOT L			Hotel						
W1	20						19,450	19,450	209,358
PLOT M			Commercial						
N4	4			4,775		4,775		9,550	102,795
TOTALS				97,705	121,600	13,782	27,590	260,667	2,805,902

3.17 Summary Area Schedule

The summary area schedule opposite provides a high level view of the possible relative sizes of plots and an idea of the overall quantum of development.

Further detail is provided in Appendix A. All areas should be treated as indicative at this stage.

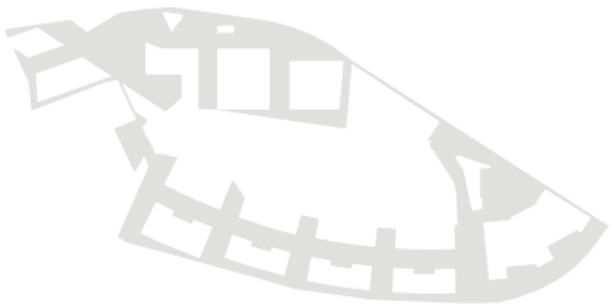


Aerial view from north east

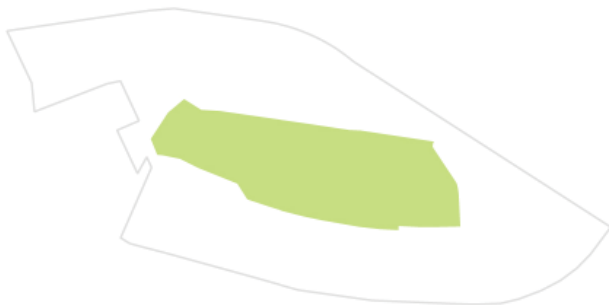
- 1. Beacon building marks entrance to Manchester from the south
- 2. Commercial space for creative start ups on top of bridge viaduct arches. The forum evokes the old Mayfield station.
- 3. The station
- 4. Commercial blocks increase in height to the west giving presence to Mayfield from Piccadilly station
- 5. New roof and entrance to Piccadilly Station and Northern Hub platforms



Site Area (c. 24 acres)



Public Realm Area (c. 10 acres)



Park Area (c. 6 acres)

3.18 Density

A high level review of comparable developments in the city has been undertaken and is summarised in the following table:-

Development	Site Area (Acres)	Commercial (GEA)	Retail / Leisure (GEA)	Hotel (GEA)	Residential (Units)	Parking (Spaces)	Public Realm (Acres)	Notes
Spinningfields	c. 20	2.75 million sq ft	330,000 sq ft		391	685	c. 7	
Quay Street (ITV)	c. 13	1.2 million sq ft	200,000 sq ft		895	1,064	c. 5	
NOMA	c. 20	2.2 million sq ft	185,000 sq ft	225,000 sq ft	1,323	1,360	c. 6	
Mayfield	c. 24	1.1 million sq ft	148,000 sq ft	296,000 sq ft	1,330	1,400	15.8	

The density of the proposed Mayfield scheme is currently shown to be the product of the different briefing requirements for the northern and southern sections, coupled with the intent to provide a significant open public space for the city.

As an initial comparison of the Floor Space Index (FSI), the Mayfield site is built out to 2.7:1 - a density equivalent to the proposed First Street by Ask Developments at 2.7:1 (3.1 million ft² GEA over a site of 27.4 acres which is equivalent to Mayfield's 2.8 million ft² gross over a site area of 24 acres*).

The following table studies the percentage of public realm relative to size area for a number of major Manchester schemes. The Mayfield Park is an amenity for the whole city and as such is an abnormal. Given this, further consideration of how best to deliver and pay for this facility within a market led development will form part of the next stage of the scheme.

When the Park is excluded the remaining public realm compares well with other schemes.

Percentage of public realm to site area

Spinningfields	= 35%
Quay Street (ITV)	= 38%
NOMA	= 30%

Mayfield	= 65% (incl park)
	= 42% (excl park)



View in the park

4.0 Updated Proposals - Further Details



High quality public realm and good quality commercial buildings



High quality public realm, London



Public square that fosters urban vitality



Contemporary buildings in a park setting



Sectional Perspective Looking East



Landmark buildings



Public activity at ground floor



Integrating contemporary commercial architecture within a park setting



Exposure to surroundings at all levels



Key		
	Building Entrance	1. New station entrance
	Public Art	2. Shibuya crossing
		3. Star and Garter
		4. Access to parking
		5. Reused arches
		6. Fairfield Street used for access only

4.1 Northern Development Zone

The Northern Development Zone has a focus on providing uniquely connected Grade A commercial floor space. Immediately adjacent to the City's largest transport hub and facing on to, what will become, the City Centre's largest area of green space; Mayfield will be among the City's most desirable commercial addresses. A new entrance into Piccadilly Station will mean businesses can benefit from the possibility of stepping off a two hour train ride from central London (this will be reduced still further when HS2 comes on stream), 50 minutes from Leeds or 45 minutes from Liverpool, directly to their front door. The 20 minute journey to Manchester International Airport will also make capitalising on international connections simple.

Coupled with the sites unique connectivity and amenity the revitalised viaduct arches below Piccadilly station can offer a diversity and mix of uses quite unlike anywhere else in the City. Stepping out of the office at lunch to look round a speciality market, grab a coffee, buy a gift or catch a short performance offers a highly desirable urbanity. A rich mix of scales and uses will make access to all a reality and stimulate vitality.

The coming and going of thousands of rail passengers; retail offers and other public uses at ground floor level; and the revitalised viaduct arches will ensure the destination is safe and desirable 24/7 not only during office hours. Connections to the north through the reopened arches and to the east on the line of Fairfield Street will help stimulate the regeneration benefits into east Manchester.

The retention (or otherwise) of the Star and Garter is to be determined by Network Rail as part of their Northern Hub scheme development. If the outcome is that it will be retained the building will be refurbished and visually integrated.

London Road Fire Station - the SRF includes and supports efforts to secure the re-use and refurbishment of this important historic facility.



Street with protected cycleways



View from second floor apartment



View from rear-most apartment



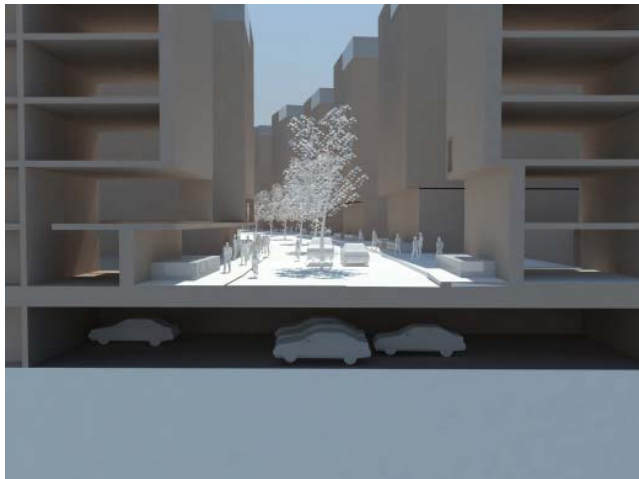
View from gardens



Sectional Perspective



View from balcony towards street



Street pathways



Residential blocks with active ground floors



Residential blocks relating to the park



- | | | |
|---|---|--|
| 1. Portal to street | 4. Public green space | 7. Two storeys of parking below residential blocks |
| 2. Private gardens over active frontage | 5. New square marks arrival from Ardwick | 8. Grade level crossing to Ardwick |
| 3. Public realm links street to park | 6. Community or retail use to edges of square | 9. Proposed location for Network Rail maintenance ramp |

4.2 Southern Development Zone

Objective 3 Housing, Core Strategy, Manchester City Council:
“Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth ... 11.1 The City Council wishes to create ‘neighbourhoods of choice’ which will provide desirable places to live and so reduce the number of people who leave Manchester when they have reached a certain economic level. By providing a diverse mix of house types in terms of density, size and tenure...”

Mayfield has the potential to deliver over 1300 new homes in a mix of 2 and 3 bedroom townhouses, 1 and 2 bedroom apartments and penthouses. The Southern Development Zone will become the most desirable neighbourhood in the city centre: offering direct access to places of work, shared and public spaces, local shops, cafes and community facilities.

