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MANCHESTER
CITY COUNCIL

ST PETER'S SQUARE MANCHESTER

"A FRAMEWORK FOR REGENERATION"

SEPTEMBER 2012



ST PETER'S SQUARE MANCHESTER "A FRAMEWORK FOR REGENERATION"

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1. A VISION FOR THE 21ST CENTURY

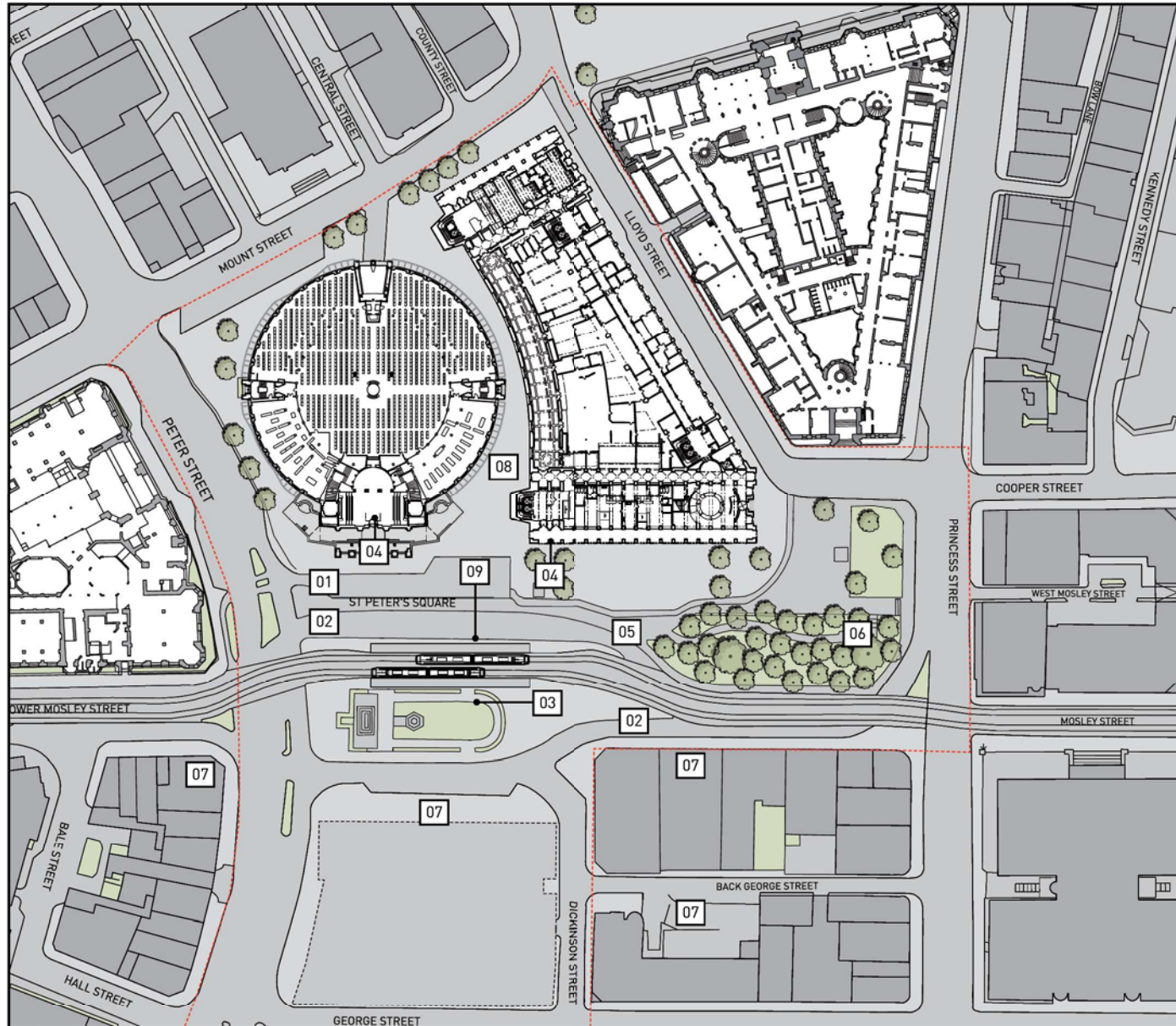
Manchester is a city that competes internationally for jobs and inward investment. Critical to its future success is the creation of world class public spaces, buildings and infrastructure. St Peter's Square could be such a place.

A unique opportunity exists now to create a beautiful, functioning, flexible public space for the people of Manchester and visitors to the city. It would provide a world class setting for one of the country's finest collection of civic buildings and help to reinforce the perception of Manchester as a dynamic, creative and confident city, welcoming investment, embracing change and positioning itself for growth in the 21st century. It would also provide the catalyst for a significant amount of new commercial development within the Civic Quarter. The Square would be the defining component in the regeneration of the Civic Quarter and become one of the most visited areas in the city.

Such a vision would only succeed if the city comprehensively redevelops the Square. This document identifies five key components of physical change that are essential in achieving the vision:

1. New public realm improvements.
2. The Cenotaph and Memorial Cross relocation.
3. The expansion of the Metrolink stop and infrastructure.
4. Redefining the Peace Gardens.
5. The creation of Library Walk link.

The vision is of a wholly integrated Square, each component within, critical to the success of the whole. A world class public space will only be achieved if all works are carried out simultaneously without compromise. The whole is truly greater than the sum of its parts.



Existing configuration

2. CURRENT ISSUES & WEAKNESSES

- 01 A CONFUSED AND 'INCOHERENT' SPACE
- 02 AN UNSAFE ENVIRONMENT FOR PEDESTRIANS/ VEHICULAR MOVEMENT THROUGH THE SQUARE
- 03 A POOR SETTING FOR THE CENOTAPH
- 04 A POOR ENTRANCE TO THE TOWN HALL EXTENSION AND CENTRAL LIBRARY
- 05 A POOR MICROCLIMATE
- 06 THE PEACE GARDENS. UNDERUSED AND POOR QUALITY PUBLIC REALM
- 07 LOW GRADE 1970s BUILDINGS: UNAPPEALING TO NEW INVESTMENT
- 08 LIBRARY WALK: A CHALLENGING PEDESTRIAN ROUTE, PARTICULARLY AT NIGHT
- 09 AN ISOLATED METROLINK STATION

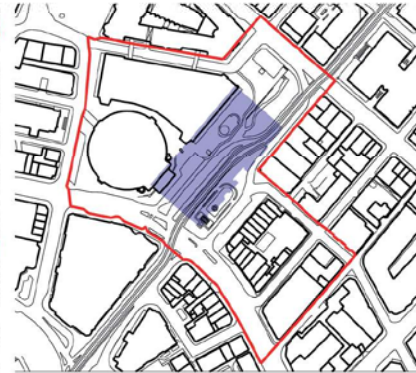




Aerial view of St Peter's Square



Fragmentation, road noise & pollution



Scale comparison ■ Albert Square footprint overlaid

01 A CONFUSED AND INCOHERENT SPACE

St Peter's Square forms part of the Town Hall Complex, together with the Town Hall, its Extension, the Central Library, and Albert Square. The three buildings and two squares constitute the focal point of civic life in Manchester. The Square is directly comparable in size to Albert Square, which appears much larger because it is a considered and 'resolved' space, with pedestrian dominance over the majority of the area.

