



# Mayfield Strategic Regeneration Framework

Addendum Report  
January 2014

**Bennetts Associates**  
**Buro Happold**  
**Jones Lang LaSalle**  
**Davis Langdon**

## Document Control

**Document Title** 1211 (RP) 001 Addendum Report

### Authorisation

Name Julian Lipscombe  
Title Director  
Address Bennetts Associates Architects  
1 Rawstorne Place  
London EC1V 7NL

### Contributions

Name James Nelmes  
Company Bennetts Associates (Architects)  
Location Edinburgh

Name Stephen Jolly  
Company Buro Happold (Traffic and Engineering Consultants)  
Location Bath

Name Adam White  
Company Jones Lang LaSalle (Commercial Advisors)  
Location Manchester

Name Ian Harrison  
Company Davis Langdon (Cost Consultants)  
Location Southampton

### Revision

H  
Date 29th January 2014  
Details Amended in line with MCC comments received.

### Revision

G  
Date 6th January 2014  
Details Interface with northern hub and area around proposed south entrance revised. Added in Section 1.7 and Appendix C.

### Revision

F  
Date 30th August 2013  
Details References to Network Rail public consultation and acknowledgement of London Road Fire Station included.

### Revision

E  
Date 23rd August 2013  
Details Minor amendments to improve consistency.

### Revision

D  
Date 16th August 2013  
Details Report updated to make reference to the wider HS2 SRF.

### Revision

C  
Date 13th May 2013  
Details Section 6.3 added. Other amendments made following comments received from Network Rail.

## **Contents**

- 1.0 Executive Summary**
- 2.0 Summary and Review of 2010 SRF**
- 3.0 Updated Proposals - Guiding Principles**
- 4.0 Updated Proposals - Further Detail**
- 5.0 Delivery**
- 6.0 Looking Forward**

- Appendix A Indicative Area Schedule**
- Appendix B Extracts from 2010 SRF**
- Appendix C Hub Viaduct & Access to Mayfield**



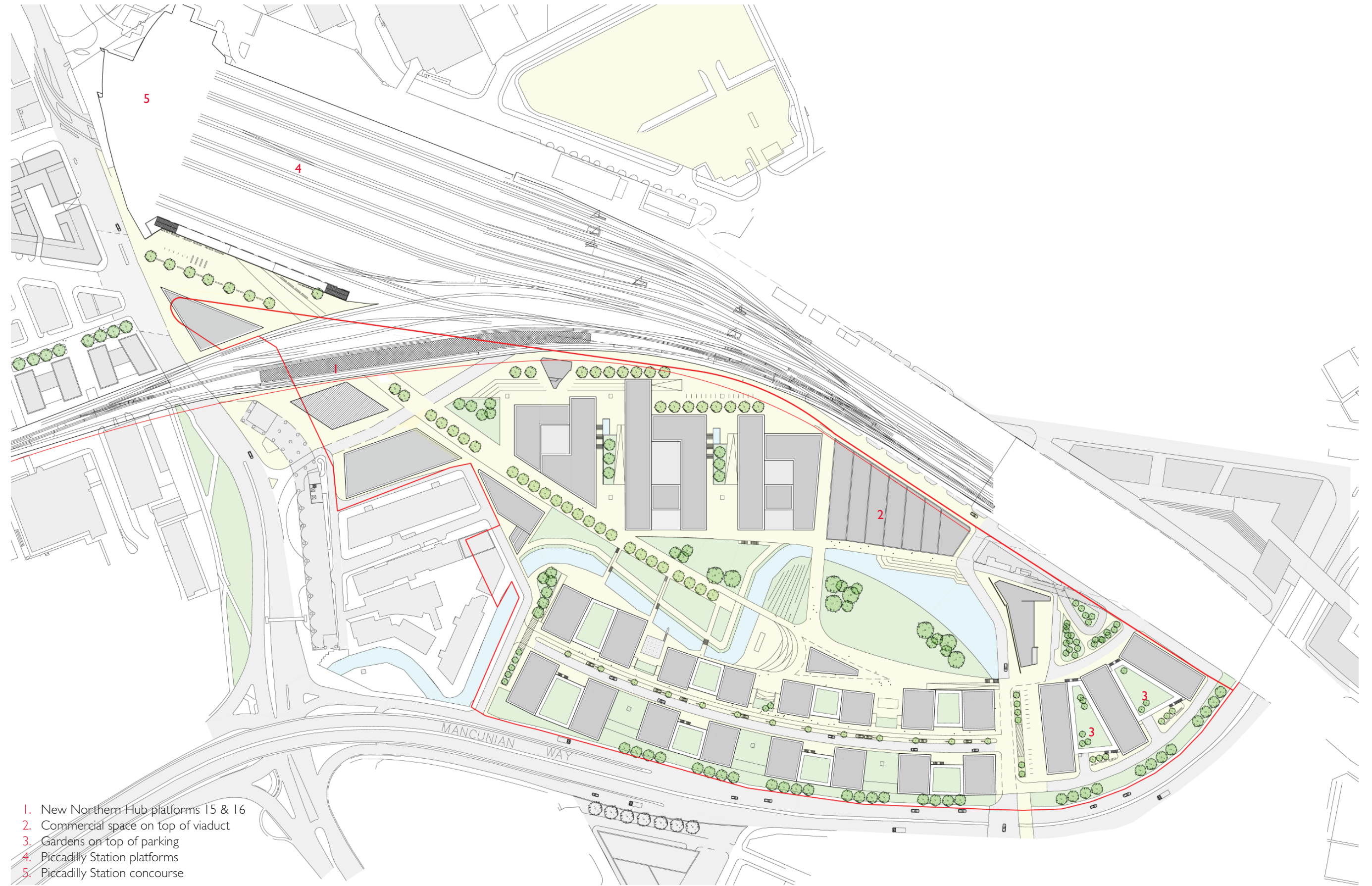
Mayfield with a major new park and rejuvenated Medlock River at its heart

## **1.0 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.



- 1. New Northern Hub platforms 15 & 16
- 2. Commercial space on top of viaduct
- 3. Gardens on top of parking
- 4. Piccadilly Station platforms
- 5. Piccadilly Station concourse

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.



- 1. Metrolink concourse
- 2. New station Plaza
- 3. Existing transformer location and Energy Centre
- 4. Proposed transformer location  
(exact location subject to NR design proposals)
- 5. Possible new station entrance
- 6. Avenue to Mayfield
- 7. Commercial plot
- 8. Star and Garter
- 9. Unique 'destination' usage of viaduct arches
- 10. Reused viaduct arches
- 11. Park
- 12. 'Beacon' building
- 13. Residential plot
- 14. Hotel plot
- 15. Multi-storey car park or development plot
- 16. Connections to Ardwick (new and enhanced)
- 17. New public square
- 18. Pavilion in the Park

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.

This updated SRF will form a framework within which more detailed proposals for development of the area can be developed.

### 1.4 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

### 1.5 Network Rail

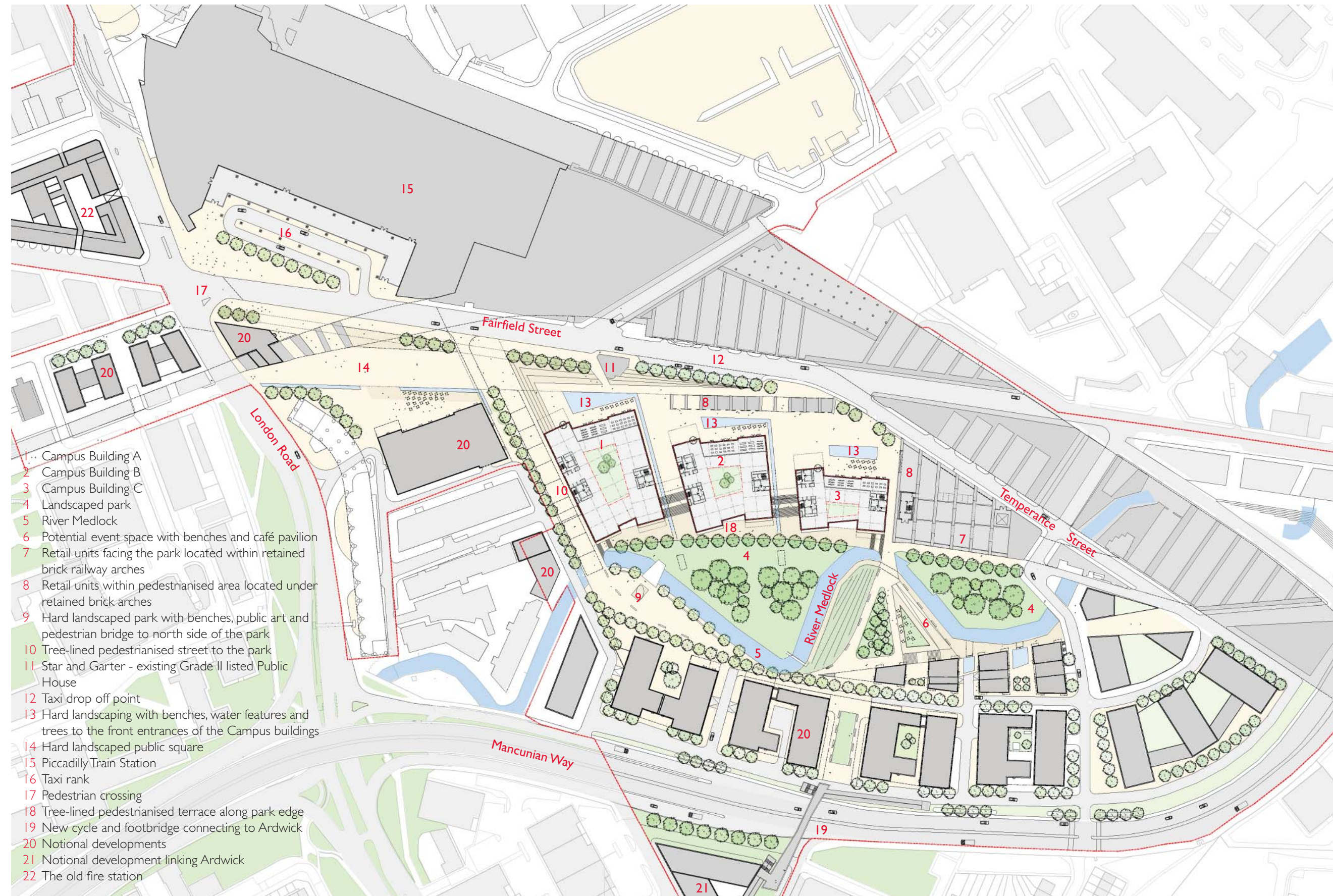
Ongoing consultation with Network Rail has helped inform the proposals. It should be noted that any works indicated on Network Rail property are indicative in nature at this stage. Network Rail are presently (August 2013) undertaking a public consultation exercise on the Northern Hub works. The partners 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.

Much work has been carried out with Network Rail to optimise the design of the Northern Hub works to meet operational objectives and urban design criteria. Moving forward it is imperative this collaboration continues. A study into the proposed new viaduct and environs carried out by LCR is included in Appendix C.























Aerial image of Mayfield connecting to Manchester city centre





2010 SRF Plan

Key	
	Chapel Street, Salford
	Spinningfields
	Left Bank
	Castlefields
	Southern Gateway
	Birley Fields
	Millennium Quarter
	Retail Core
	Central Business District
	Peter's Field
	Chinatown
	The Village
	Knowledge Quarter
	Northern Quarter
	Piccadilly Gateway
	Ardwick
	Ancoats Urban Village
	New Islington
	Chancellor Place
	Great Universal Square



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

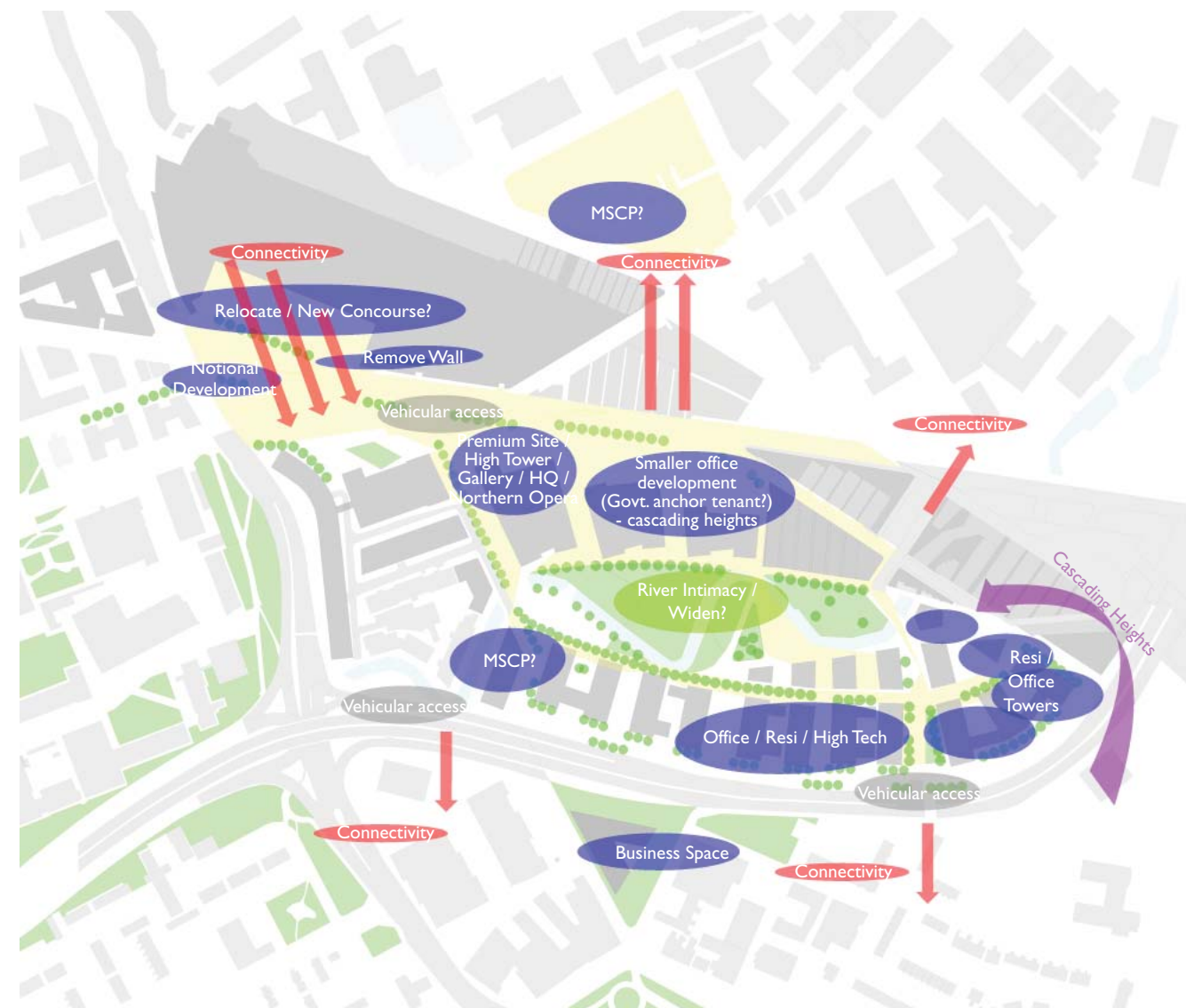
The Northern Hub is a national initiative to better connect the cities of the north of England and deliver economic and regeneration benefits as a result. Network Rail is responsible for the delivery of the rail infrastructure. Subject to approval, Piccadilly Station will have increased capacity with 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.