The newly created street that runs through the centre of the residential blocks has been designed to provide pedestrians a wide south-facing footway and cycle routes protected by a small amount of grade level parking and trees. Where residences touch the street a smaller buffer zone provides defensible space.

A rhythm of public space and privately accessed, shared gardens promote views, permeability, access to green space and a sense of collective ownership. At the point where a pedestrian crossing of the Mancunian Way is suggested a new public square marks the arrival into Mayfield from Ardwick to the south. The buildings that face onto the square offer public use at ground floor level.

500 parking spaces are provided below ground with direct access to apartments. At the east end of the site two storeys of parking provide 250 open access spaces.

The residential blocks have been designed to be adaptable to changes in the market. Blocks may be conjoined in a variety of ways to form larger blocks suited to other uses.



A new park for Manchester



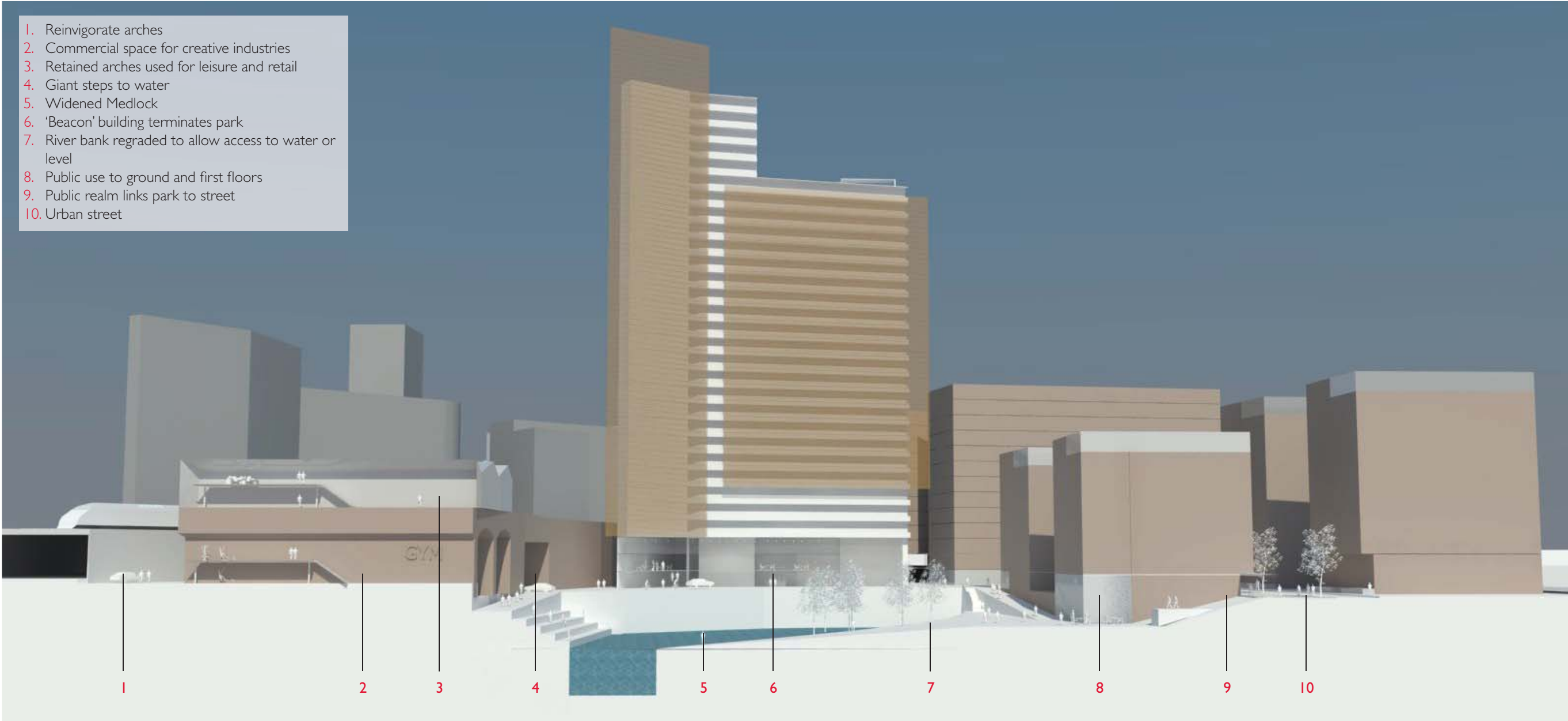
Buildings hard to the waters edge



Clearly defined public realm



Opportunities to interact with the park



Sectional Perspective



Potential images that demonstrate the range of spaces and activities that might be possible in the Mayfield Park



- | | | | |
|---------------------------------|----------------------|---|-------------------------------|
| 1. New bridges over the Medlock | 4. Medlock widened | 7. Biodiversity zone | 9. Bicycle storage |
| 2. Performance space | 5. 'Beacon' building | 8. South facing hard landscaping adjacent active frontage | 10. Avenue link to Piccadilly |
| 3. Cafe pavilion | 6. Weir | | |

4.3 The Park

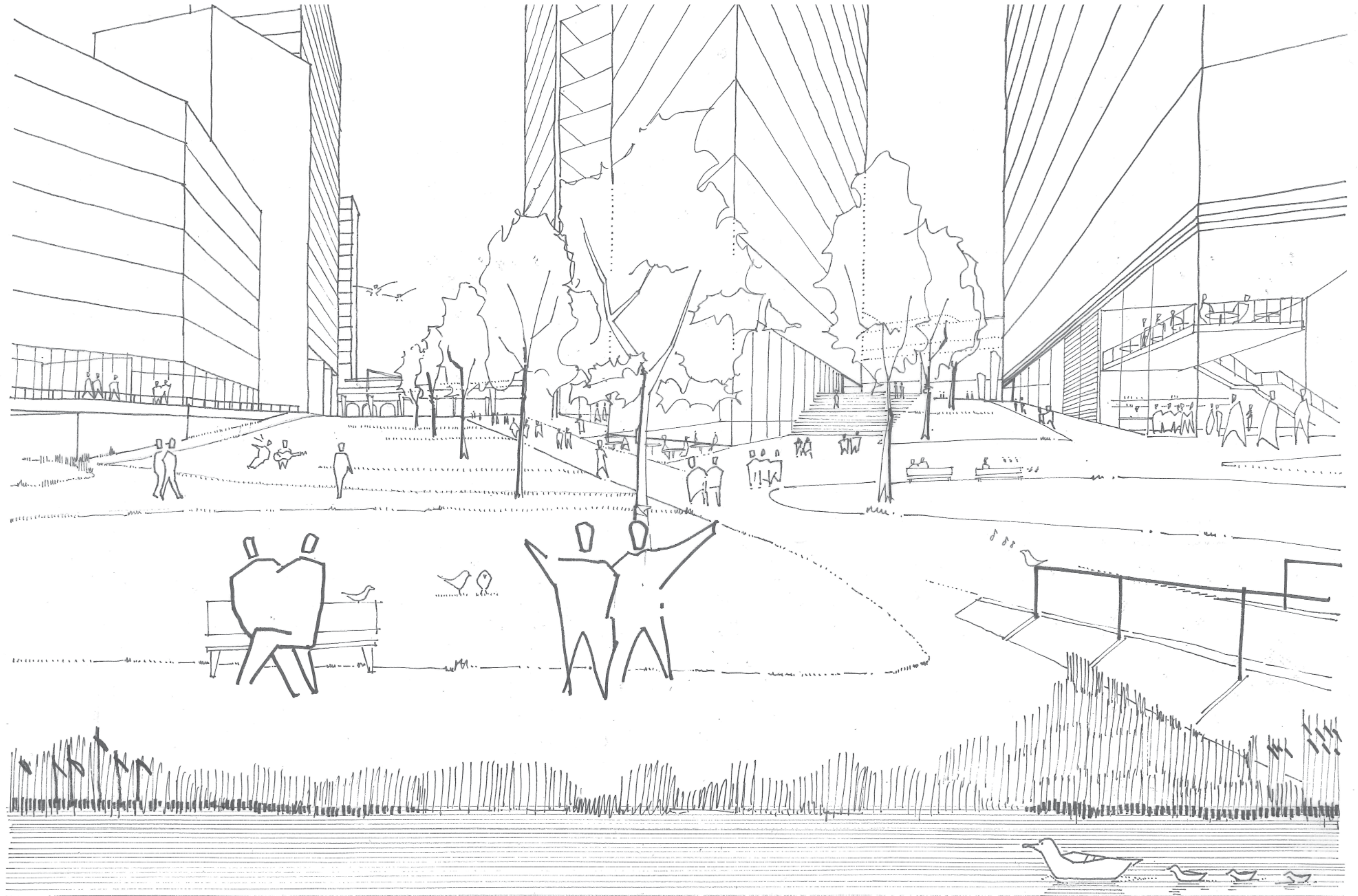
The Park provides the site with a unique setting and the City with a unique amenity. At five and half acres it is, perhaps, the last opportunity in the City Centre to provide a green space on this scale. Together with vastly improved connectivity, The Park will help ensure the benefits of the regeneration of Mayfield positively impact on the wider city context.