St Peter's Square is fragmented into the separate areas of the Cenotaph, the Peace Gardens, and the Metrolink stop. The Square is then bisected by vehicular routes, with general traffic moving north-south across the space.

The Square has been created and added to incrementally over time and has had to accommodate the impact of significant transport infrastructure. Consequently, the Square as it is today has not been the subject of a comprehensive design solution. There is no unifying palette of materials, real consideration of function or hierarchy of space.



Mosley Street bisecting the Square



Vehicular priority



Traffic in close proximity to 'civic' spaces

02 AN UNSAFE ENVIRONMENT FOR PEDESTRIANS/ VEHICULAR MOVEMENT THROUGH THE SQUARE

In addition to the north-south Metrolink route, the Square is bisected by a road. General traffic is permitted to move through the Square from north to south along Mosley Street. This has the effect of interrupting pedestrian movement across the space, the presence of general traffic adversely affects perception of the space as a 'civic square', and effectively 'cuts the Square in two'.

St Peters Square currently fails to place sufficient emphasis on the movement of pedestrians for it to be considered a safe and pleasant environment. The needs of pedestrians are currently subservient to historical ad hoc vehicular routes.



Existing view of Cenotaph in context



Close proximity of Cenotaph to Metrolink, Road and traffic lights

03 A POOR SETTING FOR THE CENOTAPH

Changes to the Square over time have led to the Cenotaph becoming isolated on the site of the former church. The Cenotaph is a place of gathering and remembrance in addition to being a memorial.

The Cenotaph currently sits between the Metrolink station and a road. It is no longer a satisfactory place for the gathering of people attending for memorial events and services throughout the year, having poor accessibility for pedestrians and without an appropriate 'backdrop' that respects its unique function.

It has a poor relationship with the Civic cluster to the west of the Square, being disconnected from this group of buildings by the existing Metrolink station, Peace Gardens and crèche. The Cenotaph currently sits as an 'island' in a traffic roundabout.



No strong natural entrance to Town Hall Extension

04 A POOR ENTRANCE TO THE TOWN HALL EXTENSION AND CENTRAL LIBRARY

The Town Hall Extension currently has an entrance from the Square that is difficult to locate and suffers from level differences. There is limited and compromised access for disabled persons. There is effectively no clearly identifiable and easily accessible point of entry or egress.

Both the Town Hall Extension and Library are accessed via very small original doorways which are inappropriate for their proposed expanded civic role as part of the Transformation Programme. These doorways are part of the existing building fabric and are important components of the listed structures, they cannot be altered.



Traffic, noise and pollution in the heart of the space



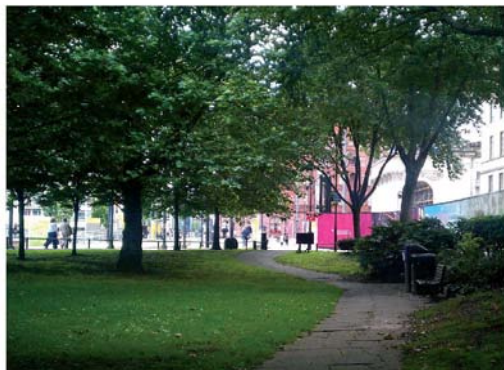
St Peters Square: dominated by transport, microclimate dictated by traffic routes

05 A POOR MICROCLIMATE

The presence of motorised traffic [including, until their recent exclusion, buses] crossing the Square has a negative effect on microclimate in terms of the noise and pollution it produces in the heart of the space. The road passes very close to the Cenotaph and the Peace Gardens, where it works against any positive aspects these spaces bring to the square in terms of green space and places of contemplation and commemoration.

The presence of traffic lights at the road junctions adjacent to the Cenotaph and Peace Gardens exacerbates the problem in terms of gear changing, braking, engine noise and pollution from standing traffic at either end of St Peter's Square.

The microclimate throughout the Square is poor and there is little to encourage people to stay and enjoy the space.



The Peace Gardens are disconnected from the space



Dense trees to the Peace Gardens restrict key heritage views

06 THE PEACE GARDENS: UNDERUSED AND POOR QUALITY PUBLIC REALM

The Peace Gardens reduce the comprehension of St Peter's Square as a cohesive space. They have a fragmenting effect on the Square as a whole, and the benefit of the green space is 'offset' by the erosion of the urban grain and weakening of the sense of enclosure of a single cohesive space. The lowered ground floor level further disconnects the space from St Peter's Square public realm.

The tight cluster of trees in the Peace Gardens impedes general visibility across the square including views of the Town Hall and Town Hall Extension and lessens the impact of what could be a large unified civic space of a scale commensurate with the buildings that surround and define it.



Low grade buildings are unappealing to new investment

**07 LOW GRADE 1970s BUILDINGS;
UNAPPEALING TO NEW INVESTMENT**

Investment in the St Peter's Square area is required to deliver transformational change. There are major challenges in terms of existing poor quality public realm and a series of vacant, underused and obsolescent buildings dating from the 1960's and 1970's.

The conditions for new investment in the area cannot exist without a comprehensive rationalisation and refurbishment of the Square with a new 'vision' for the space, one that tackles issues of accessibility, connectivity and movement, and which complements the Town Hall Complex Transformation. Improvements to the public realm are essential to changing the perception of St Peter's Square, its role within the city, and the opportunity to capture investment.



Library walk: a threatening pedestrian route

**08 LIBRARY WALK: A CHALLENGING PEDESTRIAN ROUTE,
PARTICULARLY AT NIGHT**

Library Walk – a route of heritage value – presents a challenge in the context of the Square. There have been incidences of serious crime in the space, it is not overlooked, and has no active uses or entrances facing onto the route.

There is an ambition for commonality of services across the Central Library and The Town Hall Extension. There is a clear aspiration to improve accessibility to Council Services. Library Walk is currently a route which divides rather than unifies these two building, and which provides no arrival experience or sense of entrance to the facilities within the newly refurbished Town Hall Extension and Central Library.



Access road separating Metrolink from Central Library

Mosley Street separating Metrolink from East side of Square

09 AN ISOLATED METROLINK STATION

The St Peter's Square Metrolink station is currently in an unsatisfactory position, being isolated from the pedestrian areas both by roads to the east and west directly in front of the Central Library entrance and 1 St Peter's Square, and by the Cenotaph, which it abuts directly with little room to 'breathe' or circulate.

The current position and layout of the Metrolink station offer no scope for expansion and upgrading of the facilities. The station is effectively "trapped" between the Central Library and the Cenotaph neither of which benefit in terms of accessibility, context, and function.

At the southern end of the Square there is poor connectivity to bus routes and little opportunity for the station stop to function as an effective 'interchange' between tram and bus. The existing station does little, in design, layout or location, to respond to its civic and heritage context within the setting of the conservation area and acts as a physical barrier to the unification of the public space.



3. THE OPPORTUNITY

For the first time in almost 80 years, the city has the opportunity to formally address a failing and ad-hoc space and create a new world class civic space, offering a flexible and beautiful public realm. Never before have the conditions existed simultaneously to allow the failings of one of Manchester's key squares to be addressed in such a holistic and comprehensive way.