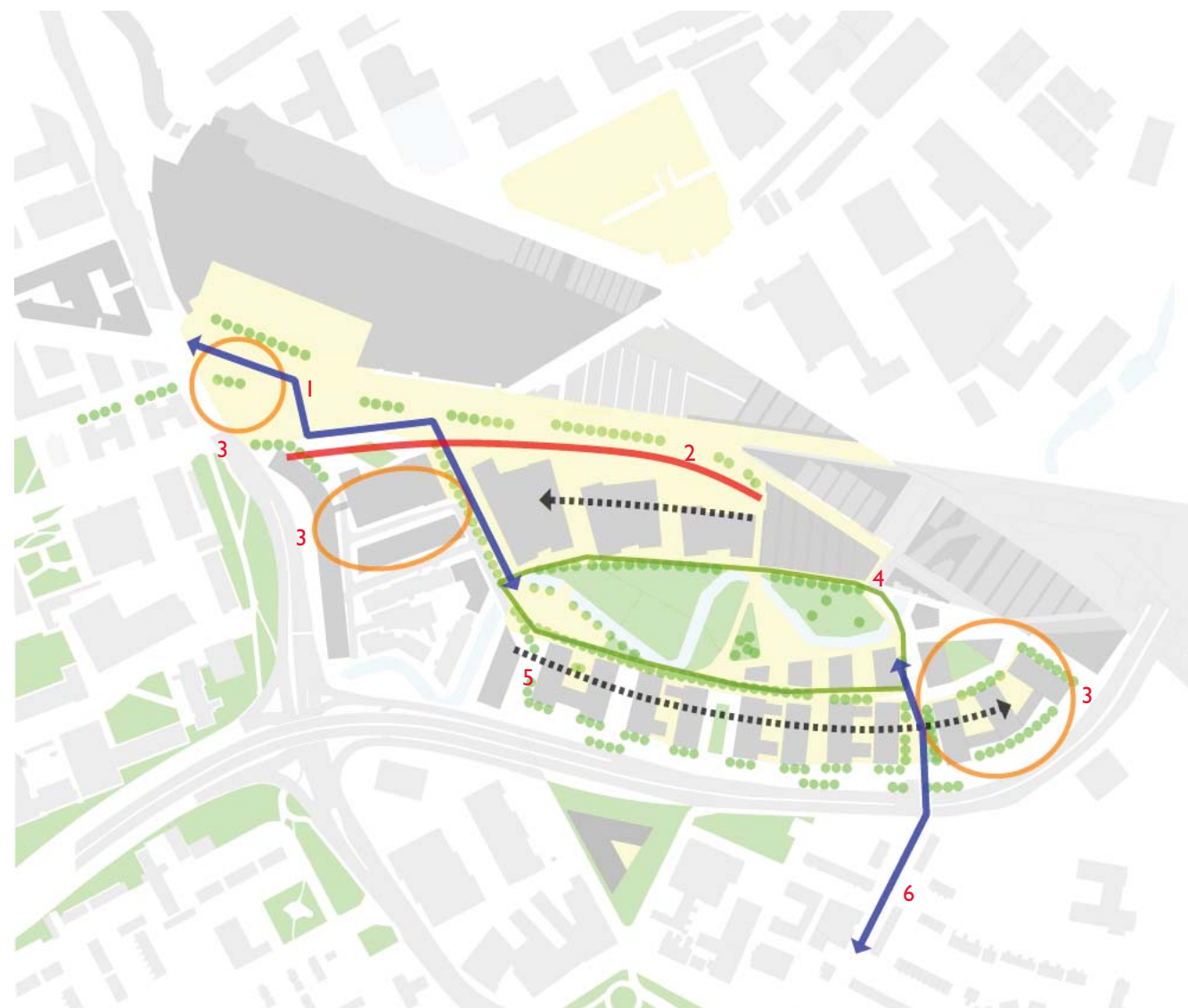
### Scale

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

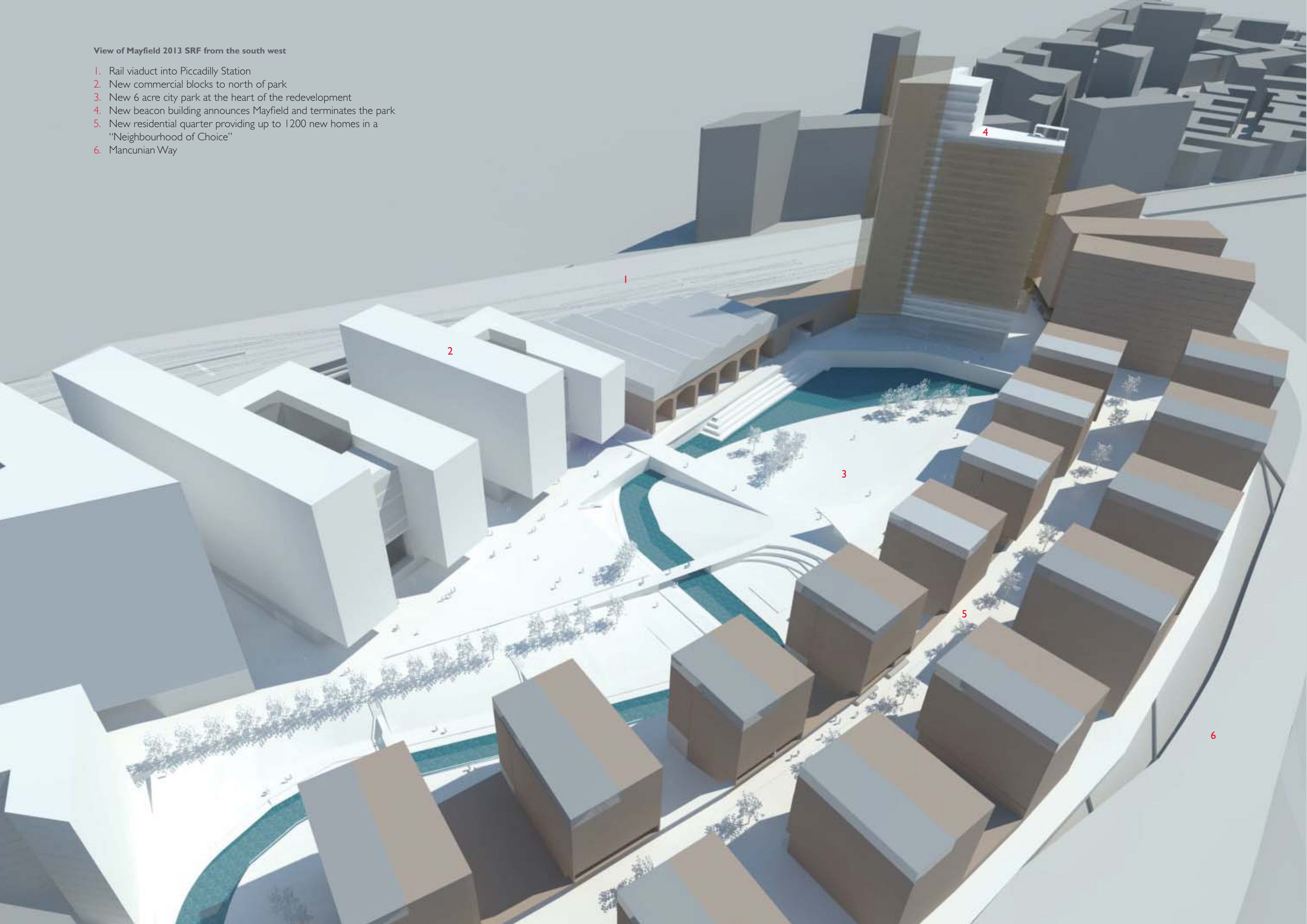
Located at the heart of the Mayfield SRF the park has the potential to create a unique destination in Manchester. It is a unique selling point for Mayfield and, perhaps, the last opportunity to create an urban park in the city centre. On reflection, the previous layout of the park was rather introverted 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



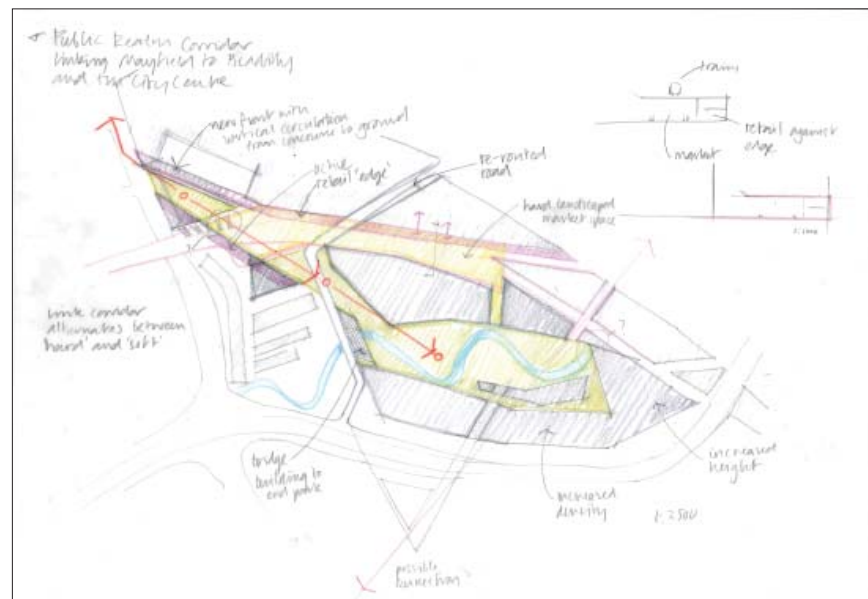




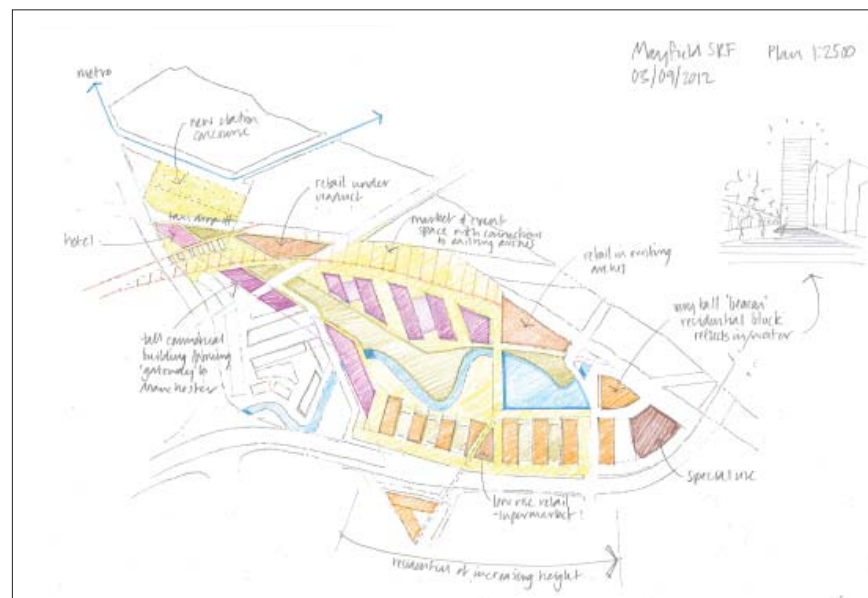


**View from east looking across the park up the avenue to Piccadilly Station**

- 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.

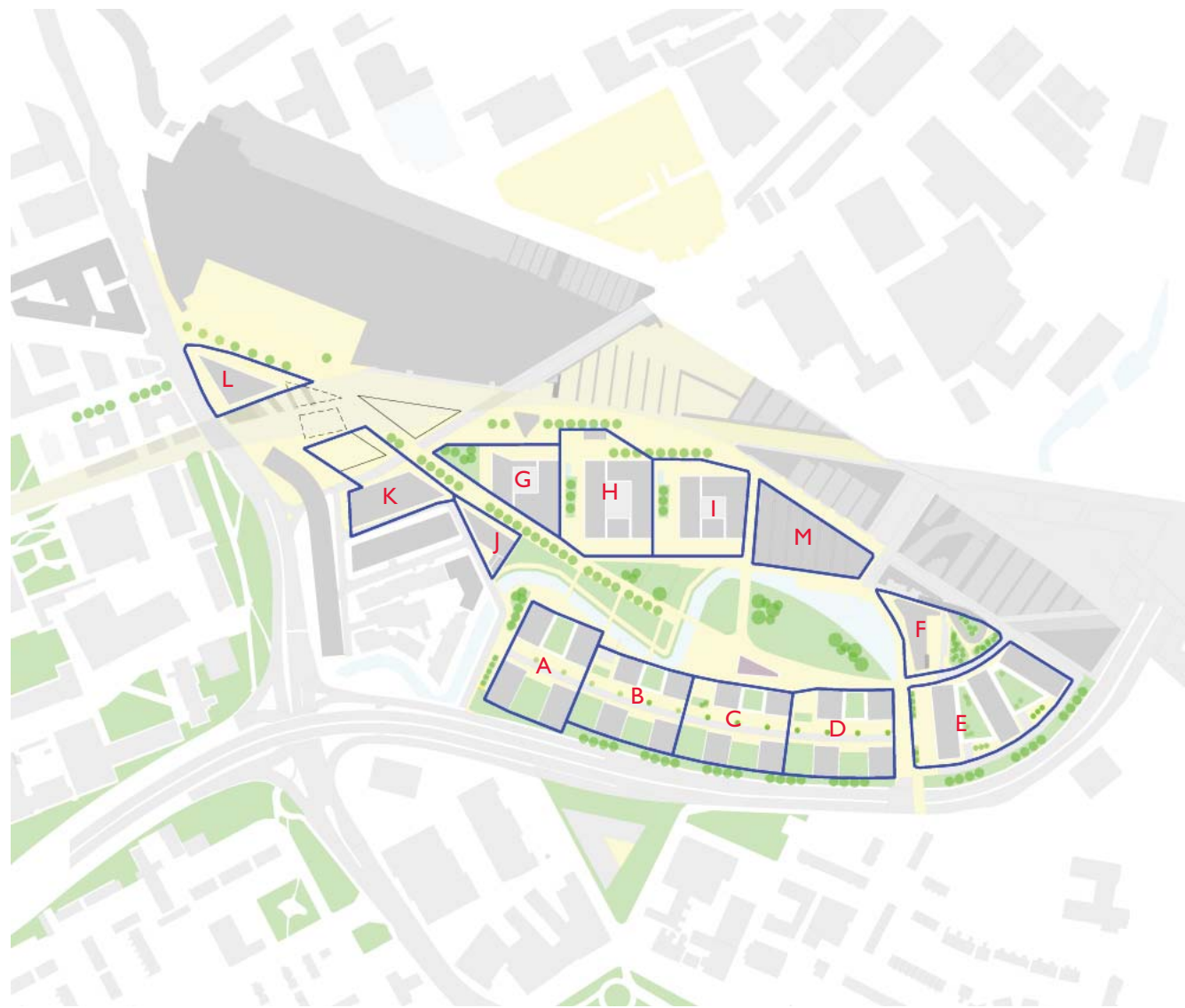


### 3.2 Grid

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) (m <sup>2</sup> )	Typical Floorplate (m <sup>2</sup> )	Typical Floorplate (sqft)
<b>Brief</b>			15,000 - 30,000
<b>N1</b>	22,550	1,760	18,945
<b>N2</b>	22,394	2,620	28,230
<b>N3</b>	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.