The Park is focused on the River Medlock. Re-grading the northern bank to allow access to water level, new bridged links and the proposed widening of the river at the east end of the site will help maximise the benefits of the “rediscovery” of the Medlock.

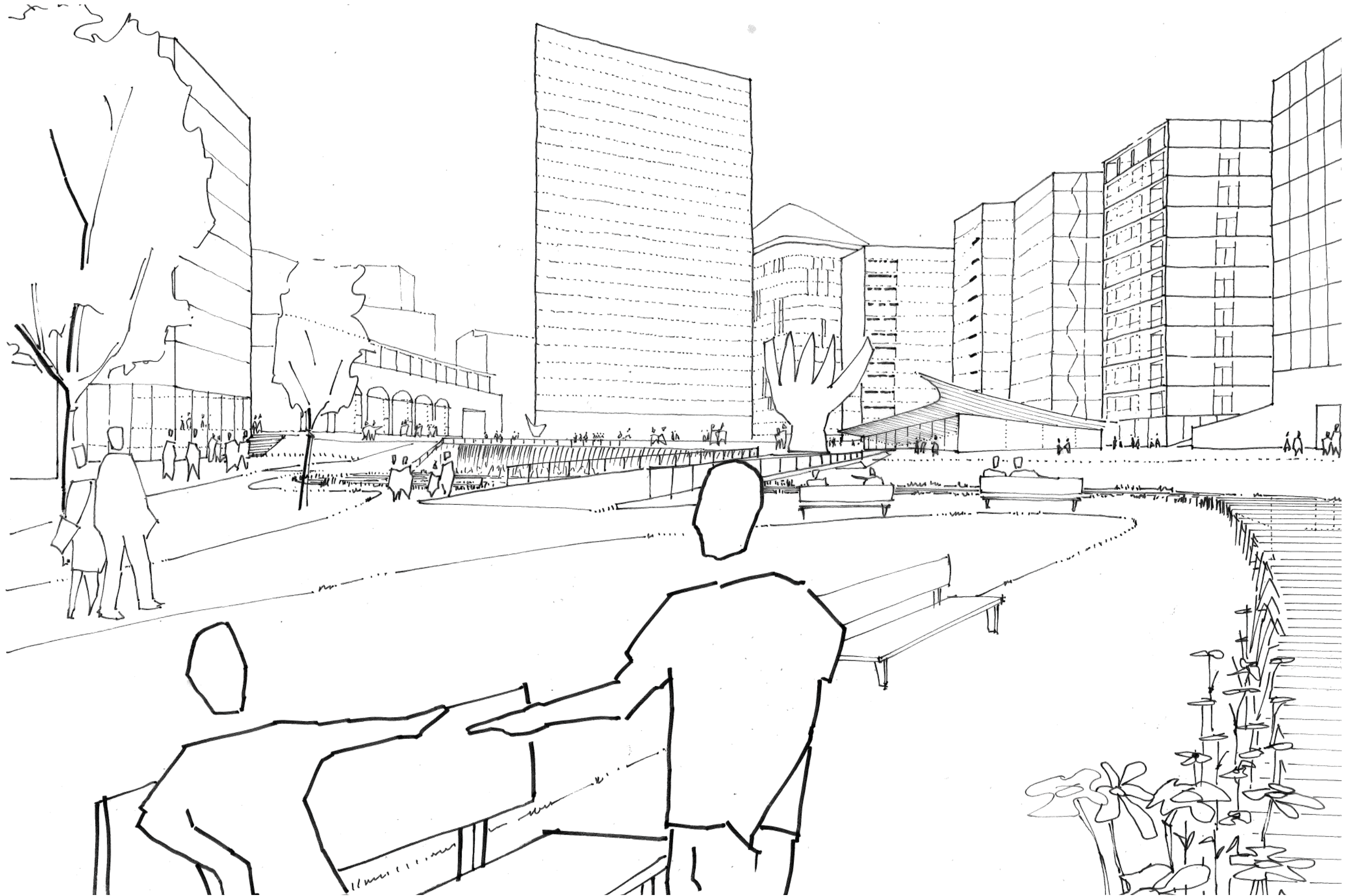
The design of The Park balances the need for a relaxed and flexible urban park with a desire to create distinct activity zones. Places for performance, quieter areas, active edges, bridges, an open water body, and areas for wildlife; game zones, fountains, cycling, running and fitness routes are all envisaged. Public Art is located so as to provide interesting vistas and draw people through the site.

A pavilion at the nodal point of many routes in and around the park provides a wonderful setting for a hospitality offer and the possibility of catering for special events such as performances in The Park.

The planting of native species should be prioritised in the eventual landscape proposals.



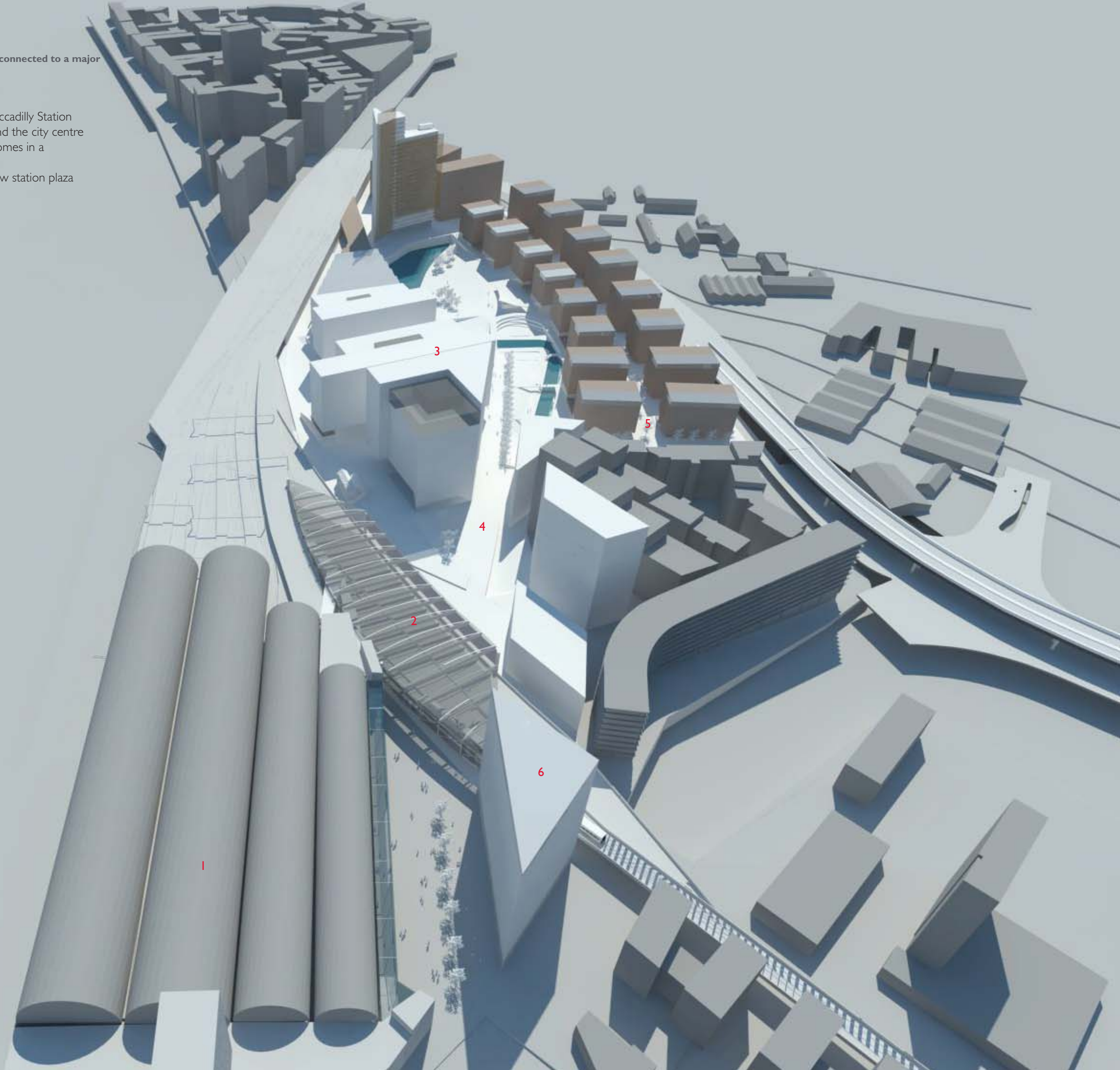
View towards Piccadilly Station showing the human scale (from an early iteration of the 2013 SRF)