A new civic square would underpin the ambition and investment in the Town Hall Complex Transformation project and the new Metrolink Second City Crossing. It would create a fantastic new space at the heart of a new destination in the city with a safe and attractive pedestrian environment that would be complemented by the highly distinctive and characterful historic buildings and provide an appropriate setting for new, high value commercial investment and development to the east of the Square. It would be a catalyst for future regeneration along The Corridor, and

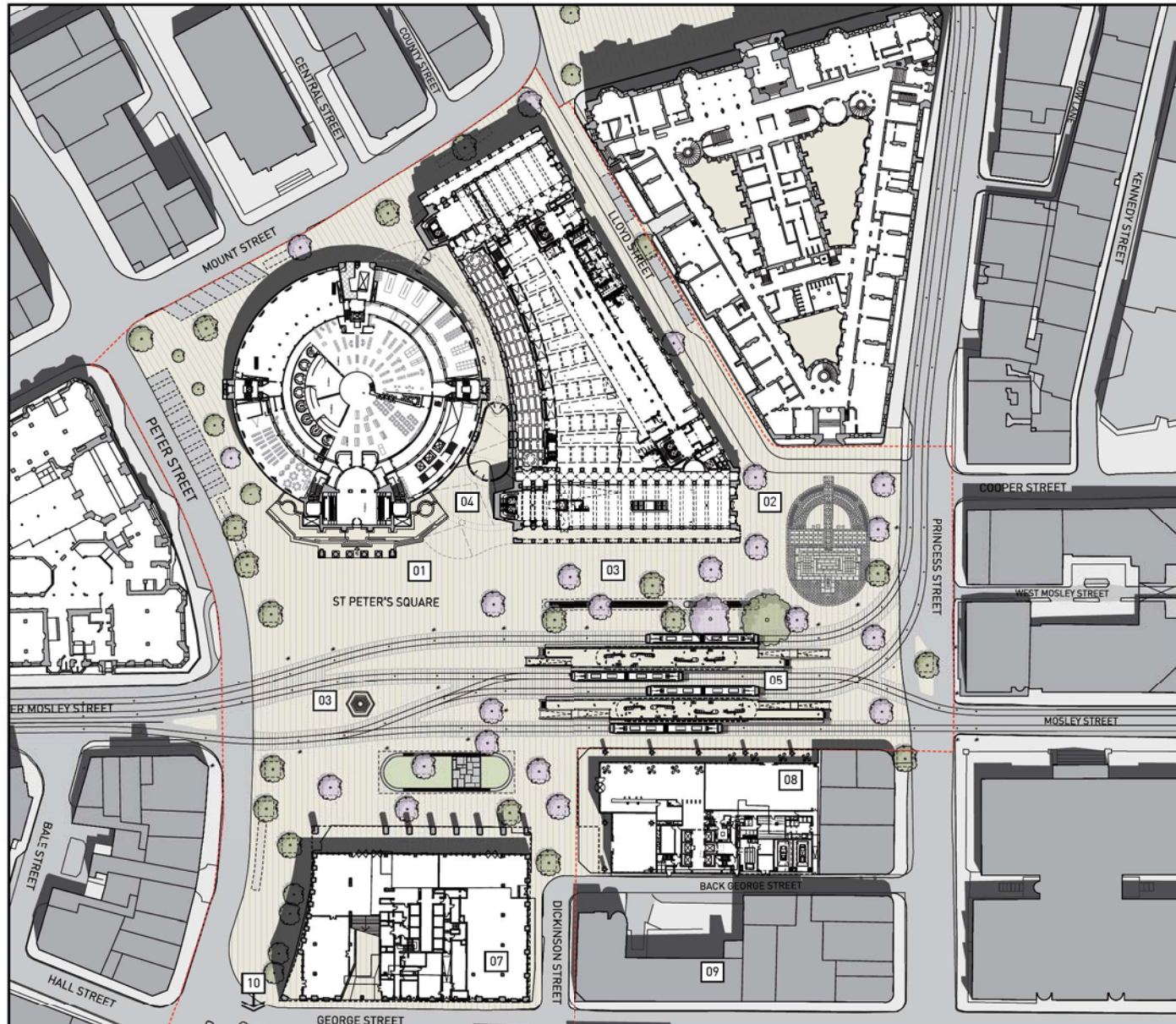
towards First Street to the south. The resiting of the Cenotaph and Memorial Cross has been considered thoughtfully and with great respect for spiritual, spatial and functional requirements and their special heritage value will be considerable enhanced by association with the Town Hall and Extension. The creation of a new link connecting the Town Hall Extension and Library offers a fully accessible point of entrance, open to all, clear, legible and with minimum impact on the adjacent structures. The reconfiguration of The Peace Gardens within the new Square offers opportunities to open up the view and aspect of the Town Hall and Extension from within the Square.

A series of interlinked interventions contributing to a reconfigured whole, a unified space that will address the issues previously described, a space that provides quality access to all, to services and facilities, to transport and to contemplation

and to a beautiful new landscaped space. A legacy for future generations, a foundation stone for Manchester's growth, a flagship regeneration project of world class quality.

This is a critical moment in Manchester's history. The city has a unique opportunity to position itself on the international stage, inviting investment and future growth. This comprehensive vision must be recognised as powerful and compelling, and wholly embraced to safeguard the future prospects of its citizens.

The vision and its components are as follows:-



Proposed completed framework plan

4. THE VISION

Manchester City Council and its partners are developing a bold, ambitious and exciting regeneration project based around an outstanding collection of public buildings and spaces in one of the city centre's most accessible locations. The project is driven by a public sector investment programme which will establish the area as a prime destination for new investment and development at the very heart of the city centre. The vision should be:

- To create a public space of international quality, scale and significance.
- To create an integrated and comprehensive strategy for the regeneration of the Civic Quarter.
- To establish the Civic Quarter as a place of quality and grandeur as befits the surrounding buildings
- To create a redefined public realm that will provide a focus for ongoing investment by the private sector, forming the next generation of mixed use buildings.
- To deliver a new vibrant commercial quarter around St. Peter's Square. Significant new office based activities will be brought forward during the next 5 to 10 years, and establish the area as a major commercial destination alongside the revitalised civic buildings.
- To create a public realm transformation that will improve pedestrian permeability and increase connectivity between the city core, Manchester Central and the Southern Gateway.
- To ensure the objectives for sustainable growth in civic, leisure and cultural attractions are delivered through investment in transport and connectivity, driven by the proposed Manchester Central Interchange and the integration of the Metrolink Second City Crossing.
- To integrate a new Metrolink interchange as part of the new Second City Crossing