Key	
	Commercial
	Residential
	Retail / Leisure / Culture
	Hotel
	Car Park
	University



### 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.



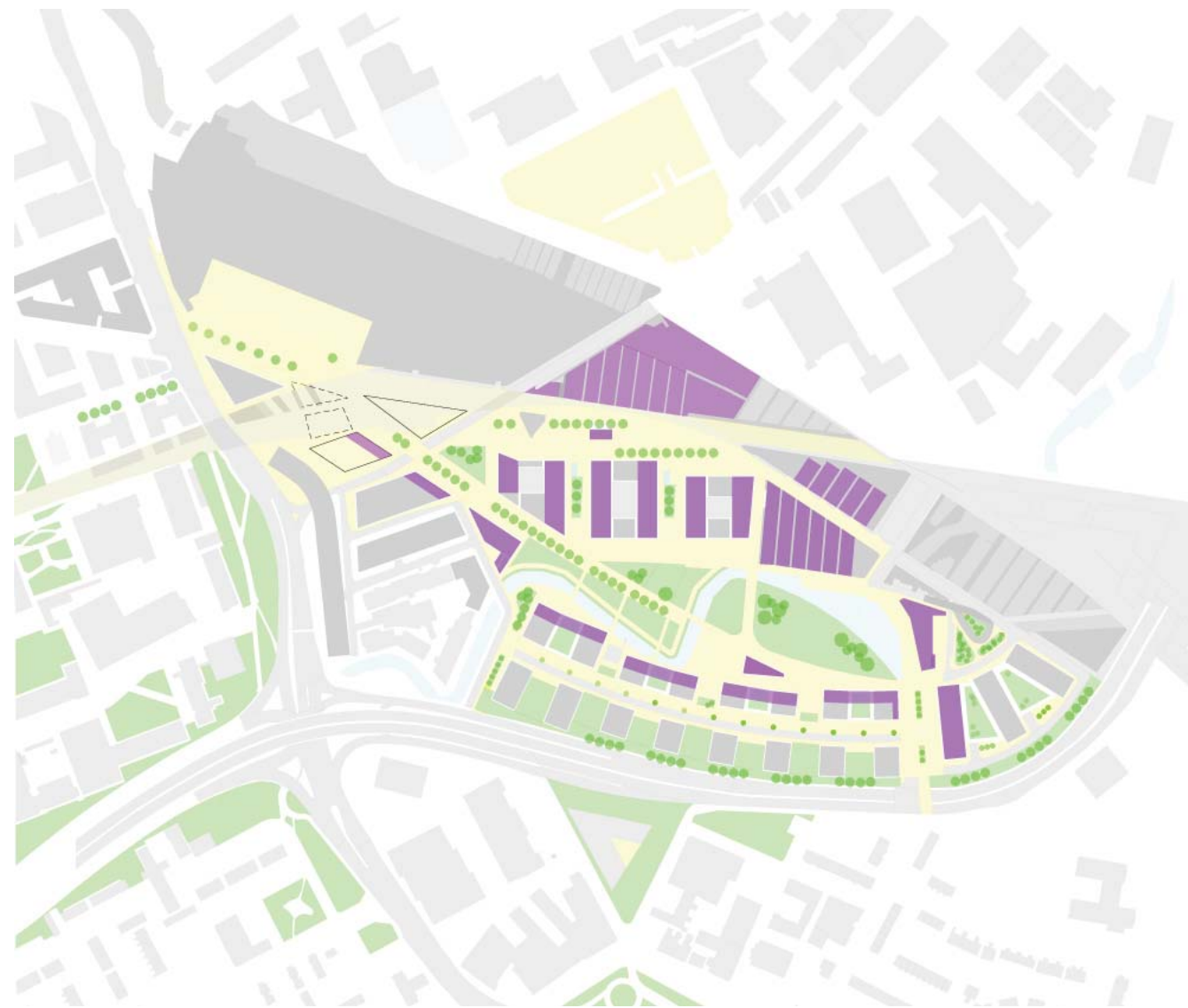
### 3.5 Building Heights

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.

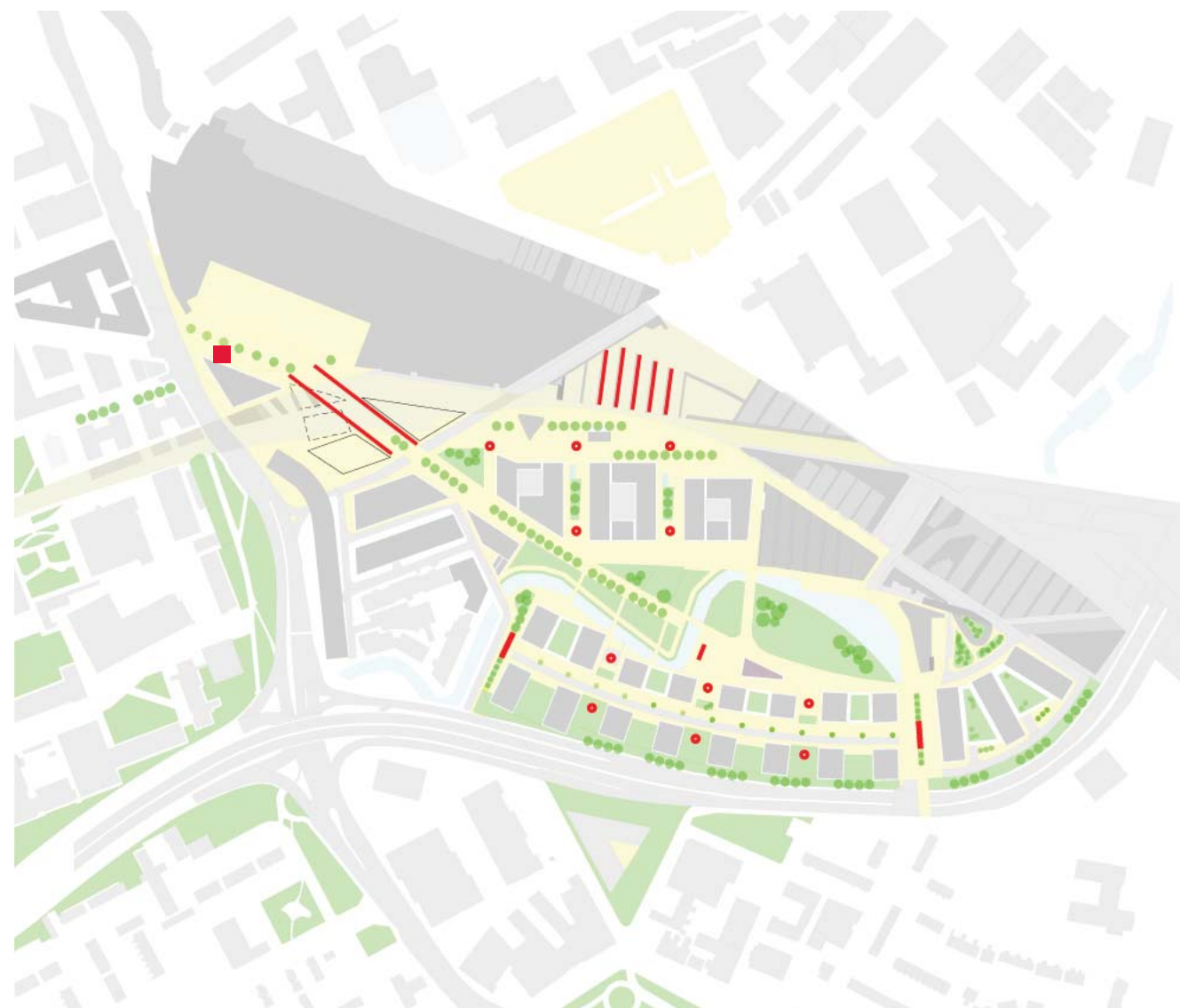
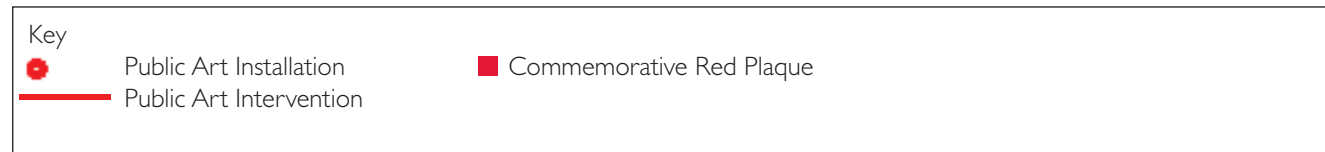
The northern development zone includes space for retail and leisure use at ground and (along the edge of the park) first floor levels. The spaces within the viaducts to the east end of the park are intended for retail and leisure to draw footfall towards the east of the site.

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.

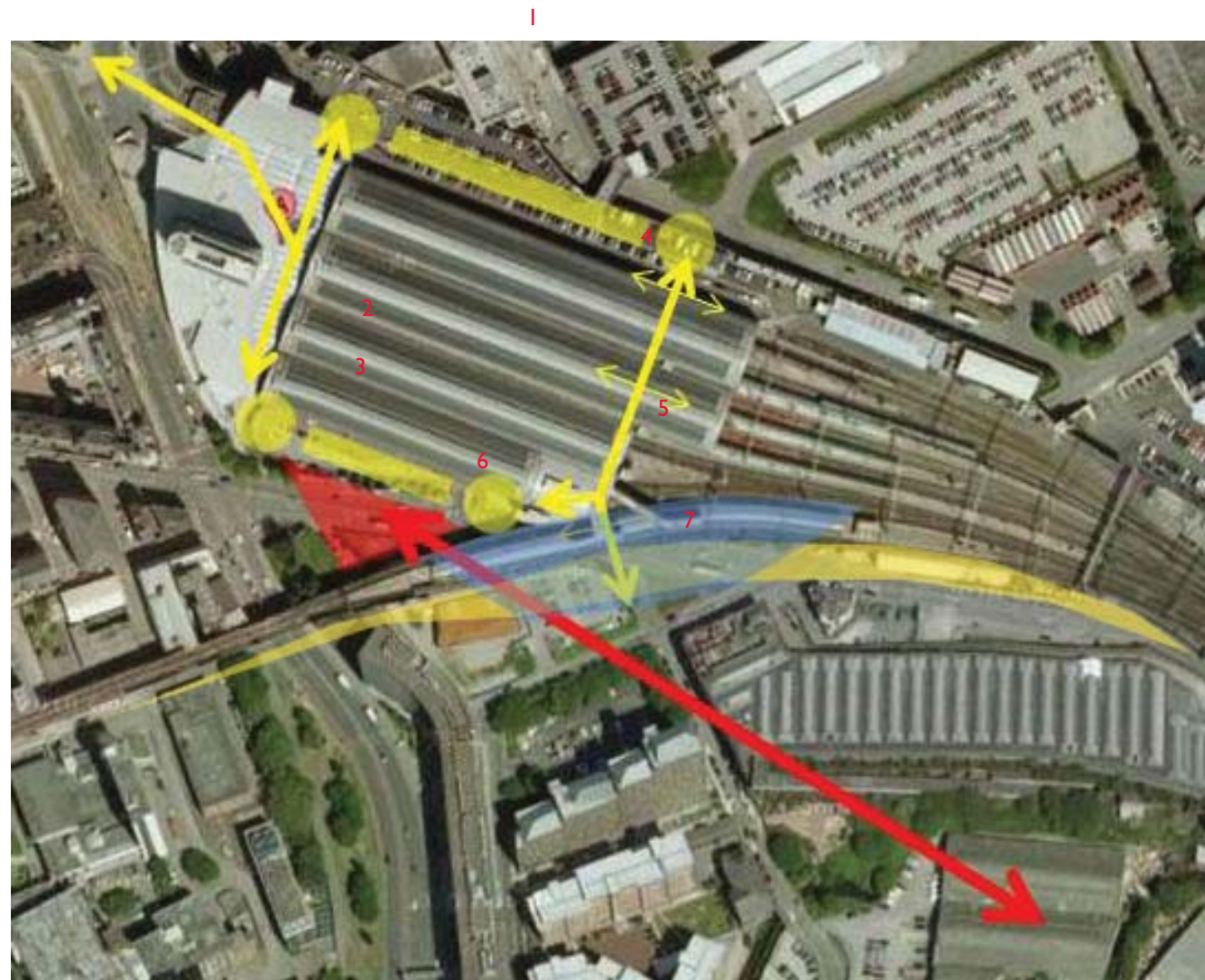
The lower image shows the revised alignment advised by NR in October 2012 which moves the centre of the platforms much further west, connects to the main station far better and greatly reduces the scale of the viaduct. It also envisages a potential new station entrance serving Mayfield and allows the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

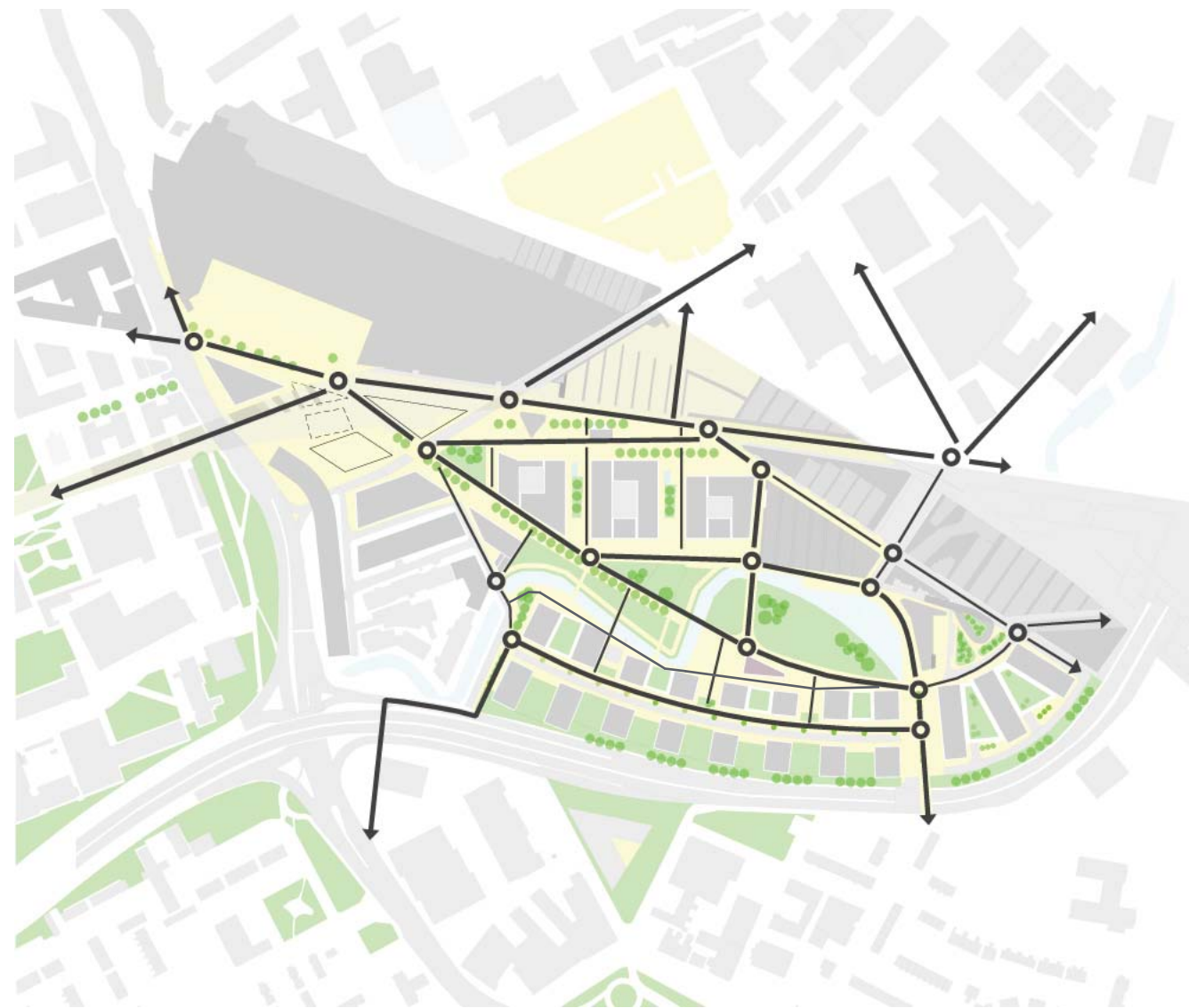
Following on from the work on Northern Hub, the Mayfield professional team's remit has also expanded into looking at the station itself. This work has created a more thorough understanding and is informing wider ongoing discussions with Network Rail (NR). The key drivers for this are:-

- 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.