View looking east showing the human scale (from an early iteration of the 2013 SRF)

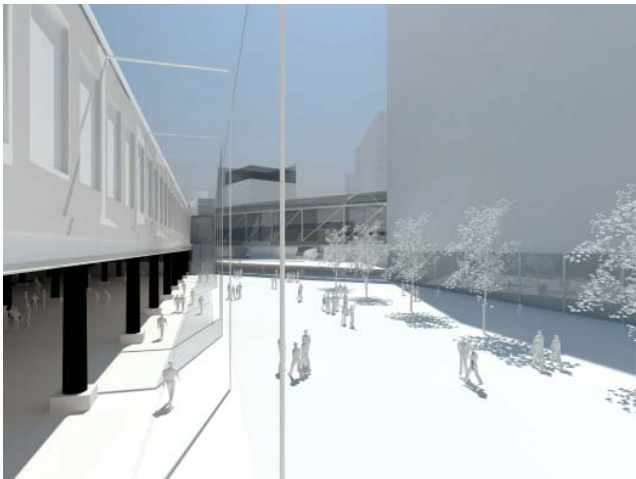
Mayfield's key commercial differentiator derives from being connected to a major multi-modal transport hub

1. Piccadilly Station
2. New platforms for Northern Hub initiative
3. New commercial blocks increase in height towards Piccadilly Station
4. High quality public realm links Mayfield to Piccadilly and the city centre
5. New residential quarter providing up to 1 200 new homes in a "Neighbourhood of Choice"
6. Opportunity for a 200 bedroom hotel adjacent to new station plaza





View from station plaza towards Mayfield



View from plaza



Potential quality of pedestrianised areas



Previous study by others for a hotel adjacent to Piccadilly



- | | | | |
|-------------------------------|-------------------------------|-------------------------|------------------------------|
| 1. Possible 280 bedroom hotel | 4. Avenue to Mayfield | 7. Shibuya crossing | 10. Star and Garter |
| 2. New Plaza | 5. Art corridor below viaduct | 8. New station entrance | 11. Northern Hub Skylounge |
| 3. New Metrolink concourse | 6. Relocated transformer | 9. Existing transformer | 12. London Road Fire Station |

4.4 London Road Fire Station

The area of this study extends to the west to include London Road where improvement to pedestrian movement to and from the city centre will be necessary. The Grade II* listed London Road Fire Station is a highly distinctive local landmark that is pivotal to the character of and movement through London Road. Its successful regeneration is critical to creating the conditions for comprehensive transformation of the Mayfield area.

4.5 The Station and New Viaduct

The proposed development of Piccadilly Station will include the construction of a new viaduct to carry two new platforms (15 & 16) for the Northern Hub initiative which, subject to approval, will be delivered by 2018. Central Government's commitment to HS2 Phase 2 offers a once in a century opportunity to transform Piccadilly Station into an integrated, multimodal transport hub.

An integrated Piccadilly Station will deliver major physical and economic regeneration benefits to the City. This means integrating the station upgrades with the public realm and urban regeneration of Mayfield. On-going consultation with Network Rail (NR) is helping to ensure joined-up thinking to the benefit of all and this SRF addendum aims to capture an urban design vision that NR and the Mayfield SRF team can work towards.

The Mayfield SRF team has investigated the potential of a major new engineering structure, a celebratory new roof and a new southern entrance to the station and how these might be integrated into the plans for Mayfield. It should be noted at this time NR's scheme does not include these proposals but the Mayfield SRF partners have outlined their requirements in response to NR's public consultation.

The potential closure of Fairfield Street during construction of the new viaduct has led to the exploration of the closure as a permanent solution.

An existing electrical substation needs to be relocated as part of the Northern Hub works. The Mayfield SRF team has reviewed a number of options for its relocation which prioritise the quality of the public realm.

The streetscape, development potential and spatial configuration below and around the station and new viaduct are subject to continued development as Network Rail's requirements become more defined and the potential constraints and opportunities are more fully understood. Whatever the eventual solution the highest quality connections and public realm are essential.



The redeveloped viaduct arches could provide a dynamic new urban quarter adjacent to Mayfield



Diverse opportunities add unique vitality



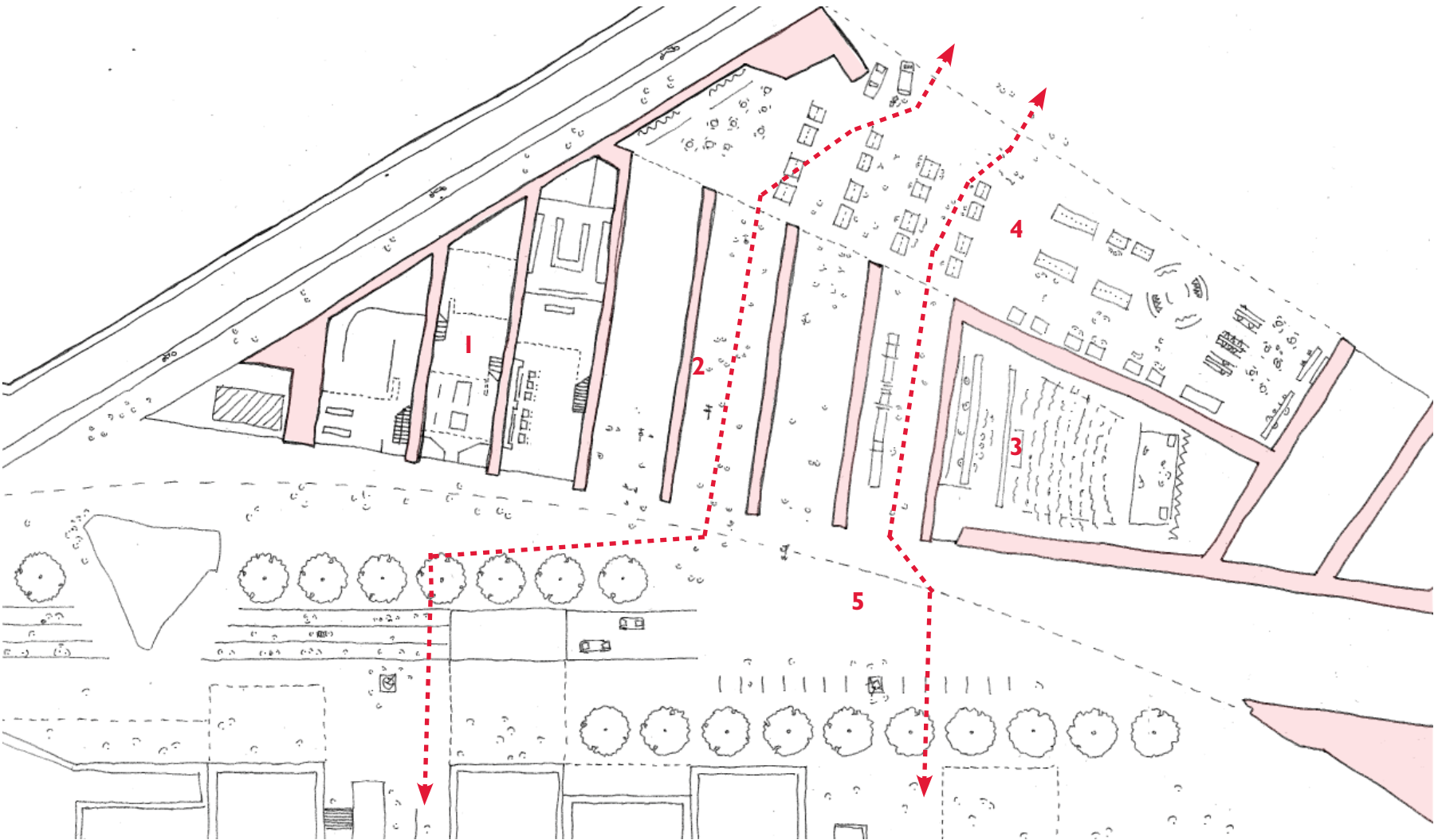
Potential performance venues in 'found' space