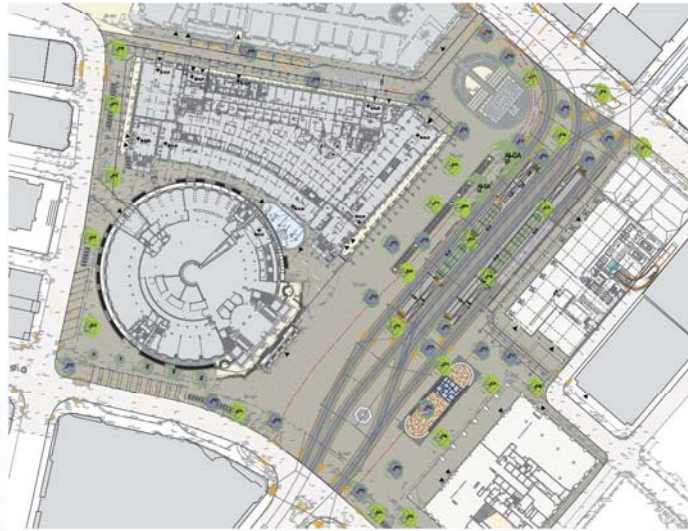
5. COMPONENTS OF THE VISION

The development and delivery of a number of key components of the regeneration initiative is critical in delivering the overall vision. These components are not identified to be 'separately considered', but are interdependent on each other and must be considered as parts of a whole. Without one, the remaining components cannot individually or in part deliver the aspirations of the overall strategy for the Civic Quarter. The principal components should be:

- 01 New public realm improvements
 - 02 The Cenotaph & Memorial Cross relocation
 - 03 Redefining the Peace Gardens
 - 04 Library Walk Link
 - 05 Expansion of the Metrolink stop & infrastructure, a new interchange for the Second City Crossing
 - 06 Peterloo memorial (siting to be agreed)
- New development opportunities:
- 07 Number 1 St Peter's Square (on site)
 - 08 Number 2 St Peter's Square (formerly 81, 83, 85, 87-89 Mosley St & Century House – pre-application)
 - 09 Peterloo House (planning approved)
 - 10 Former Odeon Cinema



LATZ & Partners concept visualisations



LATZ & Partners landscape plan

□ scope of international design competition
□ scope of international design competition funded by the Town Hall Transformation Programme



Left: scope of Design Competition

Below: section through landscape

Bottom: LATZ concept night visualisations



01 NEW PUBLIC REALM IMPROVEMENTS

The international design competition relating to the St Peter's Square Public Realm Project has been won by German Landscape Architect: LATZ & Partners. The practice has joined an already established cluster of architects, engineers and designers located in Heron House who comprise the Town Hall Complex Transformation Designers.

The site of the design competition is bounded by Princess Street; Peter Street; the Town Hall Extension and Central Library; Elisabeth House; and Century House to 79 Mosley Street. The space is dissected along a north – south axis by both the Metrolink, including St Peter's Square station, and Mosley Street. The site also incorporates streets and spaces adjoining the Square including Library Walk, Lloyd Street [between the Town Hall and the Town Hall Extension] and part of Dickinson Street and George Street to the east.

The area is located immediately to the south of the city's commercial core and at the head of The Corridor, an area centred on Oxford Street and Oxford Road, which is also undergoing a similarly dramatic and comprehensive transformation. The Corridor has a defining role to play in terms of linking the extensive areas of opportunity for economic growth around First St and the Southern Gateway with the commercial core.

At the heart of the plans for St Peter's Square is the idea of a wide, open urban square which celebrates the architecture of the surrounding buildings. A high quality 'carpet of paving' will blend the square with its surroundings while a grove of decorative trees will be planted and positioned to frame views and complement existing trees.

Proposals should be designed to secure the following objectives:

- > Create a wide, welcoming, accessible entrance in front of Central Library and Library Walk
- > Restore the urban and heritage prominence of the Cross, as a stand alone element and marker of the historic location of St Peter's Church
- > Give the relocated Cenotaph a new setting next to the Town Hall
- > Establish an important axis between the Central Library / Peter Street and the Cenotaph area – visually, conceptually and as a vibrant pedestrian dominated space
- > Establish legible, direct routes from the proposed tram interchange to Central Library and Library Walk as well as to the bus stops at Princess Street
- > Provide the largest, most flexible layout for events and markets adjacent to the civic buildings
- > Remove the traffic and car-parking from the central space
- > Create a new 'carpet' of paving with a new alignment. Practical-yet-distinctive, the paving will be laid out in a pattern that means everybody will recognise immediately that they are in St Peter's Square
- > Create a 'grove of trees' comprising the iconic Princess tree
- > Provide a new family of bespoke seating structures and create a new external lighting concept for the Square
- > Ensure St Peter's Square is a place that is easy to get to and move through
- > Make St Peter's Square legible – a continuous square with a clear image



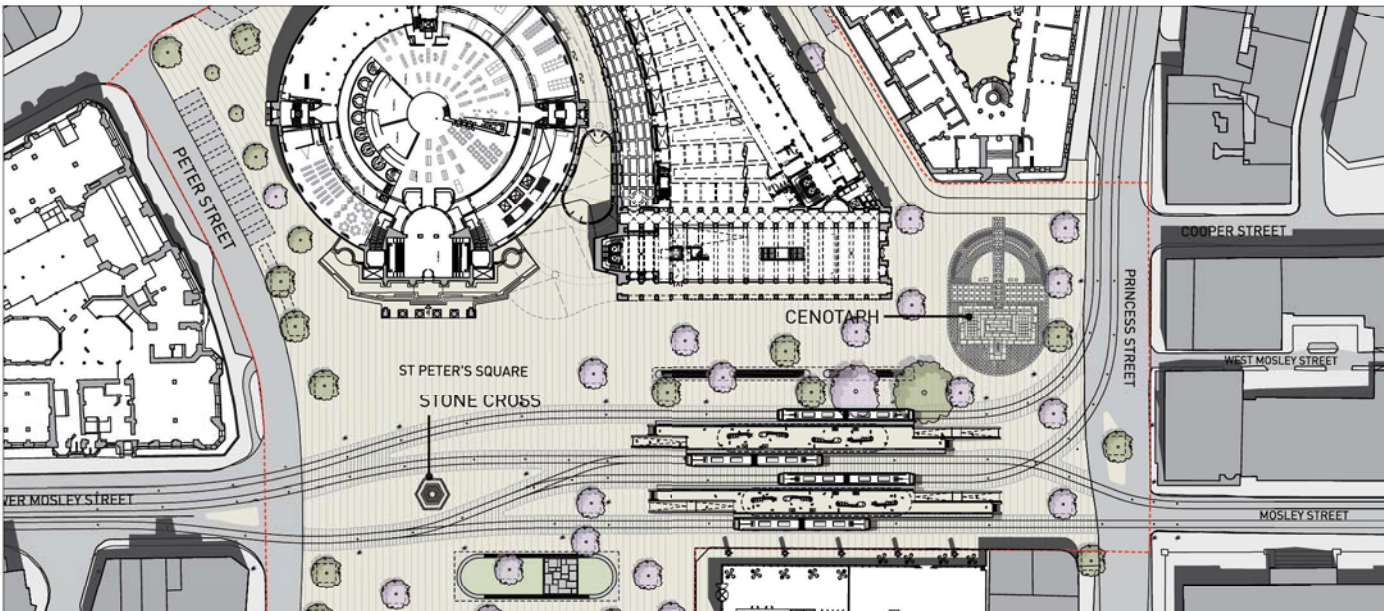
Contemporary view of Cenotaph during Remembrance Sunday



Tram platforms currently abutting the War Memorial



Stephen Levrant Heritage Architecture indicative visualisation



Proposed plan showing new form and location of Cenotaph and the Stone Cross

02 THE CENOTAPH AND MEMORIAL CROSS RELOCATION

Integral to the redevelopment of St Peter's Square is the relocation of the Cenotaph War Memorial [1924 by Sir Edwin Lutyens] and the Grade II listed Memorial Cross [1907 by Temple Moore - a monument that marks the former site of St. Peter Church]. Stephen Levrant Heritage Architecture has been appointed to lead on the relocation of the Cenotaph War Memorial and the development of a new setting.