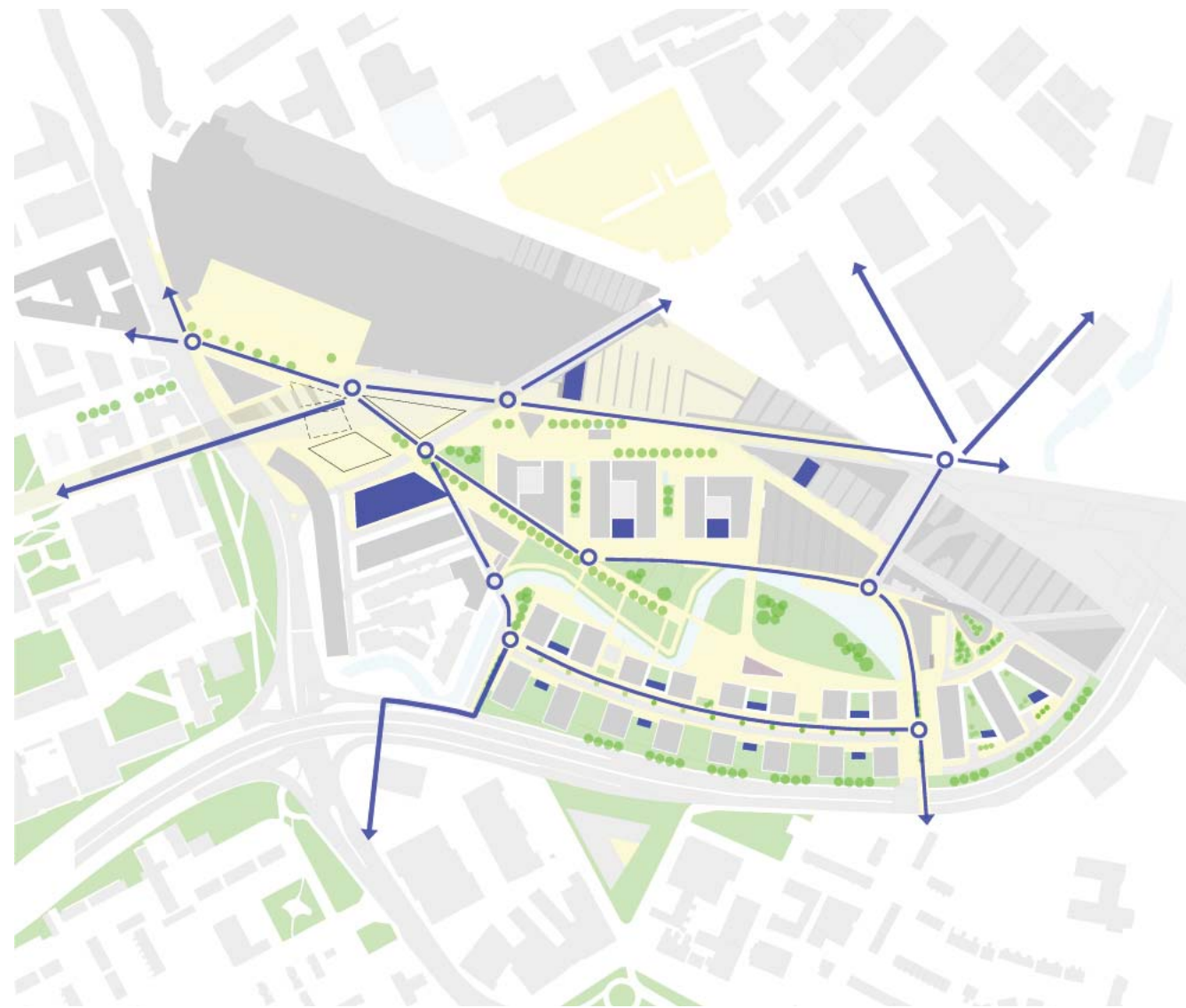
### 3.10 Pedestrian Connections

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.

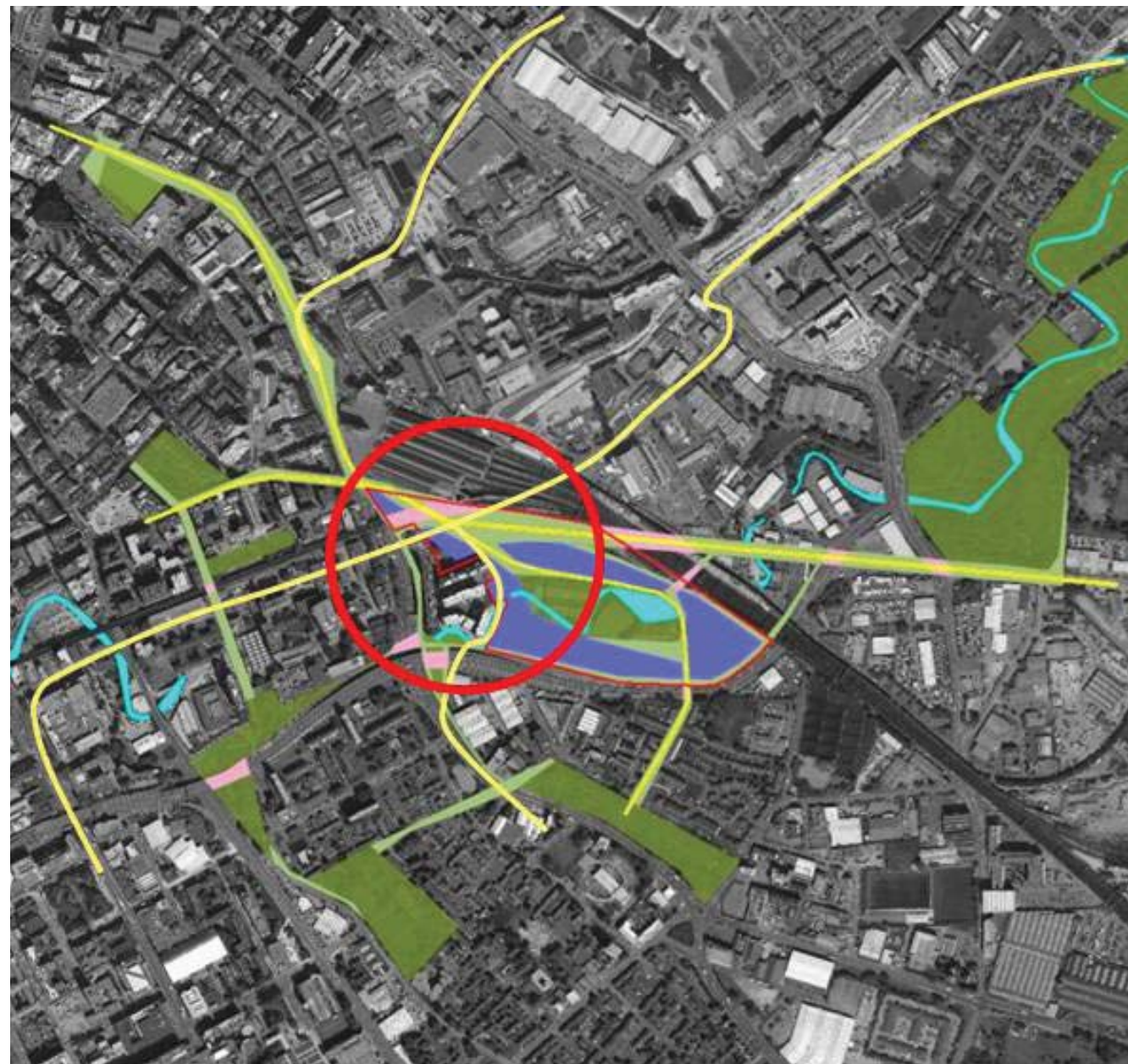
A second prominent pedestrian route leads from the connection to Ardwick in the southeast of the site around the park's northern edge. The two routes encircle the park and connect in generous areas of public realm.

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
	Traffic movement	2. Junction altered	5. New street
		3. Junction altered	6. Baring Street redirected over new bridge
			7. Entrance to parking
			8. New entrance to Piccadilly



### 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:

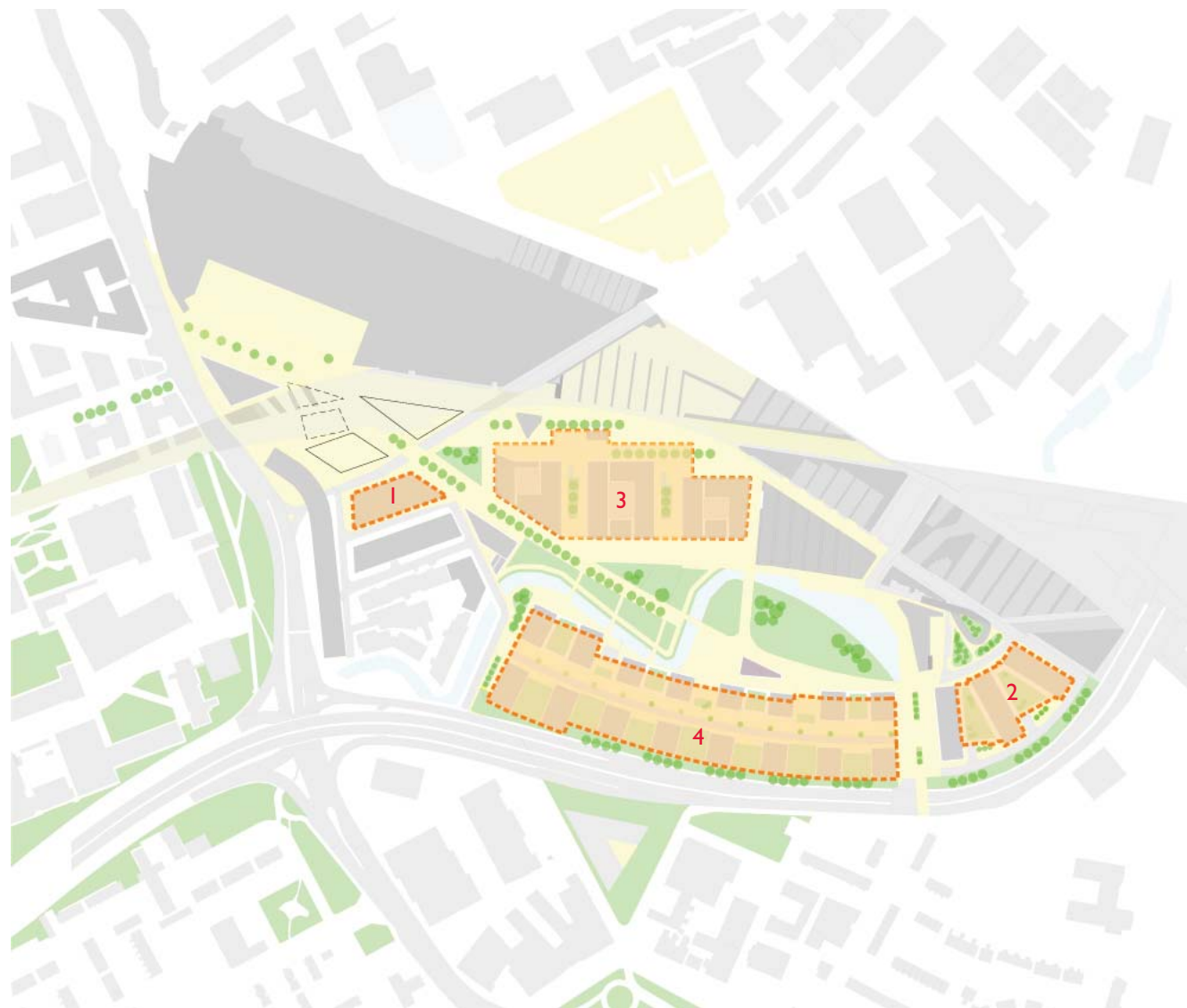
- Retain Fairfield Street in its present form
- Close Fairfield Street and make no further changes to the road network
- Close Fairfield Street and make necessary upgrades to the road network

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. |

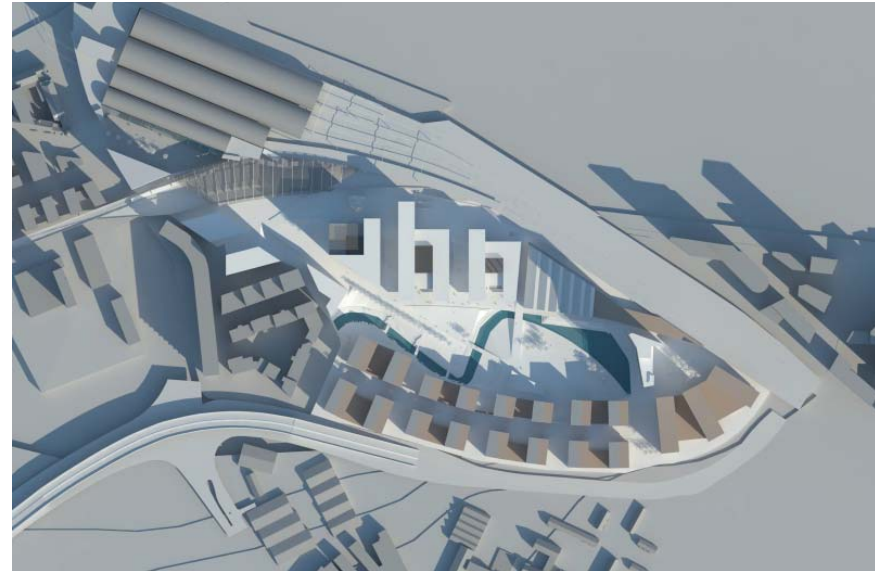


### 3.14 Parking

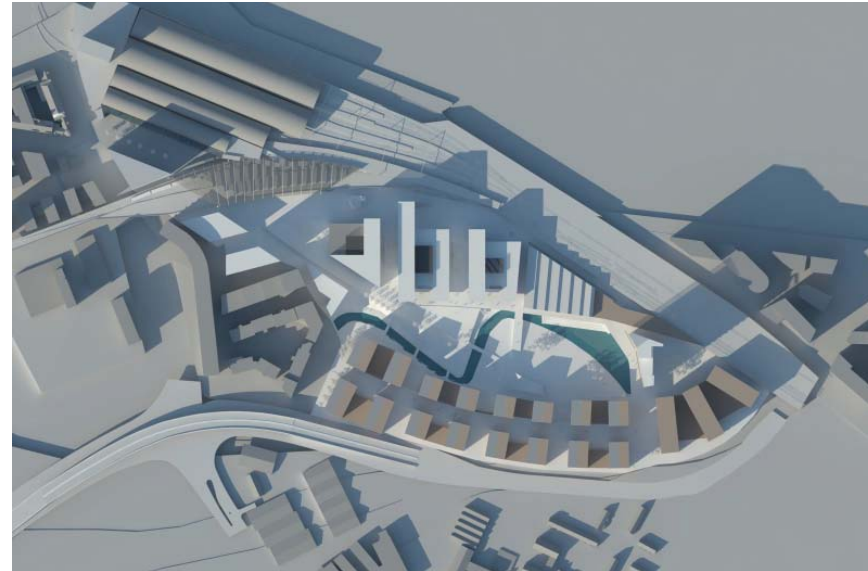
The detailed requirement for on site parking will be influenced by local policy, urban design aspirations, commercial viability and market demand. A number of options for on site parking have been explored. The Mayfield SRF promotes parking below ground or in multi-storey car parks. Grade level parking 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.