Turning constraints into opportunities



Specialised retail



Possible Uses	4. Specialist market
1. Retail, leisure, bars & restaurants	5. Pedestrian permeability
2. Event space & art installations	
3. Live performance	

4.6 Existing Viaduct Arches

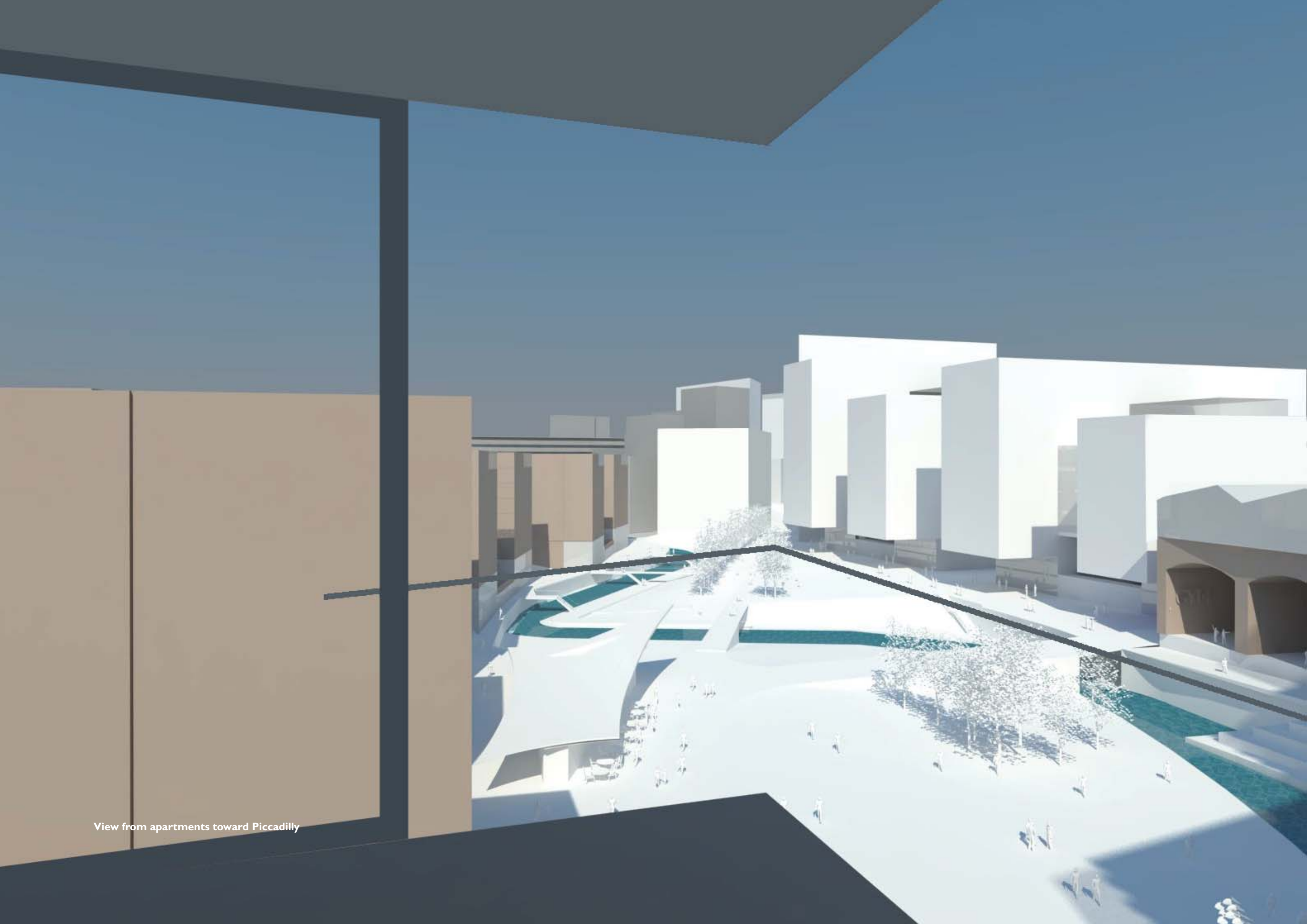
Victorian brick viaduct arches beneath Piccadilly form the northern and eastern edge of the site. The arches hold huge potential.

Opening up the arches will encourage connections through a structure that has acted as a barrier for 150 years. In addition to improved connectivity the arches could become a unique destination for the City. The possibility of providing space for a dynamic mix of specialist markets, performance and leisure venues, art installations, retail opportunities and leisure facilities in the context of such distinctive structures will contribute to making Mayfield a destination with a genuinely idiosyncratic sense of place.

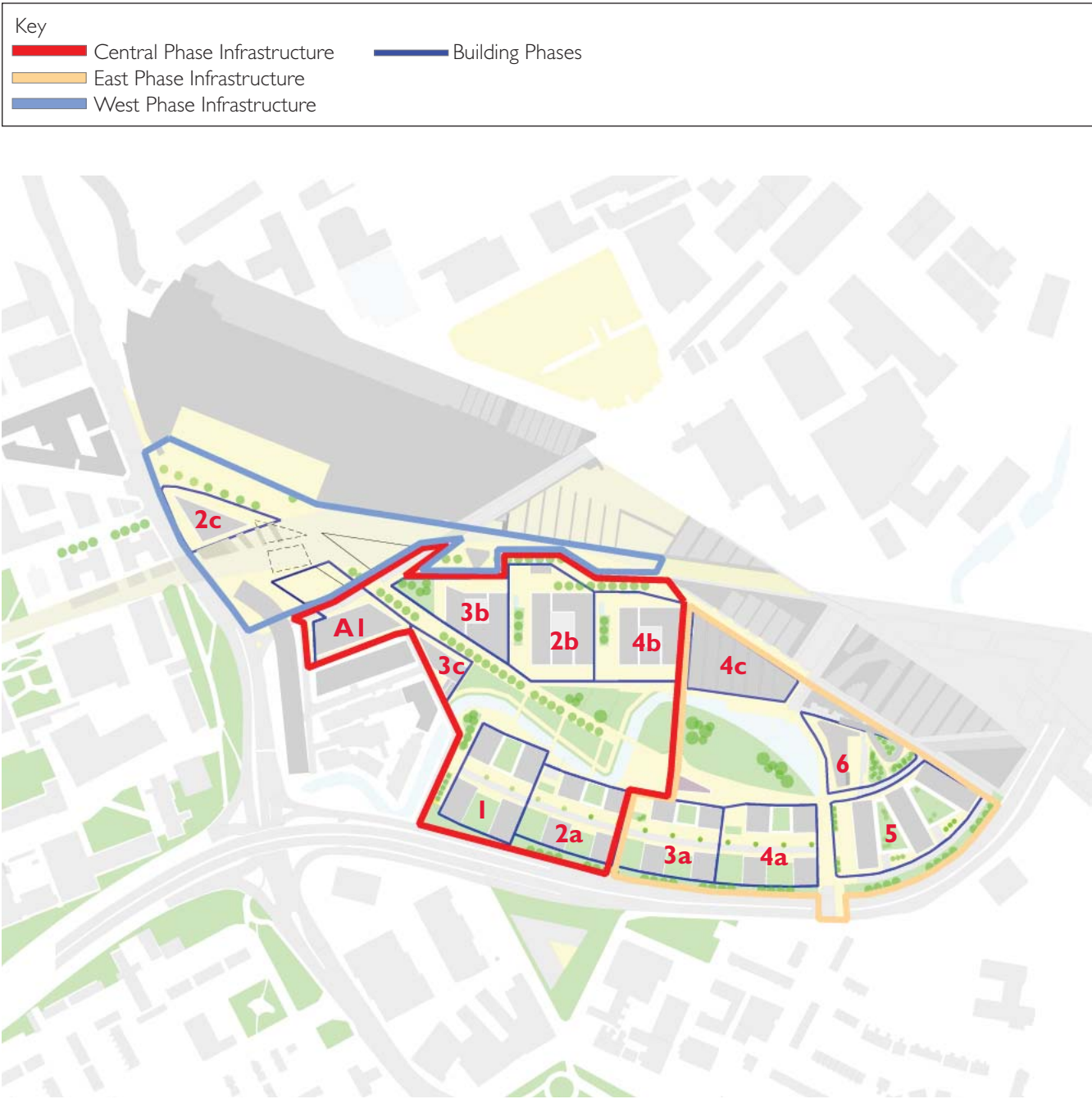
The mutual benefits to Network Rail – who own the arches – and to the regeneration of Mayfield are clear. Network Rail are excited at the possibilities the arches hold and will continue to bring forward plans for their reuse in association with the Mayfield team.