The relocation of the Cenotaph is subject to a complex set of requirements set out by the ceremonies performed by active regiments and veterans' groups that have the Cenotaph as their central focus. At present the Cenotaph is located on a traffic island with a Metrolink platform directly up against it.

After considering the spatial demands of the military ceremonies and after analysing the potential of various Squares and Parks in Manchester city centre as prospective new settings for the monument, the former Peace Gardens site was deemed the optimal location, offering greater opportunities to improve the Cenotaph's appreciation and prominence in the civic setting.

Acknowledging the architectural significance of the Grade II listed structure and its historical, communal, aesthetic and evidential values, the vision for the Cenotaph will be a balanced response to a number of project requirements, amalgamated in a design that safeguards and enhances the inherent qualities of the monument.

As an outstanding example piece of architecture by one of the most prominent British architects, in the heart of Manchester, the visual relationships between the Cenotaph and the surrounding buildings were carefully considered. Built in an era characterised by extensive public works, the Cenotaph provides evidential value of the Mancunian civic pride in the first quarter of the 20th Century. The placement of the Cenotaph with strong physical, visual and axial relationships to the Town Hall and Town Hall Extension deliberately explores and builds on this heritage value.

Consideration was given to the Cenotaph as a monument for remembrance, playing a pivotal role in ceremonies organised by key stakeholder groups. The Remembrance Day Parade was taken as a main reference for the understanding of the spatial and functional requirements that the proposed setting must fulfil. All works to the Square must ensure that Remembrance Sunday Events are uninterrupted [without exception]. Responding to the requests from stakeholder groups, the design should include the creation of an architectural feature which could incorporate memorials marking post-world war II conflicts. The proposed 'Memorial Wall' fulfils this purpose.

The Stone Cross

In 1907 St Peter's Church was demolished and a Memorial Cross, designed by Architect Temple Moore was erected. This was later incorporated within the garden adjacent to the Cenotaph designed by Sir Edwin Lutyens. The current setting of the Stone Cross has been adversely affected by the presence of the Metrolink tram station which abuts the site to the west. However, the Stone Cross can still be read and understood as marking and commemorating the former St Peter's Church thereby yielding historic value.

The original design of the Cenotaph does accommodate the Memorial Cross, but it is known that Lutyens was not fond of religious symbolism. It is argued that the significance of either, and particularly that of the pre-existing Cross, transcends the importance of group value. The monuments were built at different dates and are listed at different Grades. The significance of the relationship between the Cross and the Cenotaph was dramatically altered in 1949 with the loss of the setting Lutyens had designed for the Cross and was replaced by Howitt's Memorial Garden in 1949. The Cross should be re-sited, within the footprint of the demolished church, between the new inbound and outbound tracks of the Metrolink stop.

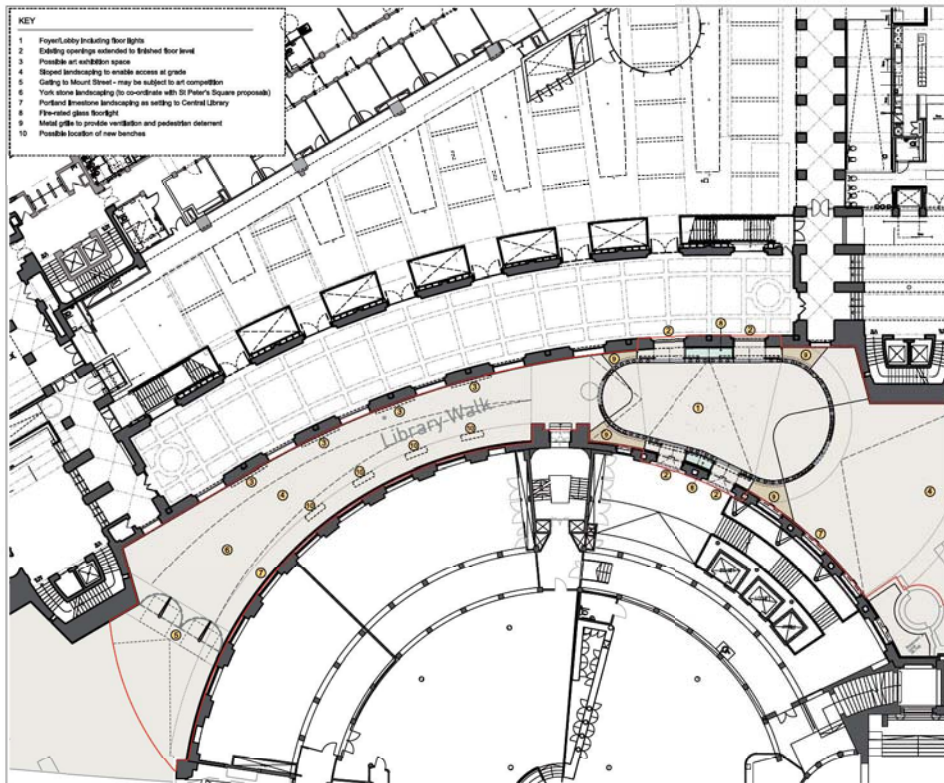




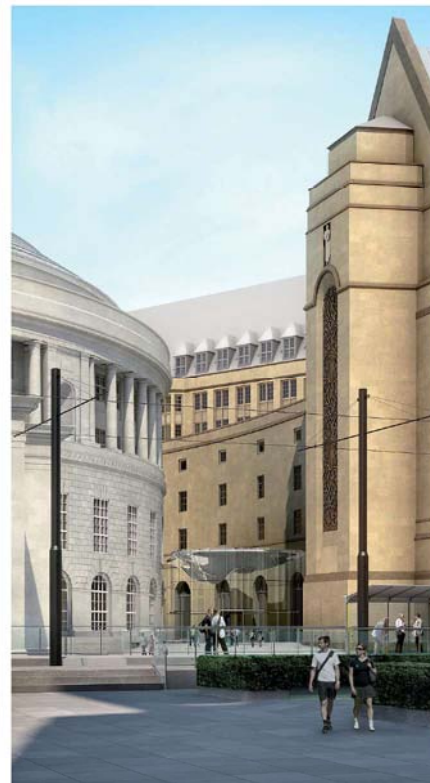
Example of heritage view as existing, obscured by the Peace Gardens



Heritage view as proposed, clear view when site hoarding removed to Town Hall & Princess Street



Plan of proposed Library Walk Link



A prominent entrance to new facilities

03 REDEFINING THE PEACE GARDENS

It is anticipated that the existing site of the Peace Gardens will be integrated fully into the new public realm proposals, but not in its existing configuration. The nine memorial plaques will be relocated within an appropriate space, yet to be determined. The 'Messenger of Peace' statue, which is currently part of the Gardens, will be relocated within the Square if possible.