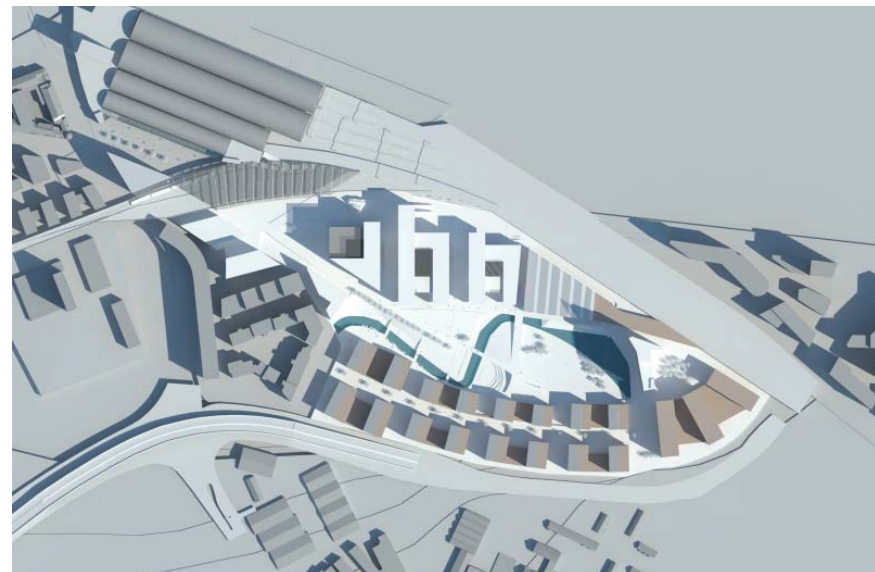




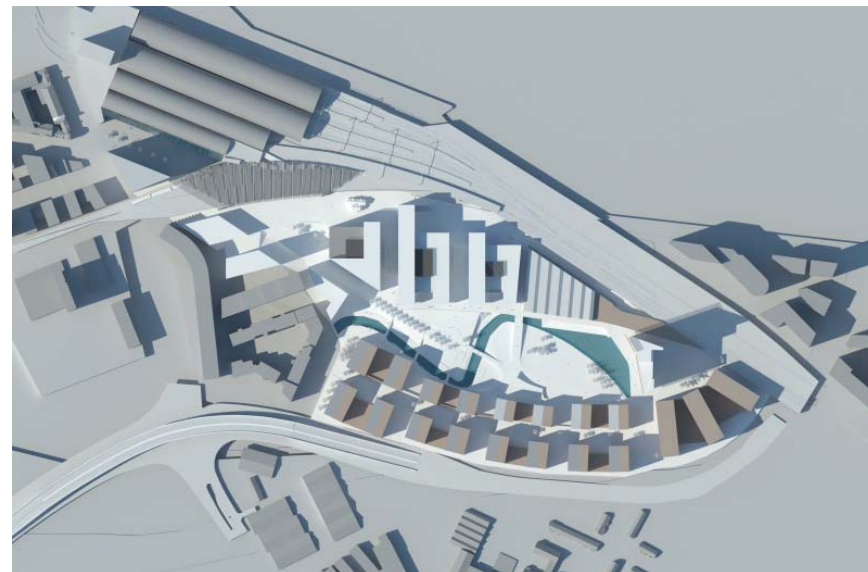
21st March 9.30am



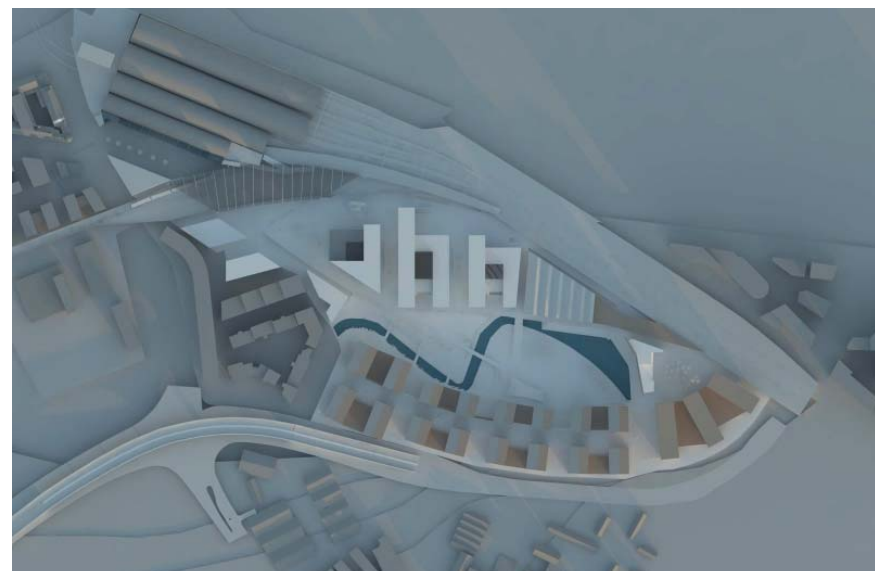
21st March 3.30pm



21st June 9.30am



21st June 3.30pm



21st December 9.30am



21st December 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.



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**

- CO<sub>2</sub> 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 Amenity**

- 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.

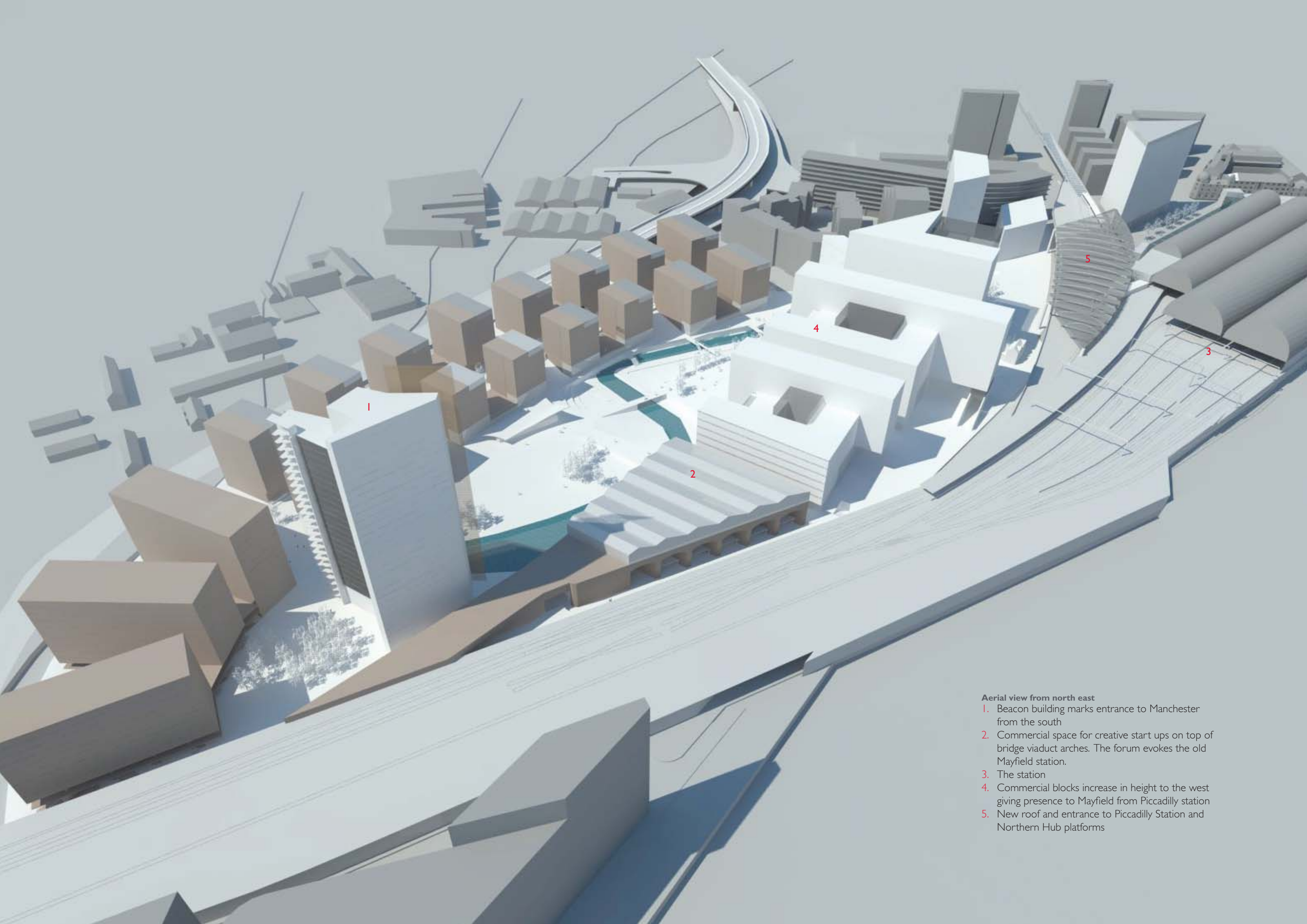


Development Plot	Floors	Floorplate (m2)	Principle Use	Commercial GEA (m2)	Residential GEA (m2)	Retail/Leisure GEA (m2)	Hotel GEA (m2)	TOTAL GEA (m2)	TOTAL GEA (ft2)
<b>PLOT A</b>			<b>Residential</b>						
S1	8 to 9				4,950	250		5,200	55,972
S2	8 to 9				5,050	250		5,300	57,049
S3	8				5,550			5,550	59,740
S4	8				5,420			5,420	58,340
<b>PLOT B</b>			<b>Residential</b>						
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
<b>PLOT C</b>			<b>Residential</b>						
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
<b>PLOT D</b>			<b>Residential</b>						
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
<b>PLOT E</b>			<b>Residential</b>						
E1	11				9,545			9,545	102,742
E2	10				9,975			9,975	107,370
E3	9				8,495			8,495	91,439
<b>PLOT F</b>			<b>Residential</b>						
E4	30				21,500	772		22,272	239,734
<b>PLOT G</b>			<b>Commercial</b>						
N1	11 to 13	1760		35,955		1,170		37,125	399,610
<b>PLOT H</b>			<b>Commercial</b>						
N2	8 to 11	2620		35,245		2,060		37,305	401,548
<b>PLOT I</b>			<b>Commercial</b>						
N3	6 to 9	2160		21,730		1,700		23,430	252,198
<b>PLOT J</b>			<b>Hotel</b>						
W3	13					595	8,140	8,735	94,023
<b>PLOT K</b>			<b>Retail/Leisure</b>						
W2	13-20					450		450	4,844
<b>PLOT L</b>			<b>Hotel</b>						
W1	20						19,450	19,450	209,358
<b>PLOT M</b>			<b>Commercial</b>						
N4	4			4,775		4,775		9,550	102,795
<b>TOTALS</b>				<b>97,705</b>	<b>121,600</b>	<b>13,782</b>	<b>27,590</b>	<b>260,667</b>	<b>2,805,902</b>

### 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.

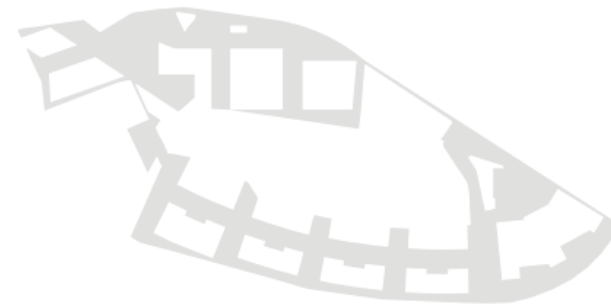


**Aerial view from north east**

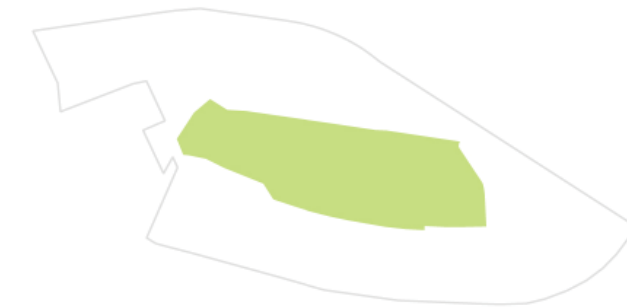
1. Beacon building marks entrance to Manchester from the south
2. Commercial space for creative start ups on top of bridge viaduct arches. The forum evokes the old Mayfield station.
3. The station
4. Commercial blocks increase in height to the west giving presence to Mayfield from Piccadilly station
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	
<b>Mayfield</b>	<b>c. 24</b>	<b>1.1 million sq ft</b>	<b>148,000 sq ft</b>	<b>296,000 sq ft</b>	<b>1,330</b>	<b>1,400</b>	<b>15.8</b>	

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 ft<sup>2</sup> GEA over a site of 27.4 acres which is equivalent to Mayfield's 2.8 million ft<sup>2</sup> 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

1. Imaginative reuse of viaduct arches
2. Possible closure of Fairfield Street (access only)
3. Access to parking
4. High quality public realm
5. Entrance address public realm
6. Below ground parking for 500 cars
7. Cycle storage and active frontage to park
8. South facing, sheltered hard landscaping
9. Soft landscaping regraded to water level
10. Visual connectivity across site