The extent of the new Northern Hub viaduct is being reviewed by Network Rail. The impact of the new viaduct upon adjacent urban areas will continue to be assessed with the Mayfield SRF team.



View from apartments toward Piccadilly



5.1 Delivery Strategy

The preferred masterplan inherently plays to the site's strengths in terms of its natural assets and adjacencies and importantly complements, rather than directly competes, with the City Centre's wider regeneration initiatives and objectives. This will help ensure that a distinctive sense of place is able to take root early on. Thereby early and sustained momentum can build.

Given the “down at heel” and dilapidated state of existing buildings there is an absolute need to comprehensively overhaul the entire area early on in the programme.

Extensive front-end demolition, site clearance, remediation and place creation works (public realm, highways and utilities) will be executed, thus creating an attractive development landscape and facilitate manageable standalone phases.

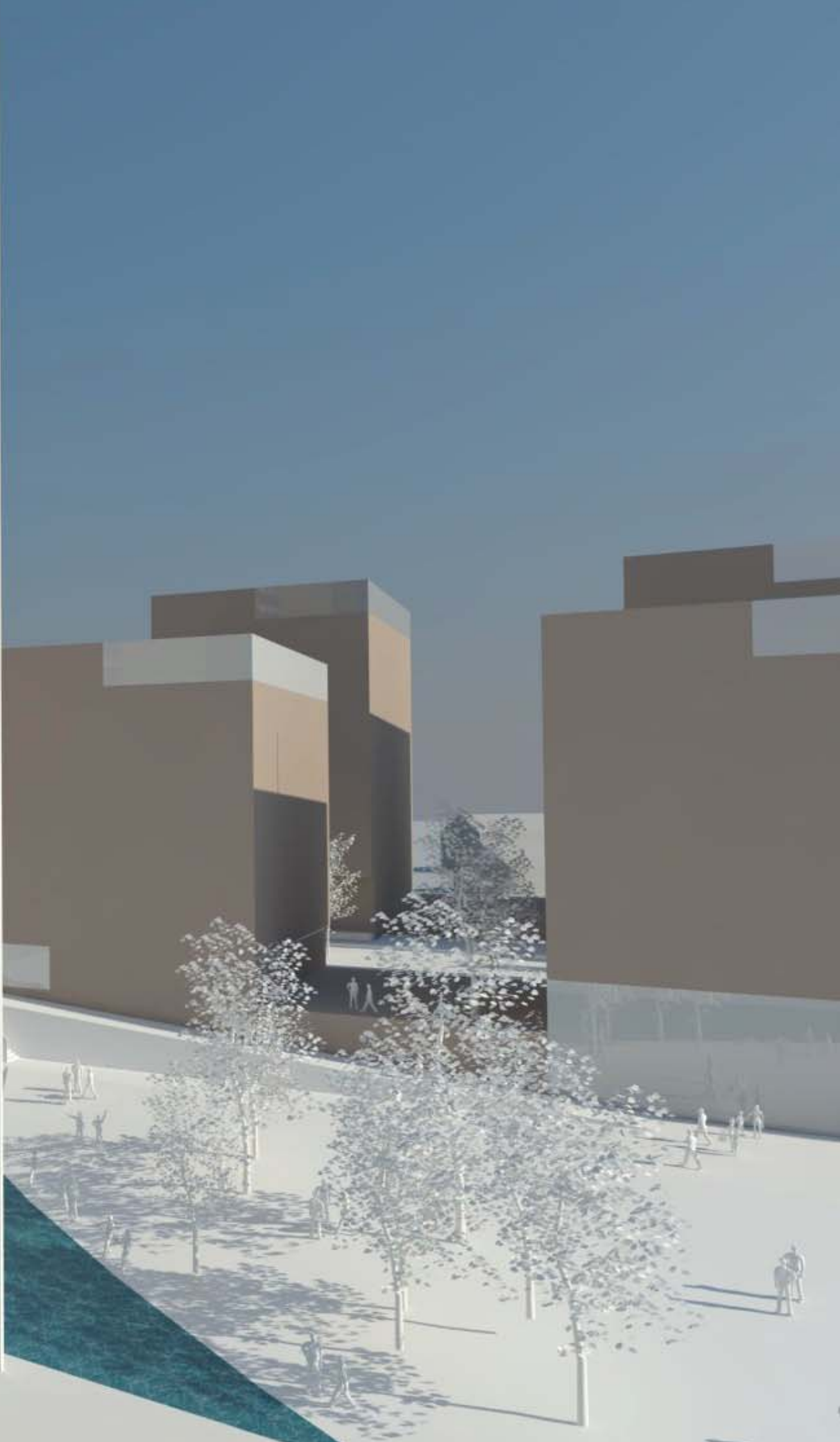
In the absence of a significant office and/or hotel pre-let, phasing will most likely begin on the southern fringe of the site, progressing northwards as occupier conditions improve and thereafter west to east as a critical mass of development is delivered.

The assumed programme sees buildings delivered across 6 phases with the mixed use Phases 2/3 and 4 covering more than one plot.

Although it is impossible to prescribe an exact chronology (as the construction programme will inevitably react to changing market conditions overtime) a 12 year delivery period is envisaged post land assembly.