Visual impact assessments have been carried out which show significant benefit to heritage views of the Town Hall and Town Hall extension via the removal of the existing trees, and new tree planting forms a key part of the new Square.

The Peace Gardens integration within the proposals would allow for the realisation of significant improvements to St Peter's Square together with the relocation of the Cenotaph to the site, which would substantially increase the heritage value of the key views, benefiting the heritage assets surrounding the site, their setting and the character and appearance of the St Peter's and Albert Square Conservation Areas.

04 LIBRARY WALK LINK

Library Walk is a unique space of grand scale and distinctive form within the Manchester cityscape. It is a tapering crescent shaped pedestrian route within the Town Hall Complex linking St. Peter's Square and Mount Street. It is located between Central Library and the Town Hall Extension, and is defined by the relationship between the curving facades of these contrasting buildings. Library Walk sits above existing basement service areas to the Town Hall Extension and the Central Library.

The Town Hall Complex Transformation Programme is seen as one of four major 'place making' capital projects, which are already committed, with capital funding in place, which would unlock the potential of Manchester's 'Civic Quarter'. The refurbishment of the Town Hall Extension and Central Library will revitalise the civic core of the city, acting as a benchmark for future public investment and a catalyst for further regeneration. The transformation of St. Peter's Square and its public realm would complement the refurbishment of the civic buildings and create the conditions to attract additional investment to the area.

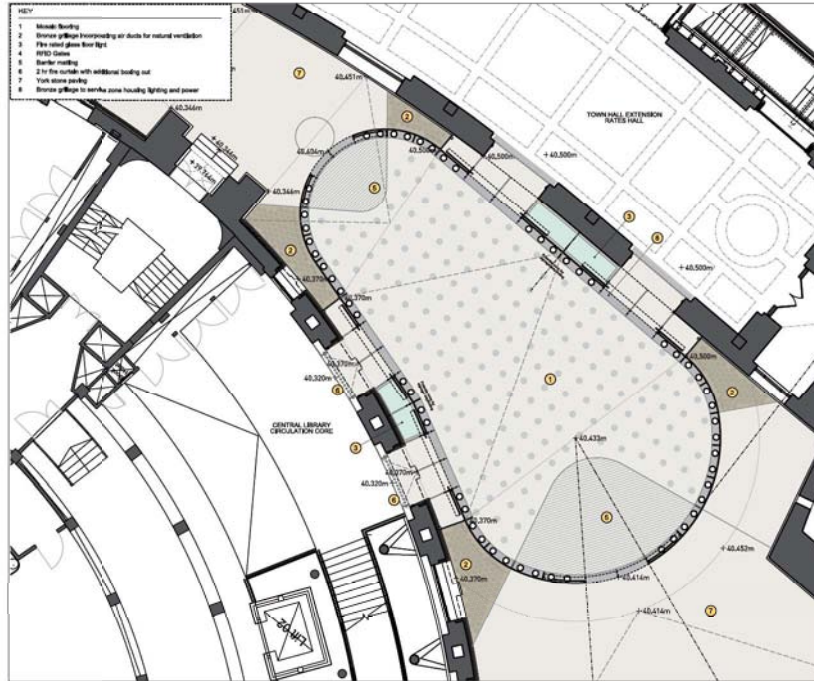
Linking the Town Hall Extension & Central Library

The proposed link within Library Walk would provide a prominent single entrance to both Central Library and the Town Hall Extension, accessible from both St. Peter's Square and Mount Street, allowing customers to easily navigate their way to any service they require. By supplementing the existing entrances to Central Library and the Town Hall Extension, both limited in width and capacity, the link would reduce the congestion predicted due to the expected significant increase in visitors and staff, improve accessibility and remove potential health and safety issues associated with congestion.

It is intended to open up the former Rates Hall onto Library Walk, by lowering two existing window openings to footpath level. The Rates Hall, at ground floor level of the Town Hall Extension, is original architect Vincent Harris's "prime public concourse" for the building. This hall was originally a large open public space, with the only insertion being a long, curved, mahogany counter. The counter has been lost, and the space subdivided by unsympathetic modern partitions, with only partial public access throughout the space. The works currently under way to refurbish the Town Hall Extension will see this space returned to its former glory and public role, being integrated into the new customer experience. It will become the place where the city 'meets and greets' its citizens - the first point of contact for those seeking access to Council Services.



A 'transparent' and highly accessible entrance to Council Services



Detail plan of Library Walk link structure showing proposed mosaic floor and glass enclosure

Central Library and the Customer Service Centre in the Town Hall Extension have been designed as a 'single space', with customers able to receive either service in either building. The provision of a ground floor link between the buildings will make services far more accessible to customers, and create greater choice in how customers access Council services. Library Walk Link would visually and physically connect the two buildings and create a simple intuitive route allowing an awareness of the full variety of services available to the public.

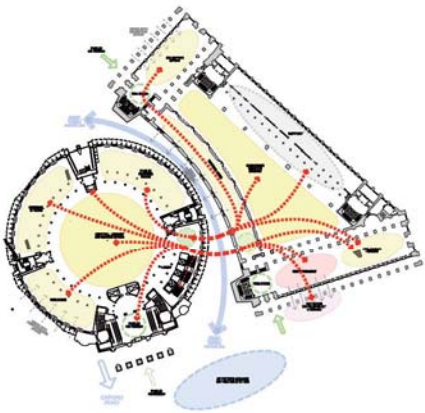
The new link would significantly reduce the distances required to access varied elements of the new services complex - in many cases by over 100m. Direct sloping access to the heart of the complex, level thresholds and a seamless link will reduce travel distances and avoid the need for convoluted lift and stair journeys, benefiting all, but most significantly those with mobility impairments. With an estimated footfall in excess of two million visitors a year it is an important part of the Council's vision that customers are provided with a recognisable access point to both buildings and have easy access between the services provided within Central Library and the Town Hall Extension.

By providing a new entrance and therefore an additional exit directly connected to the main new Library circulation core, the link scheme would provide an increase in escape capacity, which will be achieved alongside reduced evacuation times. This will enable the Library to accommodate a larger number of people for events. Significantly it will also enable evacuation for the mobility impaired without need for a convoluted route through the basement.

Without a useable link between the two buildings, it is envisaged that the Council will have to duplicate Service delivery in both the Town Hall Extension and Central Library. This would not allow the Transformation of Service delivery that the Council has planned and would duplicate costs at a time when budgets are limited. The Council cannot justify the on-going revenue costs of duplicating customer services in both buildings.

Manchester City Council should be conscious of the sensitivity of any proposal that would affect the external appearance of these key civic buildings and their associated surroundings. The proposed link is designed as a discrete presence in this sensitive location. It comprises an ethereal billowing mirrored stainless steel roof supported on an entirely glazed structure.

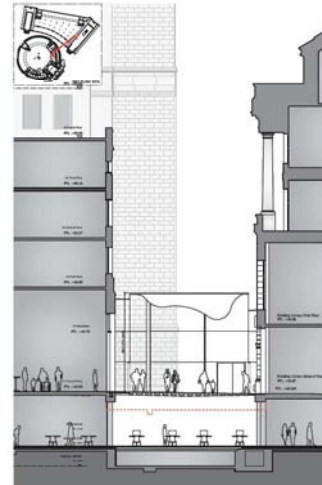
The ground levels will be raised leading toward the foyer that is set at the floor levels of the existing buildings in order to provide a seamless and step free access to both buildings and along Library Walk. The external paving along Library Walk is to be white Portland stone and will incorporate bronze grillage to act both as a drainage element, accessibility guide and interface between the structure and the surrounding ground plane



Connectivity diagram



Reflections: an ethereal billowing mirrored stainless steel roof supported on an entirely glazed structure.