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



#### 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.

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



Street with protected cycleways



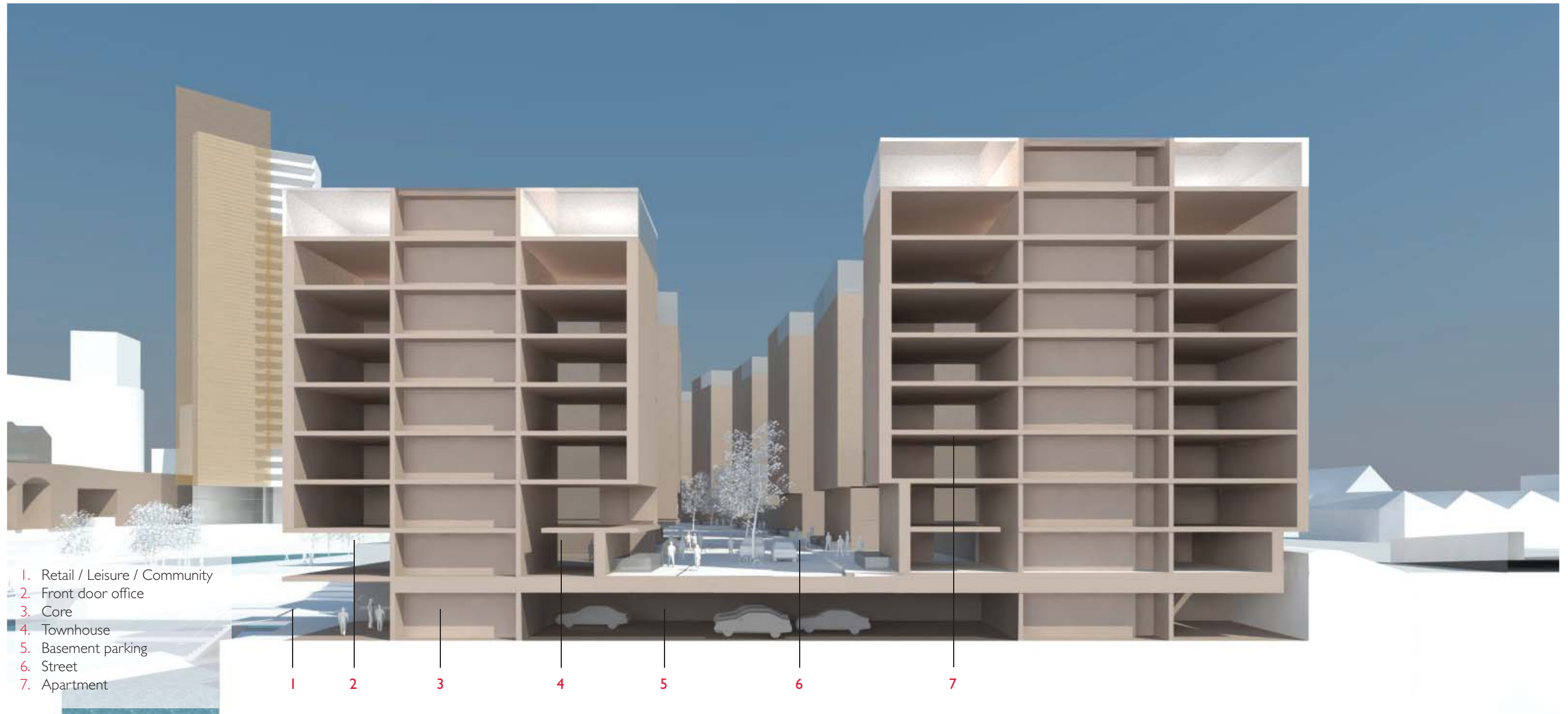
View from second floor apartment



View from rear-most apartment

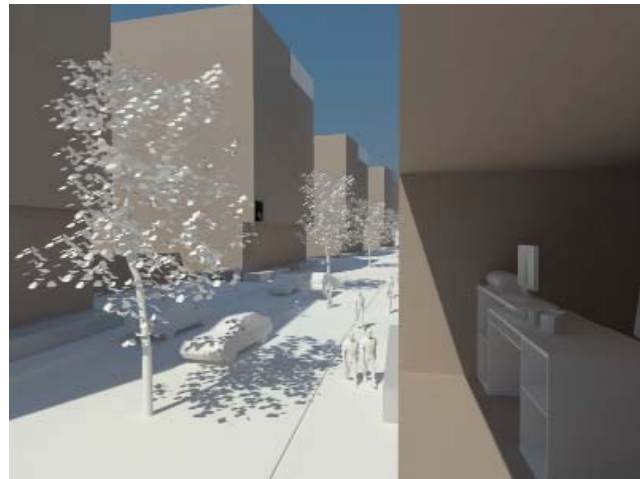


View from gardens

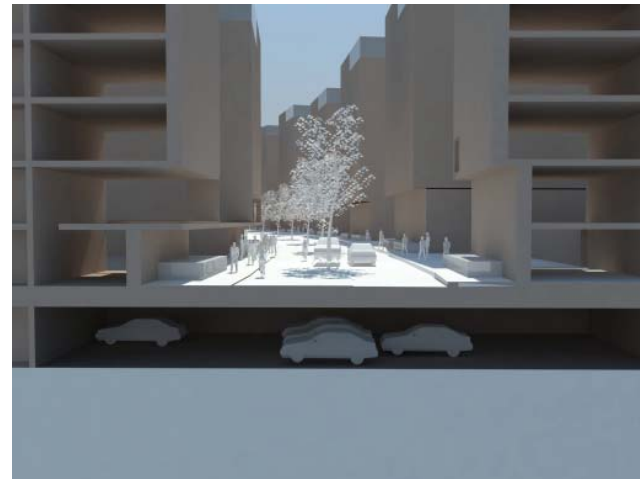


1. Retail / Leisure / Community
2. Front door office
3. Core
4. Townhouse
5. Basement parking
6. Street
7. Apartment

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

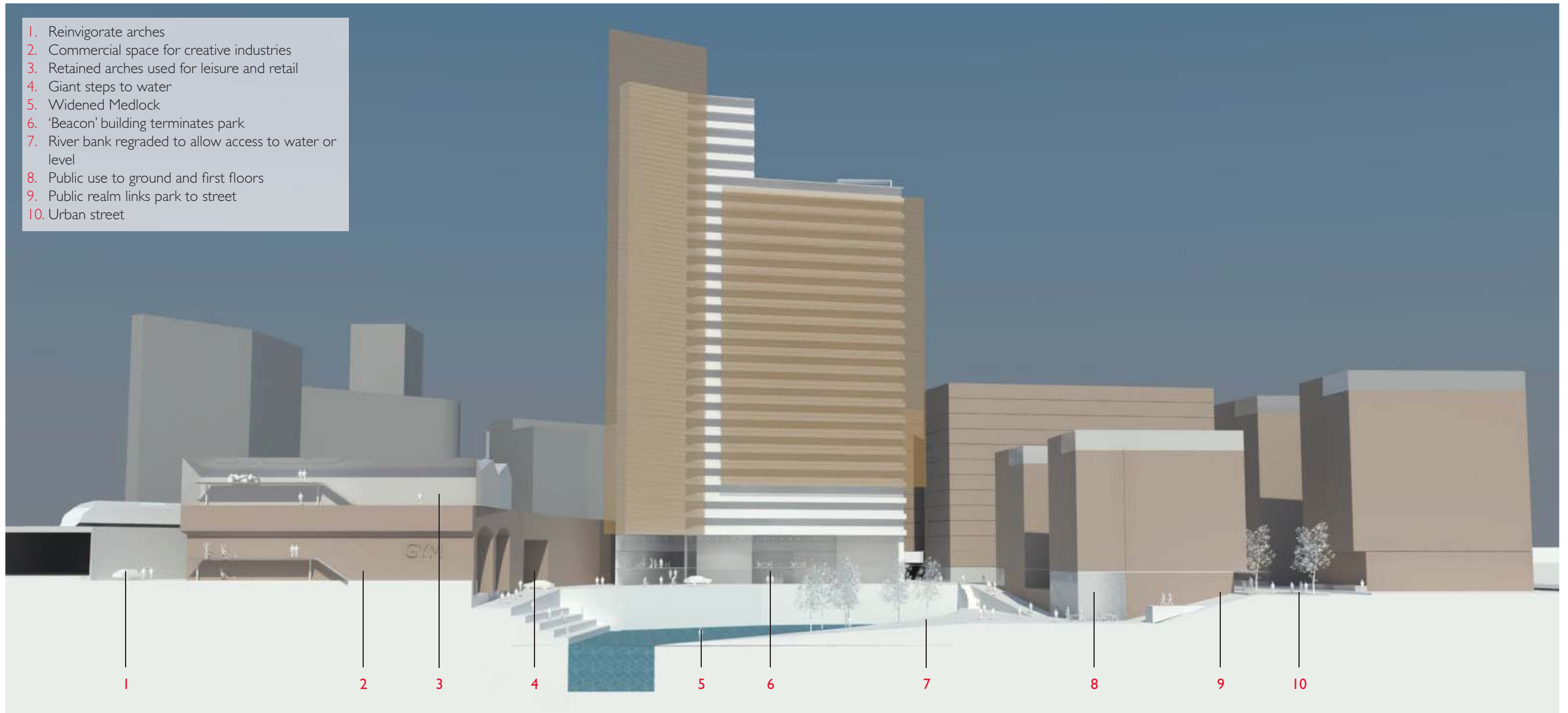


Clearly defined public realm

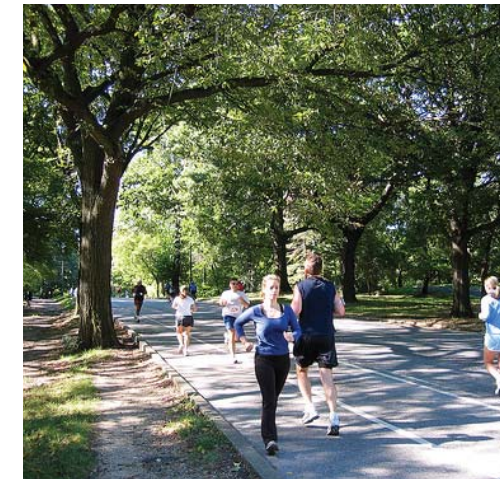


Opportunities to interact with the park

1. Reinvigorate arches
2. Commercial space for creative industries
3. Retained arches used for leisure and retail
4. Giant steps to water
5. Widened Medlock
6. 'Beacon' building terminates park
7. River bank regraded to allow access to water or level
8. Public use to ground and first floors
9. Public realm links park to street
10. Urban street



Sectional Perspective



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



### 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.

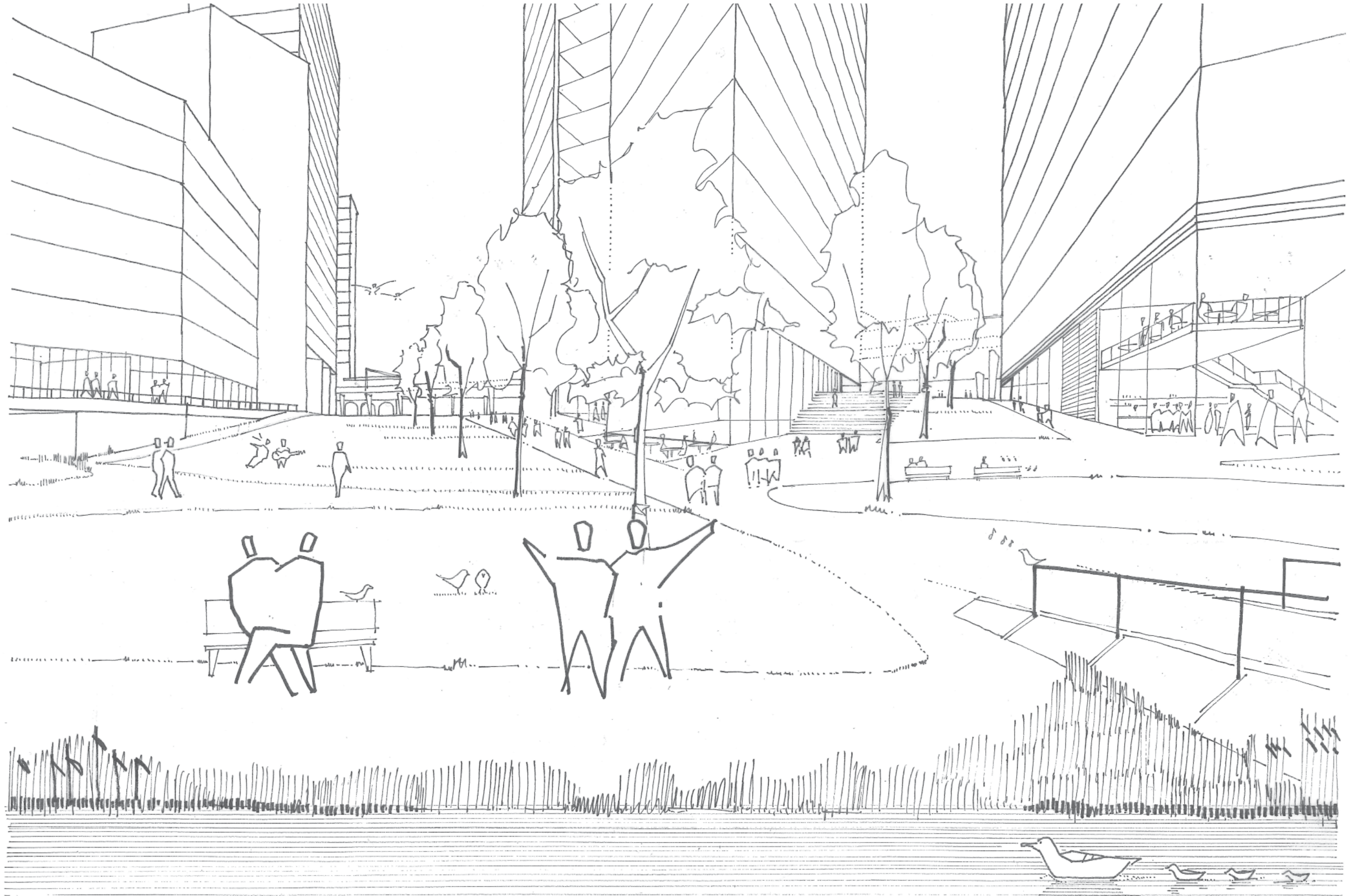
The Park is focused on the River Medlock. Re-grading the northern bank to allow access to water level, new bridged links and the proposed widening of the river at the east end of the site will help maximise the benefits of the "rediscovery" of the Medlock.

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.

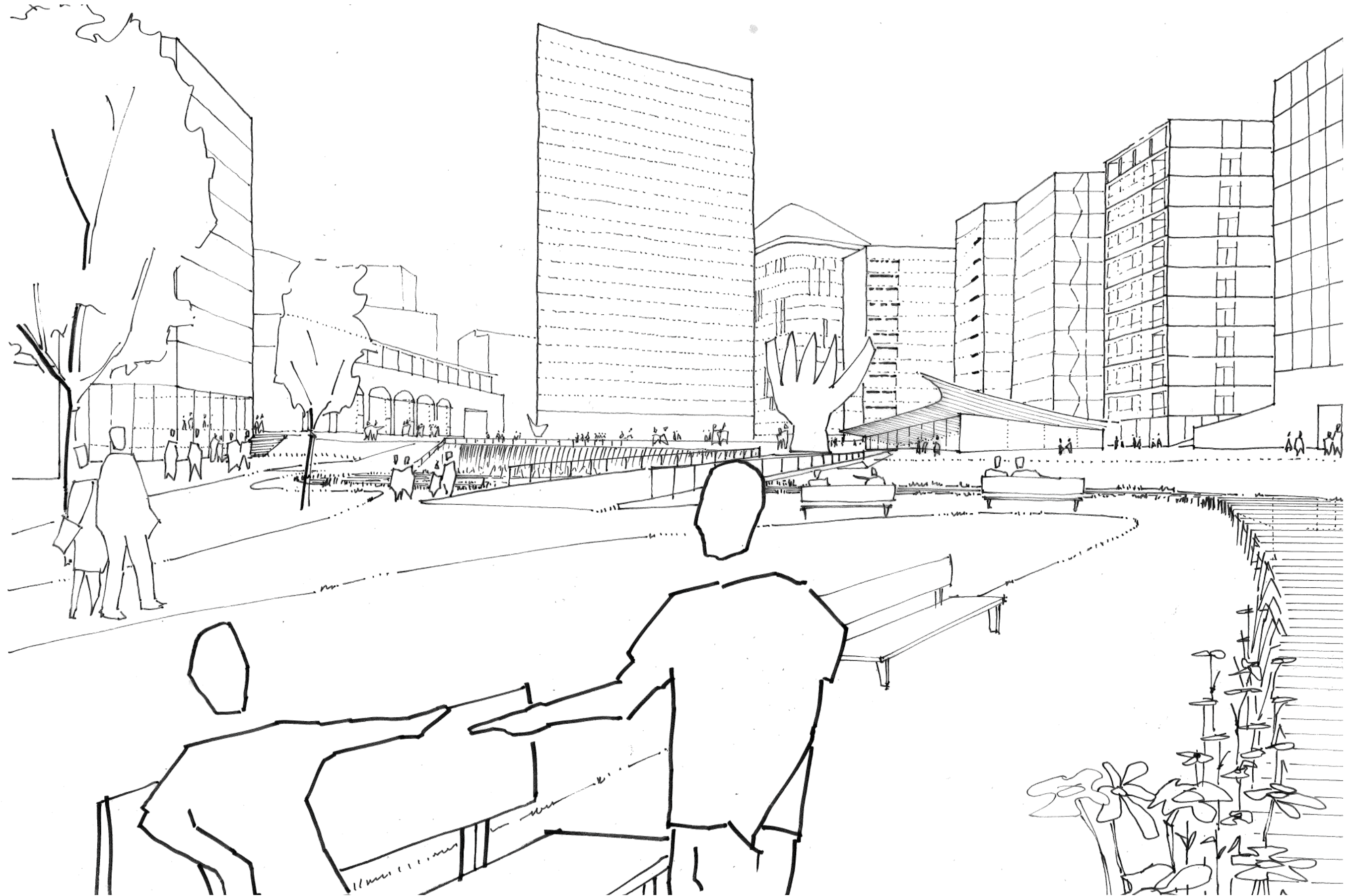
The planting of native species should be prioritised in the eventual landscape proposals.