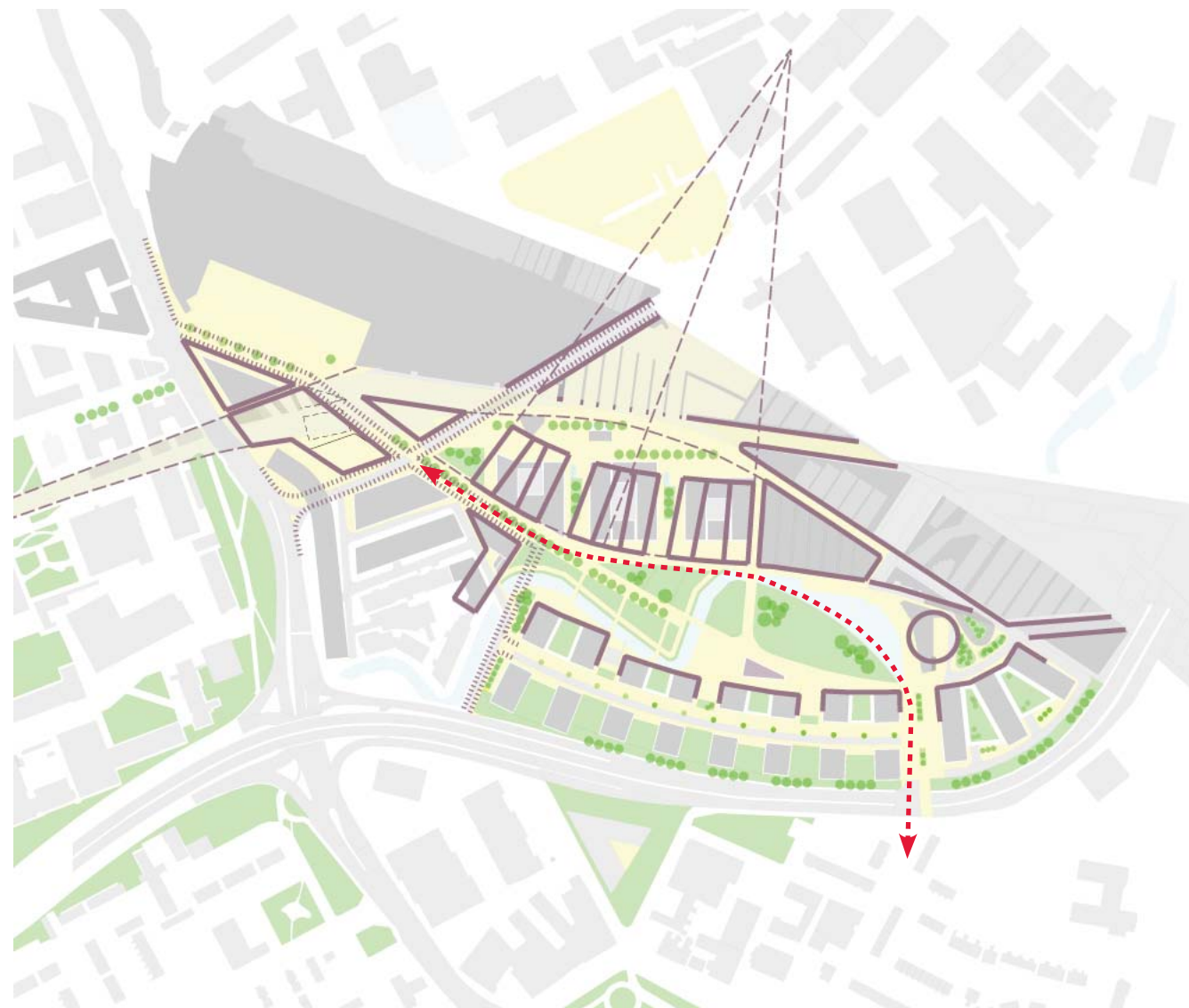
View from commercial accommodation towards the Beacon



6.0 Looking Forward



The new city park provides a “green Lung” for Mayfield



6.1 Design Development

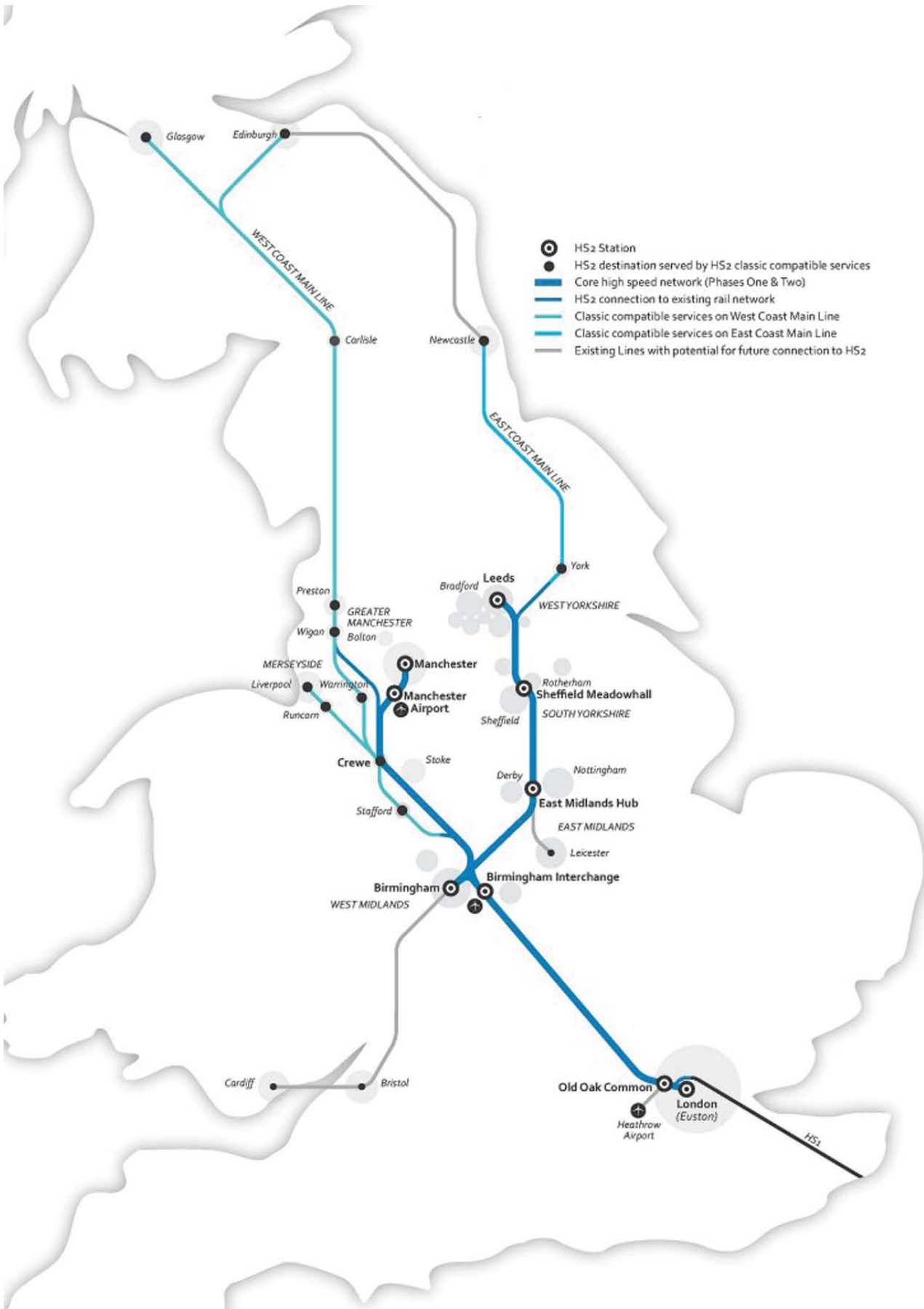
The proposals described in this document represent a 'snapshot in time'. The evolution of the framework will continue in response to refinements of the brief, changes in the market, greater clarity on constraints, design development and further consultation.

The diagram opposite shows a possible refinement in the arrangement of the commercial blocks in the Northern Development Zone. This reacts more positively to the possible new southern entrance to Piccadilly Station and to the desire lines through the site. The beacon block is also shown as a more slender sculptural form.

6.2 Network Rail Interface

A small window of opportunity exists to build on the work already carried out with Network Rail. For the Northern Hub Initiative to really deliver on its remit to drive economic growth and regeneration the following action points have been identified by the Mayfield SRF team and the City:

- Analysis of the benefits of closing Fairfield Street
- A wider traffic impact study
- New south entrance to station
- The station operation and its interface with Mayfield
- Joined up approach to the re-use of the existing viaduct arches
- Reconfiguring existing viaduct supports to platforms 13/14
- Potential relocation of the station taxi rank
- Integration of the planned Metrolink concourse
- The relocation of the electrical substation



The preferred route of phase 2 of HS2 was announced by the Government in January 2013



6.3 HS2

High speed rail has dramatically improved inter-city transport all over the world in the last 50 years. HS2 will see Britain adopt the worldwide standard and finally see the major cities of the Midlands and the North connected to the extensive, Europe-wide high speed network.