Section: a link at Basement and Ground levels



05 EXPANSION OF THE METROLINK STOP & INFRASTRUCTURE

St Peter's Square contains one of the busiest Metrolink stops on the network. The Metrolink stop within St Peter's Square is a key arrival point for many people both working and visiting the City. The existing Metrolink stop is served by the Bury – Altrincham, the Piccadilly – Eccles and the St Werburgh's Road services. Each provides a service at least every 12 minutes, equating to approximately 25 trams per hour in each direction. When the Metrolink network was originally constructed, a horizontal deviation was introduced to the Metrolink alignment to allow the tram to pass between the Cenotaph and the Central Library.

The new Metrolink Second City Crossing requires expansion of the Metrolink infrastructure within St Peter's Square with two new island platforms being created in the northern part of the Square.

Four tracks are required in the new station stop to accommodate the new vehicles and services that will support the expansion of the Metrolink system and Second City Crossing project. As well as being a Metrolink service interchange platform, it is intended that the new St Peter's Square tram stop will also provide an interchange facility with Cross City Bus services which will run in both directions along Princess Street. High quality bus stops are proposed on the corner of Princess Street and Mosley Street to provide this facility.

The stops should become an integrated and elegant component part of the Square rather than sitting in functional isolation from the surrounding space. It is anticipated that OLE poles will be required within the Square, however TfGM propose using building fixings for OLE supports where possible.

The area is inherently accessible and is at the very heart of the regional centre. It has two Metrolink stops, at St Peter's Square and Deansgate-Castlefield (formerly G-Mex). There are two main-line railway stations within 5 minutes walk at Oxford Road and Deansgate, and key bus routes run along the adjacent streets, namely Peter St/Oxford Street and Princess St. This accessibility will be further enhanced following the completion of the Metrolink expansion and the development of further Quality Bus Corridors, Cross City Bus Travel and Bus Rapid Transit systems.

06 PETERLOO MEMORIAL

It is the City Council's intention to appoint a separate artist for the Peterloo Memorial commission. The final location or form of the memorial has not yet been decided.

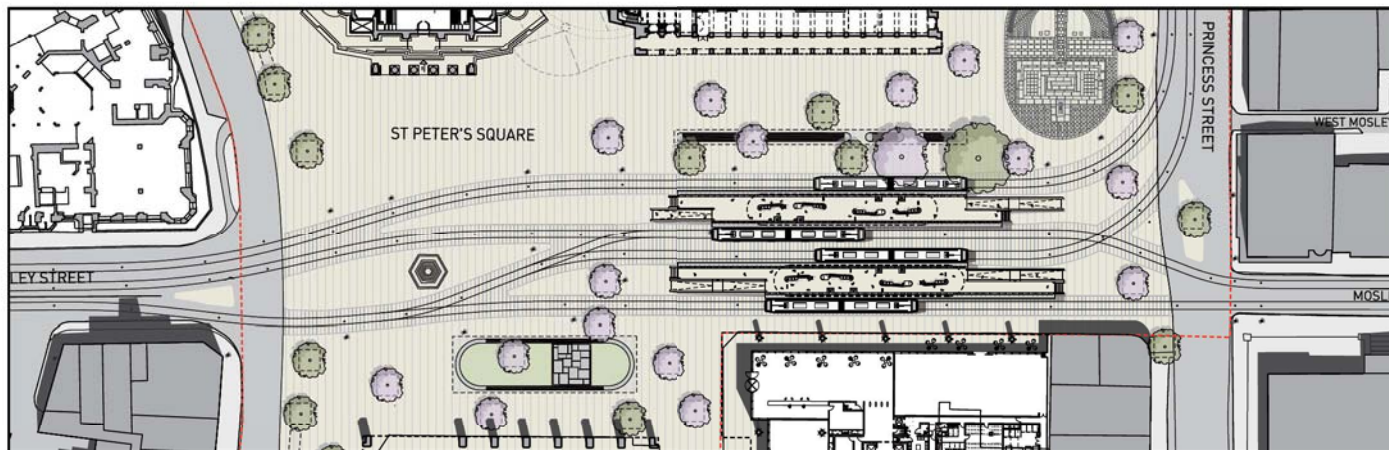
There have been free-standing sculptures in St Peter's Square including 'Adrift', 1907, by John Cassidy, relocated from Piccadilly Gardens, and 'Messenger of Peace', 1986, by Barbara Pearson, a work which is regularly used for political events, protests and vigils. These pieces of art are currently in safe storage and consideration will be given to their future integration within the Square.



Indicative TfGM visualisation of the new Metrolink facilities



Existing Metrolink station is set between the Cenotaph and Central Library



Plan of relocated and expanded St Peter's Square Metrolink station



View across St Peter's Square towards Elizabeth House [now demolished]



Proposal for No 1 St Peter's Square



View of Central Library from entrance foyer to No1

NEW DEVELOPMENT OPPORTUNITIES

In addition to a stock of some of the finest civic buildings in the country in the St Peter's Square framework area, there are a number of key redevelopment opportunities. Many of these are in prominent locations and based around open spaces, including 1 St Peter's Square [formerly Elisabeth House], Century Building, Peterloo House, and the former Odeon cinema where new office redevelopments are planned. It is intended that development/redevelopment proposals will be brought forward for both the London Scottish House and the Theatre Royal in due course. In addition, the forecourt to Manchester Central has recently been reconfigured.

The Civic Quarter strategy aims to regenerate all the neighbouring sites via a series of mixed use regeneration projects arising from increased investment, activity, infrastructure, connectivity and public realm improvements created at St Peters Square. Many of these sites have received planning approval and some are already under construction.

07 NUMBER 1 ST PETERS SQUARE

The site of No 1 St Peter's Square [formerly Elisabeth House] occupies a highly prominent location on the south-eastern side of the square. Construction of a major new office building has commenced, which will complement the high quality buildings that currently give definition to the space. The new building will provide activity on each of its principal frontages to St Peter's Square, Oxford Street and Dickinson Street.

The main entrance to the new building will be on St Peter's Square, facing the Central Library. Completion is envisaged in Spring 2014. The ground floor footprint will allow Dickinson Street to be opened up by an additional 1.5 meters. It is currently envisaged that No 1 St Peter's Square will accommodate a restaurant at ground floor level that will spill out onto both St Peter's Square and the newly pedestrianised Dickinson Street.

08 NUMBER 2 ST PETERS SQUARE [formerly 81-89 Mosley St, Century House]

This site will be subject to comprehensive redevelopment for potential office/hotel use. The development will include a major new frontage onto St Peter's Square with a setback colonnade and active uses at ground floor that will provide a major opportunity to animate the northern part of the Square. The design of the Square at Mosley Street will allow for external use of the spaces and pavements immediately adjacent to the street frontages. It is envisaged that the main entrance will be located on Dickinson Street at the junction with the Square.