- |                                 |                      |   |                               |
|---------------------------------|----------------------|---|-------------------------------|
| 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              |   |                               |



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

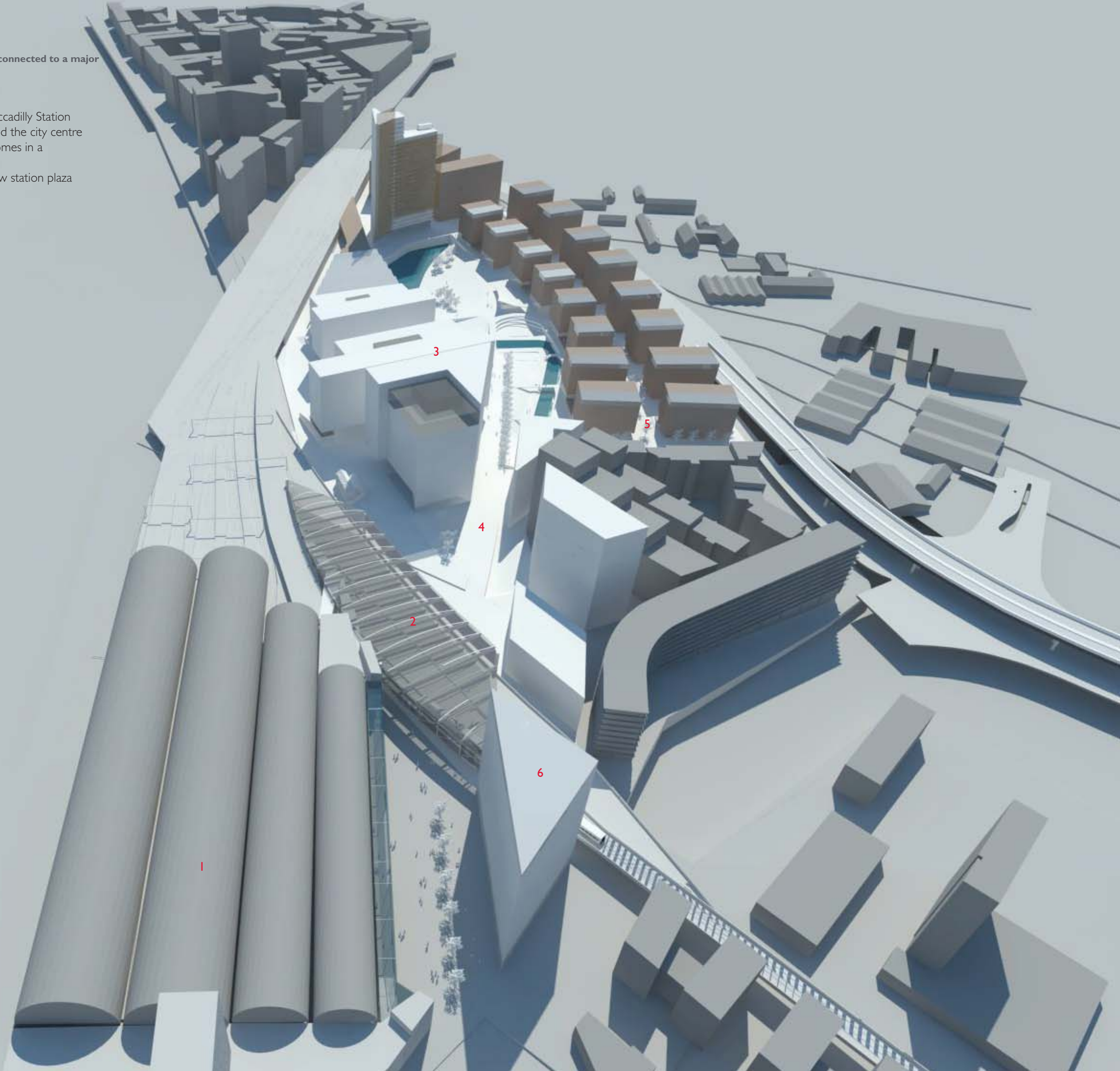




View looking east showing the human scale (from an early iteration of the 2013 SRF)

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 1200 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



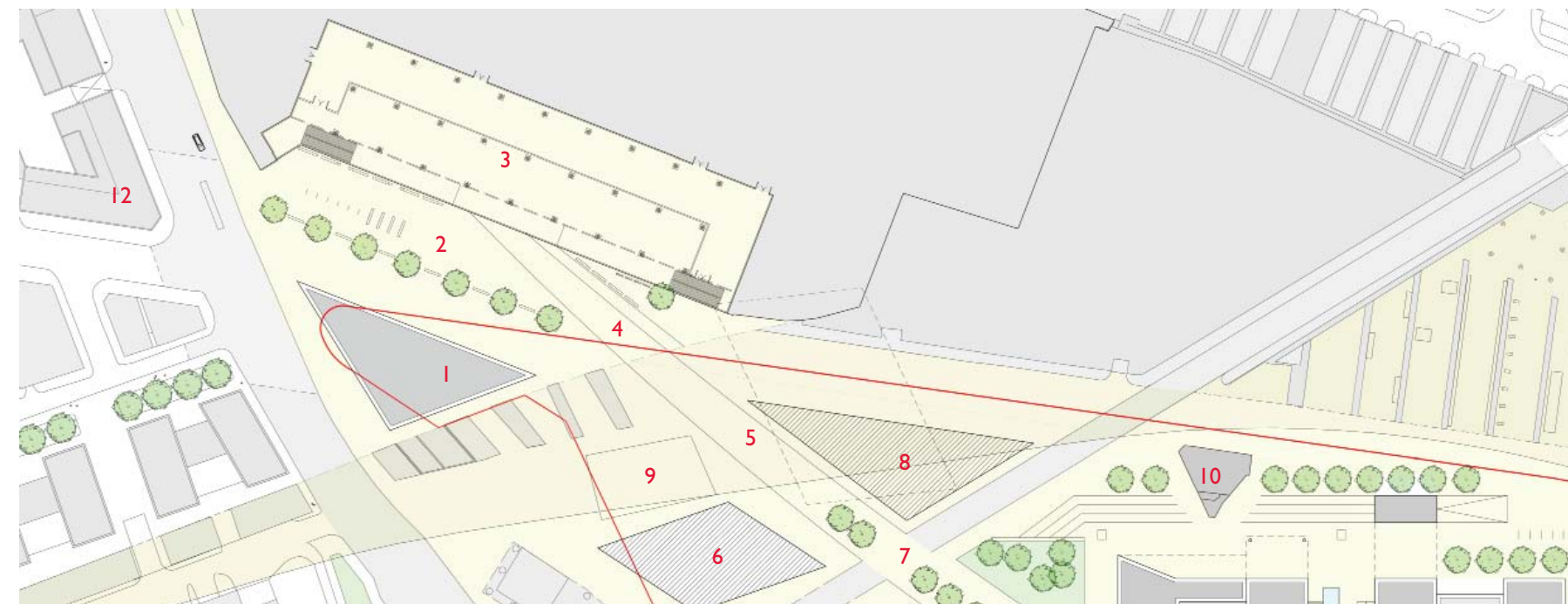
View from plaza



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



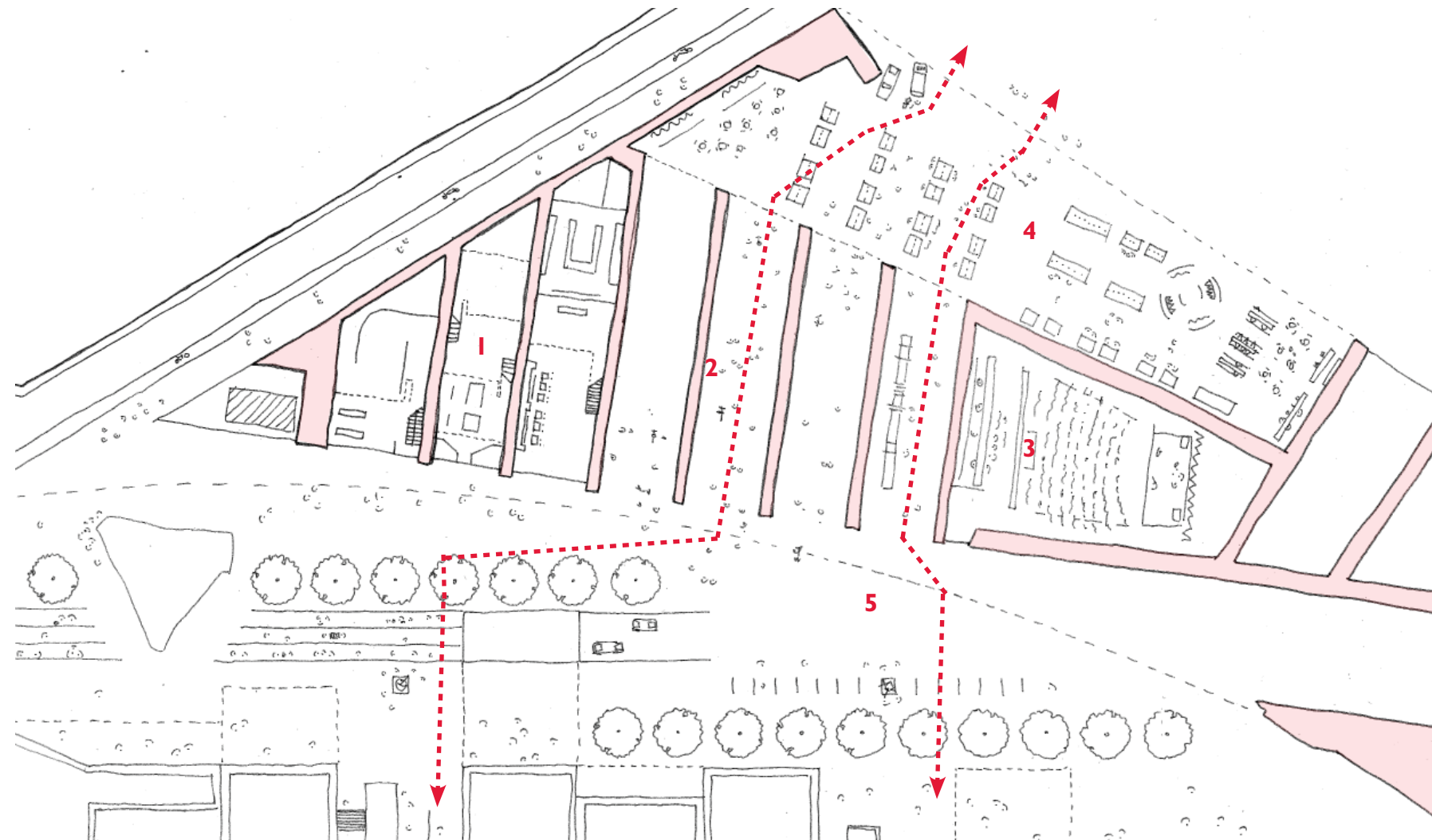
Potential performance venues in 'found' space



Turning constraints into opportunities



Specialised retail



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

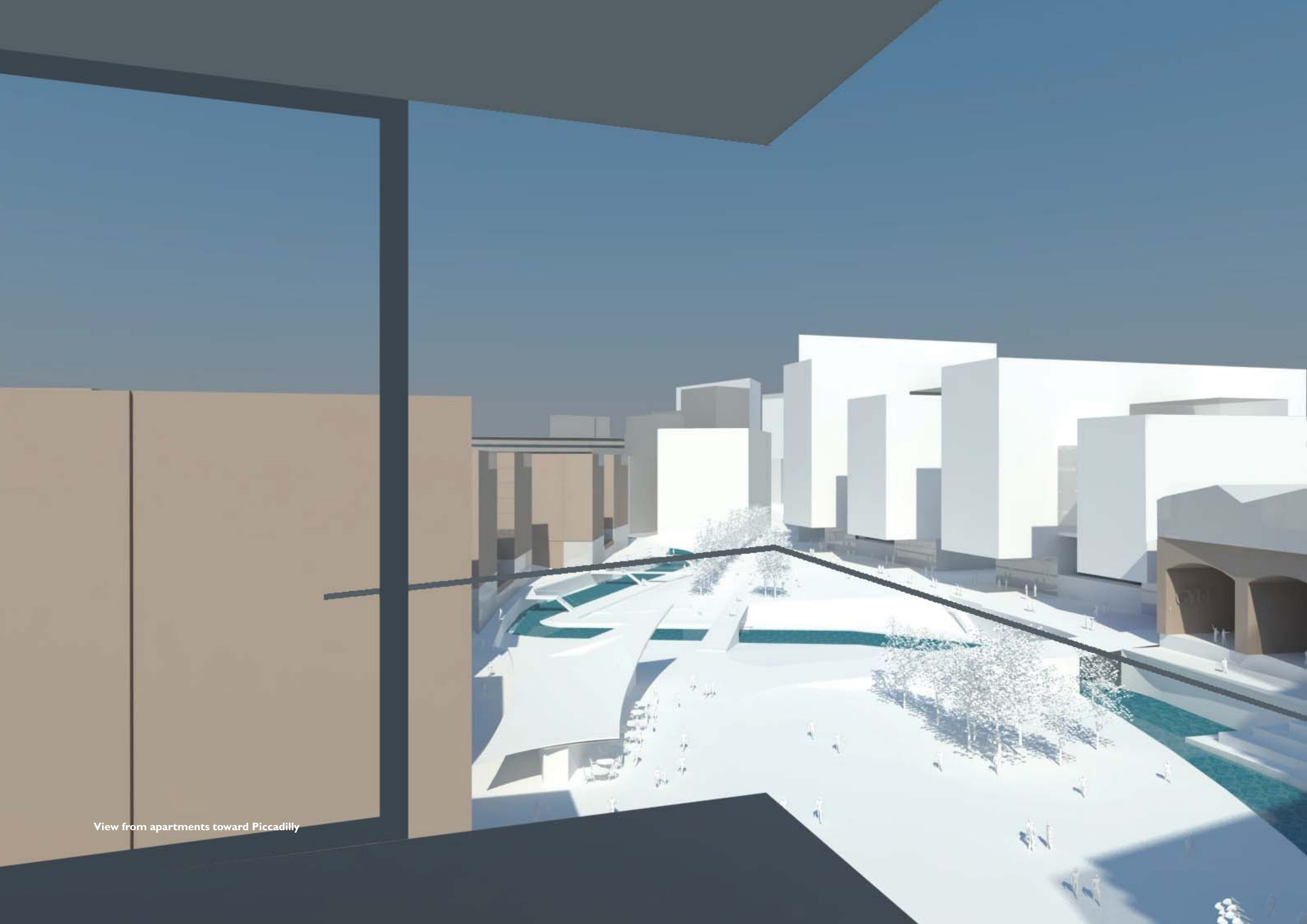
Opening up the arches will encourage connections through a structure that has acted as a barrier for 150 years. In addition to improved connectivity the arches could become a unique destination for the City. The possibility of providing space for a dynamic mix of specialist markets, performance and leisure 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.



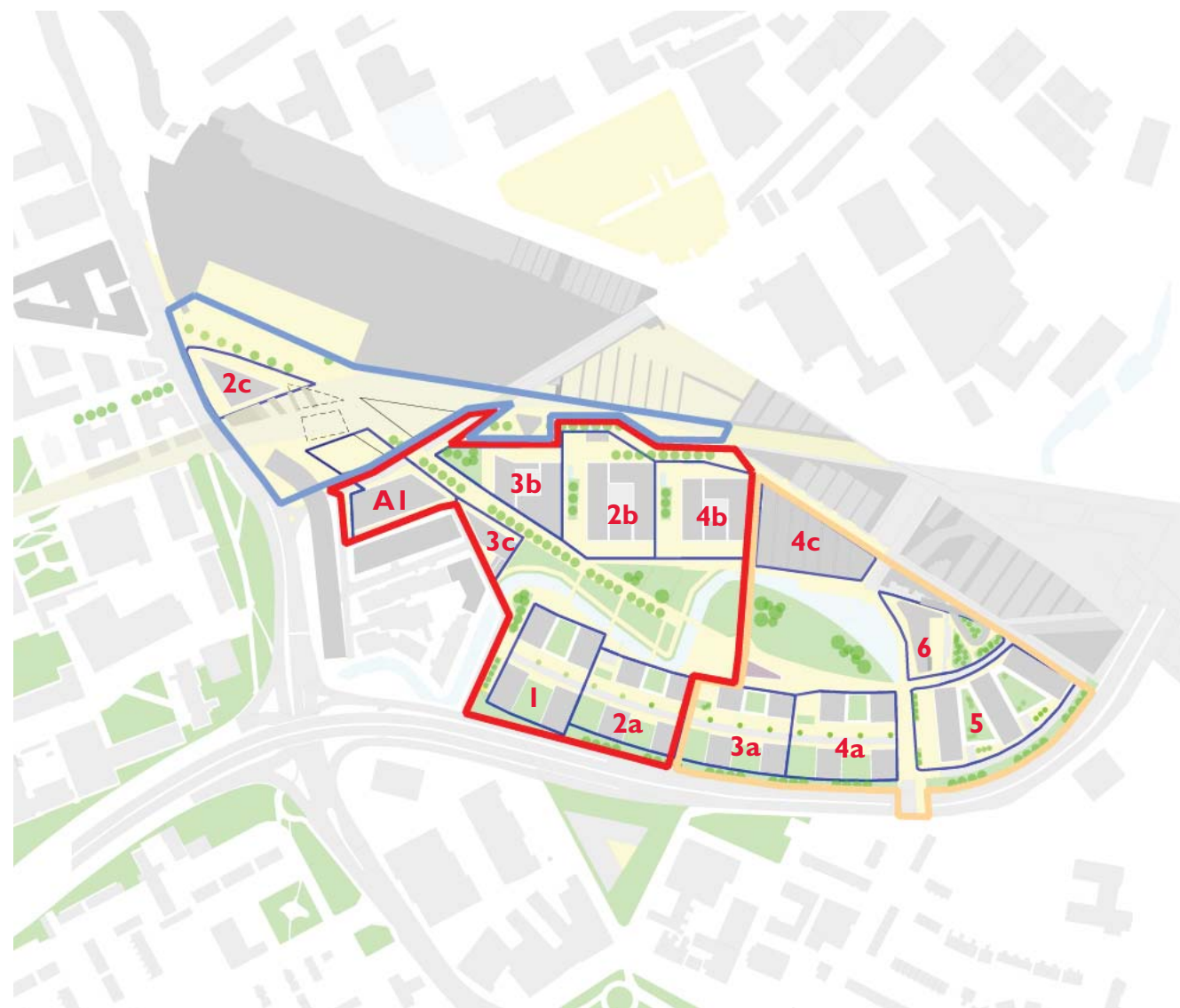
The extent of the new Northern Hub viaduct is being reviewed by Network Rail. The impact of the new viaduct upon adjacent urban areas will continue to be assessed with the Mayfield SRF team.