The arrival of HS2 into Manchester will be the catalyst for a 'once-in-a-century' opportunity to transform and regenerate the eastern side of the city. Together with the areas immediately to the north of the new rail infrastructure; Mayfield is uniquely well placed to take advantage of this transformation. Proposals have been drawn up for the areas to the north which take Mayfield as their starting point and aim to provide an integrated strategy for regeneration in East Manchester. The impact of HS2 can only be a positive thing for Mayfield. One possible implication is the potential to increase development density on the Mayfield site.

Proposals have been drawn up in anticipation of consultation with HS2 Ltd and a number of priorities have been identified. These include the importance of creating a station of genuinely world class architectural quality and of maintaining and enhancing north-south connections. As progress is made on the delivery of the Mayfield SRF the proposals should continue to be reviewed in light of developments on HS2. This should include a review of Northern Hub townscape aspirations and station integration. Similarly a wider traffic analysis should be undertaken.

The wider HS2 SRF includes Mayfield as the first phase of delivery. Together the proposals for the HS2 SRF, including Mayfield, have been designed to act as an integrated masterplan. However, the Mayfield proposals have been developed such that they are able to act as a stand alone development.



Aerial view showing Piccadilly Station, HS2 and the Northern Hub

Appendices

Appendix A Indicative Area Schedule

Phase	Plot	Block		Floors	Floorplate	Commercial			Residential			Retail / Leisure			Hotel			Residential (units)					Parking Spaces	Parking Apportionment	Notes
						GEA	GIA	NIA	GEA	GIA	NIA	GEA	GIA	NIA	GEA	GIA	NIA	1 bed	2 bed	2 bed tw n hse	3 bed tw n hse	Penthse			
	G	N1	m ²	11 to 13		35,955	27,500	22,550				1,170	1,141	936									500	190	Basement Parking
			sq ft			387,016	296,007	242,726				12,594	12,279	10,075											
	H	N2	m ²	8 to 11		35,245	27,310	22,394				2,060	2,009	1,648											
			sq ft			379,374	293,962	241,049				22,174	21,620	17,739											189
	I	N3	m ²	6 to 9		21,730	17,595	14,428				1,700	1,658	1,360									150	122	
			sq ft			233,900	189,391	155,300				18,299	17,842	14,639											
	M	N4	m ²	4		4,775	4,655	3,817				4,775	4,035	3,228											
			sq ft			51,398	50,106	41,087				51,398	43,432	34,746											
	E	E1	m ²	11					9,545	9,306	7,636							93	35			3	500	51	
			sq ft						102,741	100,173	82,193														
	E	E2	m ²	10					9,975	9,726	7,980							78	28			3			Parking at Ground and First Floors
			sq ft						107,370	104,686	85,896														
	E	E3	m ²	9					8,495	8,283	6,796							68	24			3	150	53	
			sq ft						91,439	89,153	73,151														
	E	E4	m ²	30					21,500	20,963	17,200	772	753	618					159			5			
			sq ft						231,424	225,638	185,139	8,310	8,102	6,648											
	A	S1	m ²	8 to 9					4,950	4,826	3,960	250	244	244				17	36			2	500	34	Basement Parking
			sq ft						53,281	51,949	42,625	2,691	2,624	2,626											
		S2	m ²	8 to 9					5,050	4,924	4,040	250	244	244				17	36			2			
			sq ft						54,358	52,999	43,486	2,691	2,624	2,626											
		S3	m ²	8					5,550	5,411	4,440							17	36			2			
			sq ft						59,740	58,246	47,792														
		S4	m ²	8					5,420	5,285	4,336							17	36			2			
			sq ft						58,340	56,882	46,672														
	B	S5	m ²	8 to 9					3,420	3,335	2,736	250	244	244				10	22	4		2			
			sq ft						36,813	35,892	29,450	2,691	2,624	2,626											
		S6	m ²	8 to 9					3,340	3,257	2,672	250	244	244				10	22	4		2			
			sq ft						35,951	35,053	28,761	2,691	2,624	2,626											
		S7	m ²	9					4,680	4,563	3,744							23	26		2	2	500	32	
			sq ft						50,375	49,116	40,300														

Phase	Plot	Block		Floors	Floorplate	Commercial			Residential			Retail / Leisure			Hotel			Residential (units)					Parking Spaces	Parking Apportionment	Notes					
						GEA	GIA	NIA	GEA	GIA	NIA	GEA	GIA	NIA	GEA	GIA	NIA	1 bed	2 bed	2 bed tw n hse	3 bed tw n hse	Penthse								
		S8	m ²	9					4,450	4,339	3,560							23	26		2	2	250	31						
			sq ft						47,899	46,702	38,319																			
	C	S9	m ²	8 to 9					3,320	3,237	2,656	250	244	244				10	22	4		2								
			sq ft						35,736	34,843	28,589	2,691	2,624	2,626											23					
		S10	m ²	8 to 9					3,200	3,120	2,560	250	244	244				10	22	4		2			22					
			sq ft						34,444	33,583	27,556	2,691	2,624	2,626																
		S11	m ²	10					4,935	4,812	3,948							26	30		2	2			34					
			sq ft						53,120	51,792	42,496																			
		S12	m ²	10					4,950	4,826	3,960							26	30		2	2			34					
			sq ft						53,281	51,949	42,625																			
	D	S13	m ²	8 to 9					3,960	3,861	3,168	250	244	244				20	22		2	2			27					
			sq ft						42,625	41,559	34,100	2,691	2,624	2,626																
		S14	m ²	8 to 9					3,960	3,861	3,168	280	273	273				20	22		2	2			27					
			sq ft						42,625	41,559	34,100	3,014	2,939	2,939																
		S15	m ²	11					5,450	5,314	4,360							29	34		2	2			38					
			sq ft						58,663	57,197	46,931																			
		S16	m ²	11					5,450	5,314	4,360							29	34		2	2			38					
			sq ft						58,663	57,197	46,931																			
		S17	m ²									230	224	184																
			sq ft									2,476	2,414	1,981																
	L	W1	m ²	20											19,450	18,964	15,560						250		180-200 bedrooms					
			sq ft												209,358	204,124	167,486													
	K	W2	m ²	13-20								450	439	360											Multi-Storey Car Park					
			sq ft									4,844	4,723	3,875																
	J	W3	m ²	13								595	580	476	8,140	7,937	6,512								150 Bedrooms					
			sq ft									6,405	6,244	5,124	87,618	85,433	70,095													
Sub totals						m ²	97,705						77,060	63,189	121,600	118,560	97,280	13,782	12,817	10,791	27,590	26,901	22,072	543		702	16	24	46	
						sq ft	1,051,687						829,466	680,162	1,308,890	1,276,168	1,047,112	148,349	137,960	116,150	296,976	289,557	237,581							
Total GEA						m ²	260,677																			Total Units		1,331		1400
						sq ft	2,805,902																							
Total GIA						m ²	235,338																							
						sq ft	2,533,151																							
Total NIA						m ²	193,332																							
						sq ft	2,081,005																							

The areas should be treated as indicative only.

Only areas inside the red site boundary are measured. Areas relate to likely areas of the building at current state of design, and are subject to site survey and statutory considerations. Predictions as to project viability, pre-letting lease agreements or the like, should include due allowances for increase and decrease inherent in the design development and building process. GEA has been measured from plan. GIA is calculated at 97.5% of GEA (Atrium spaces have been discounted above ground level on blocks N1, N2 and N3). NIA is measured at 80% of GEA .These ratios will need to be reviewed when more detail is known.

Predicted office based jobs have been calculated in accordance with the recommendations of the British Council for Offices for workplace density. Workplace density is calculated at 8-13m² of NIA per workplace.

Appendix B Extracts from 2010 SRF

The key elements of background information and analysis that are of relevance to the 2013 iteration of the SRF have been extracted from the original report and included in an appendix to this document for ease of reference. They comprise:-

- Manchester City Centre Context
- SRF location
- SRF Site History
- Evaluation of existing site factors such as noise, wind, sunlight, views, transport, levels, flood risk, building heights, historic structures and land use
- Proposals for addressing issues such as wind and noise that still apply in principle for the 2013 SRF.



Mayfield Strategic Regeneration Framework Final Version

May 2010

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