09 PETERLOO HOUSE

Peterloo House is available for redevelopment. It is intended to increase the profile and visibility of this site through the environmental improvement works in the Square and provide this site with a St Peter's Square address. The creation of a pedestrianised area at Dickinson Street between Elisabeth House and Peterloo House would facilitate this and create a more desirable location, enabling a new entrance space to be created facing the Square.

10 FORMER ODEON CINEMA

Planning permission has been granted for the demolition of the existing building and the development of a 180k sq ft building on this site. Its principal frontage will be to Oxford Street.



No 2 St Peter's Square



No 2 St Peter's Square

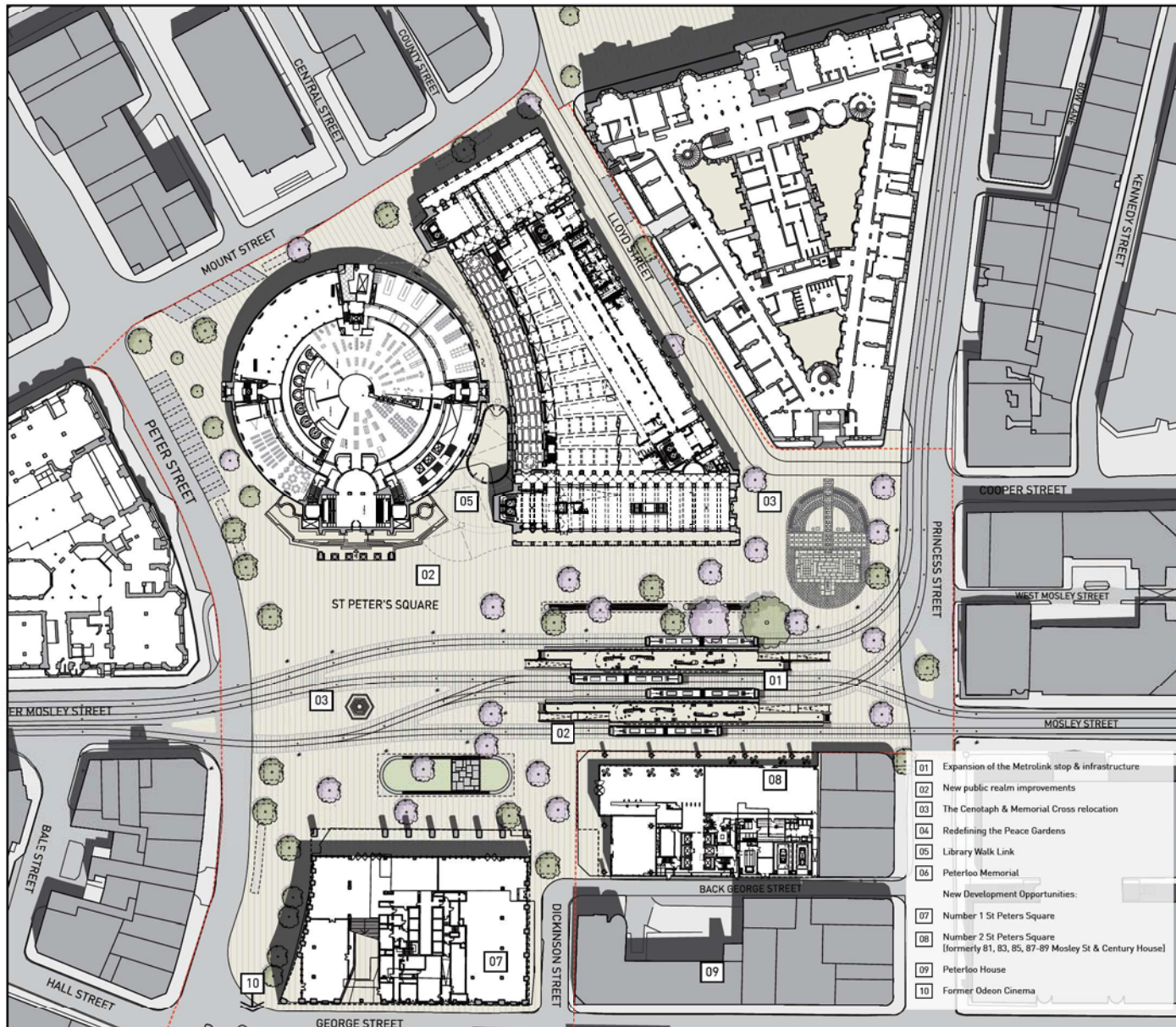


Peterloo House



'Landmark', former Odeon





Proposed completed framework plan

6. FRAMEWORK SUMMARY

This framework and vision describe how a series of connected public and private sector projects could unlock the potential of St Peter's Square and create a truly beautiful public space within a key regeneration area.

The ongoing refurbishment and redevelopment of the Town Hall Complex and Central Library will revitalise the civic core and will be seen as a benchmark for public sector investment and a catalyst for future regeneration.

The introduction of a new link structure connecting the Library and Town Hall Extension reinforces accessibility and connectivity across the Civic Quarter and adds significant value to the Transformation Programme. A safe, clear and legible point of access and egress to the revitalised historic structures would significantly benefit the citizens of Manchester and the anticipated 2 million annual users of the facility.

The development and delivery of all components within this regeneration initiative is critical. The overall vision is assembled from a series of inextricably linked parts, each reliant upon the other, all connected and all fundamental to the success of the whole.

The removal or adjustment of even one element of the framework risks compromising the vision, undermining the opportunity of creating a world class public space for Manchester and the opportunity to secure significant commercial development.

The investment in transport and connectivity represented by the expansion and improvement of the Metrolink station stop at St Peter's Square would ensure the framework area will have the capacity to support growth and new development on the widest scale. Driven by the Second City Crossing initiative, the investment in infrastructure must be complemented by improvements to the surrounding public realm to maximise accessibility and connectivity, and to ensure the creation of a vibrant and cosmopolitan place.

Delivering The Vision

- ▶ A truly civic space of quality and scale is created spanning the area between the Library and 1 St Peter's Square with the memorial cross at its heart.
- ▶ The link structure connecting the Town Hall Extension and Library Walk sits delicately between both historic buildings and touches the ground lightly, retaining the visual integrity of Library Walk whilst transforming the accessibility and functionality of the Town Hall Complex.
- ▶ The removal of vehicular access across the Square creates sufficient space to accommodate the new interchange.
- ▶ The requirement of additional tram tracks in response to the Second City Crossing would compromise the setting and functionality of the Cenotaph. A new dedicated site on axis with the entrance gate to the Town Hall's east elevation anchors the structure into the historic context and gathers the listed buildings together along the western edge of the Square whilst new commercial developments edge the Square to the east.
- ▶ The whole of the ground plane bounded by Mount Street, Peter Street, Princess Street and George Street is treated in a cohesive and considered way through a comprehensive landscape treatment introducing colour, texture, quality materials and extensive new planting, unifying both historic and new buildings, transport infrastructure and structures of remembrance, each component carefully considered and located within a highly appropriate yet flexible composition.
- ▶ The integration of a Metrolink tram interchange within the Square necessitates the requirement to relocate the tram stop facility to the north of the existing location at the junction of Princess Street and Mosley Street.