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.

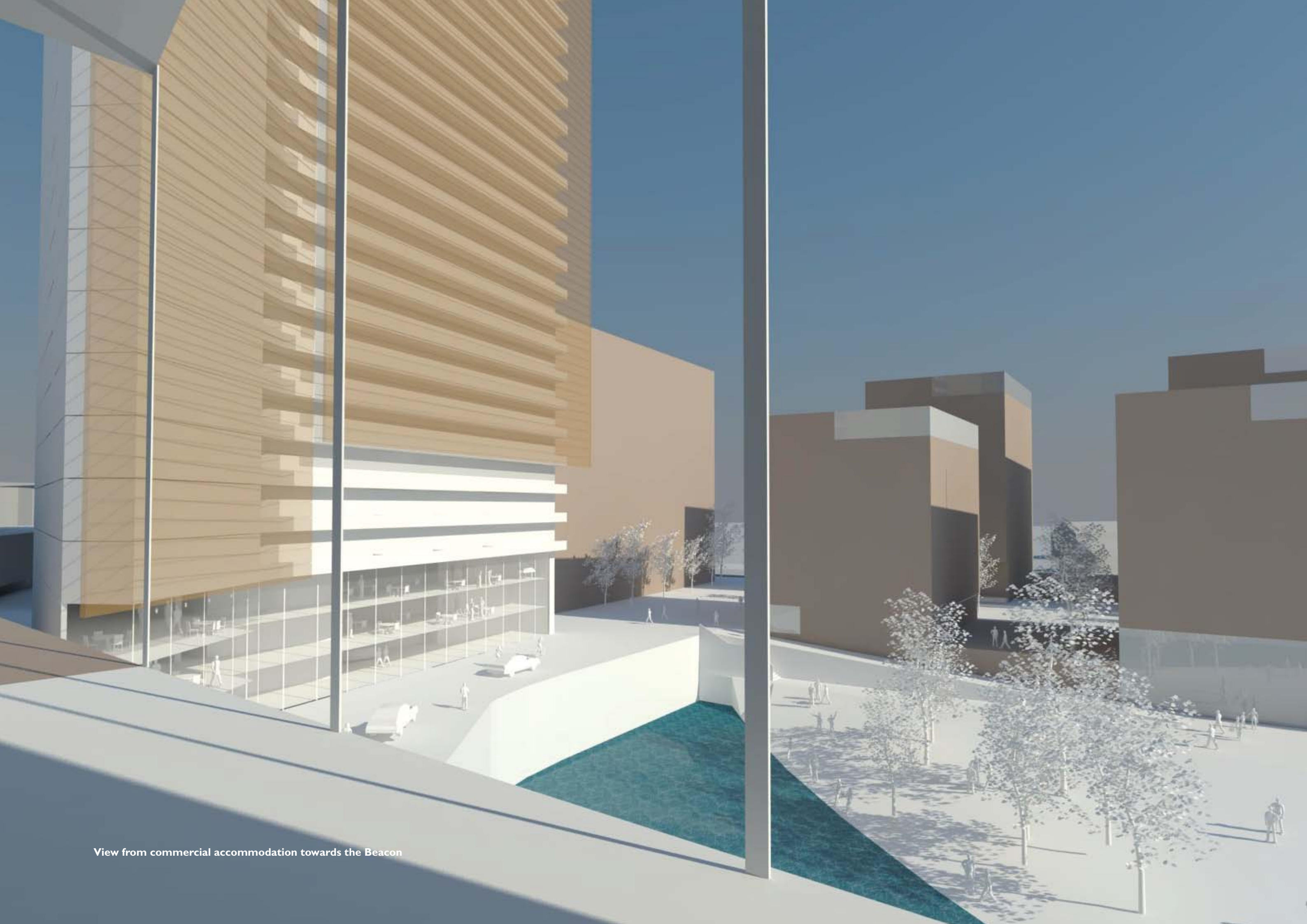
Given the "down at heel" and dilapidated state of existing buildings there is an absolute need to comprehensively overhaul the entire area early on in the programme.

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.

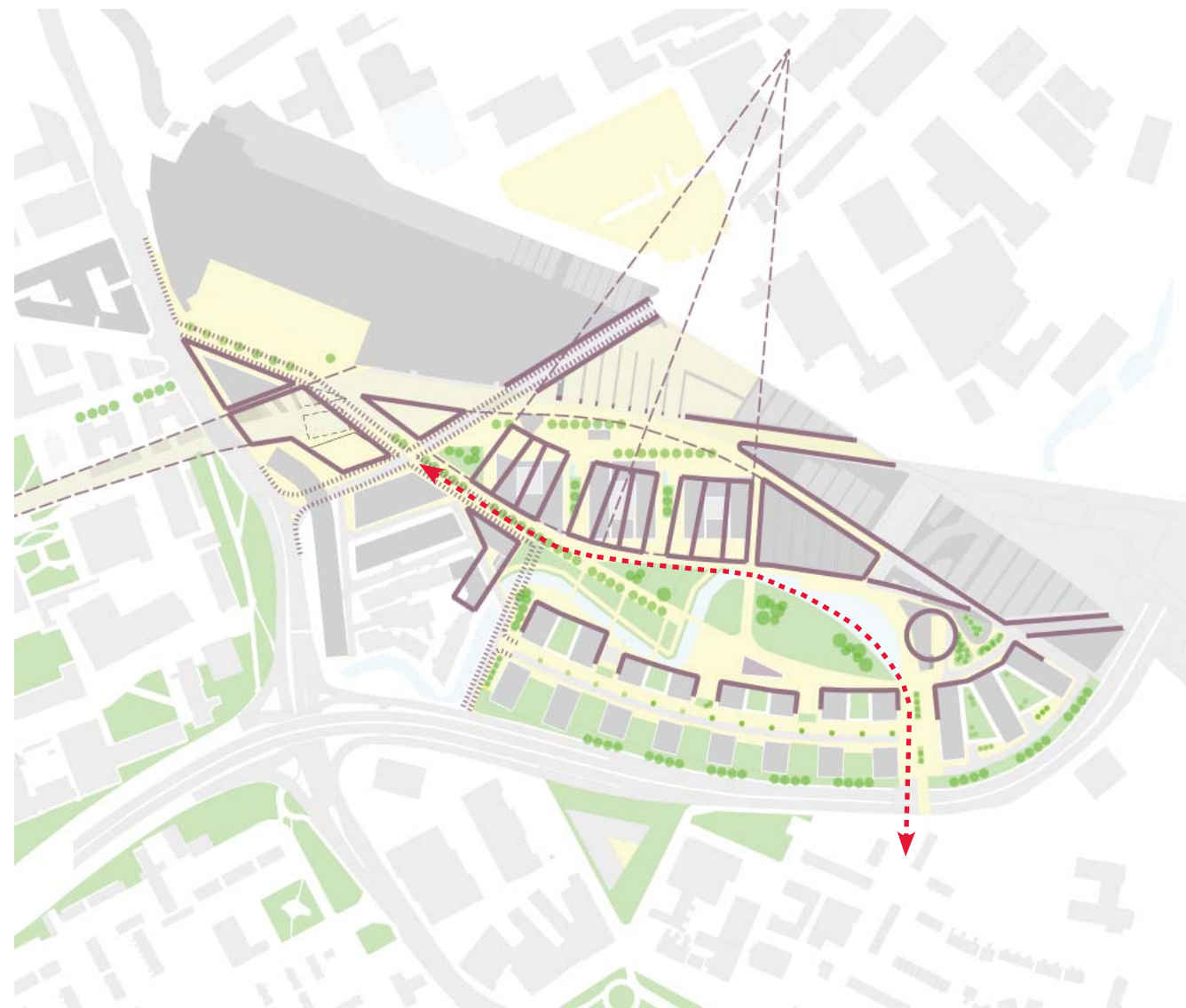
The assumed programme sees buildings delivered across 6 phases with the mixed use Phases 2/3 and 4 covering more than one plot.

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**



## 6.1 Design Development

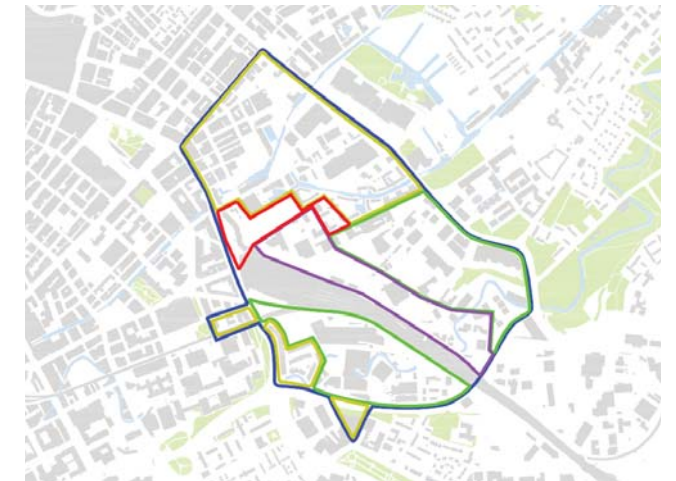
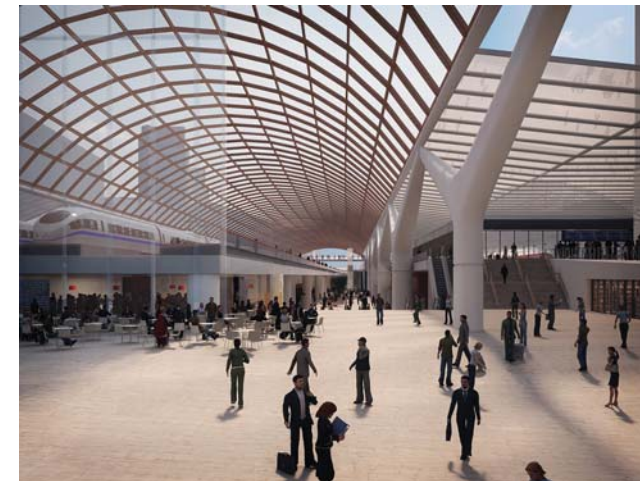
The proposals described in this document represent a 'snapshot in time'. The evolution of the framework will continue in response to refinements of the brief, changes in the market, greater clarity on constraints, design development and further consultation.

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



### 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



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

# 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		11 to 13	m <sup>2</sup>	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		8 to 11	m <sup>2</sup>	35,245	27,310	22,394				2,060	2,009	1,648							500	189			
				sq ft	379,374	293,962	241,049				22,174	21,620	17,739											
I	N3		6 to 9	m <sup>2</sup>	21,730	17,595	14,428				1,700	1,658	1,360							500	122			
				sq ft	233,900	189,391	155,300				18,299	17,842	14,639											
M	N4		4	m <sup>2</sup>	4,775	4,655	3,817				4,775	4,035	3,228							500				
				sq ft	51,398	50,106	41,087				51,398	43,432	34,746											
E	E1		11	m <sup>2</sup>				9,545	9,306	7,636							93	35			150	51		
				sq ft				102,741	100,173	82,193														
E	E2		10	m <sup>2</sup>				9,975	9,726	7,980							78	28			150	53	Parking at Ground and First Floors	
				sq ft				107,370	104,686	85,896														
E	E3		9	m <sup>2</sup>				8,495	8,283	6,796							68	24			150	45		
				sq ft				91,439	89,153	73,151														
E	E4		30	m <sup>2</sup>				21,500	20,963	17,200	772	753	618					159			500			
				sq ft				231,424	225,638	185,139	8,310	8,102	6,648											
A	S1		8 to 9	m <sup>2</sup>				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		8 to 9	m <sup>2</sup>				5,050	4,924	4,040	250	244	244				17	36		2	500	35		
				sq ft				54,358	52,999	43,486	2,691	2,624	2,626											
	S3		8	m <sup>2</sup>				5,550	5,411	4,440							17	36		2	500	38		
				sq ft				59,740	58,246	47,792														
	S4		8	m <sup>2</sup>				5,420	5,285	4,336							17	36		2	500	38		
				sq ft				58,340	56,882	46,672														
B	S5		8 to 9	m <sup>2</sup>				3,420	3,335	2,736	250	244	244				10	22		4	500	24		
				sq ft				36,813	35,892	29,450	2,691	2,624	2,626											
	S6		8 to 9	m <sup>2</sup>				3,340	3,257	2,672	250	244	244				10	22		4	500	23		
				sq ft				35,951	35,053	28,761	2,691	2,624	2,626											
	S7		9	m <sup>2</sup>				4,680	4,563	3,744							23	26		2	500	32		
				sq ft				50,375	49,116	40,300														





## 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:-

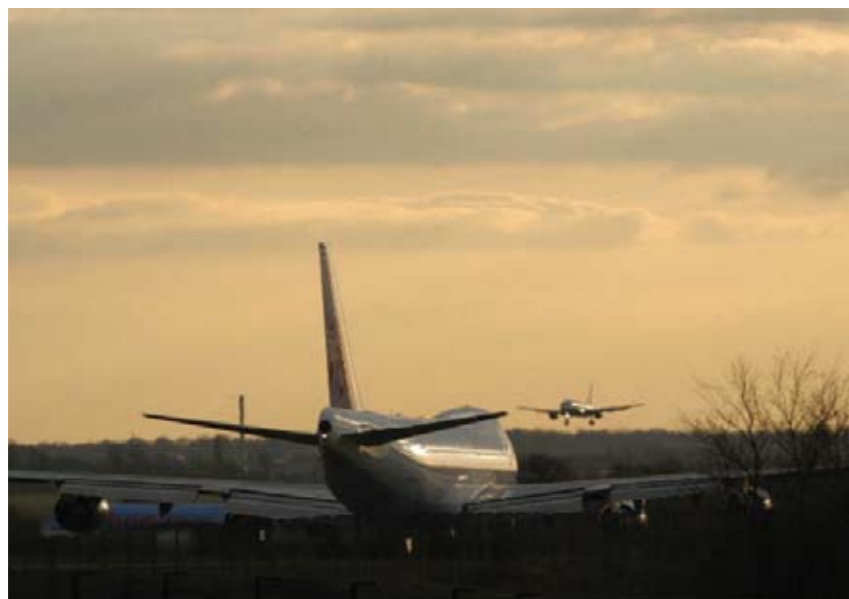
- Manchester City Centre Context
- SRF location
- SRF Site History
- Evaluation of existing site factors such as noise, wind, sunlight, views, transport, levels, flood risk, building heights, historic structures and land use
- Proposals for addressing issues such as wind and noise that still apply in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



# Mayfield Strategic Regeneration Framework Final Version

May 2010

<b>Bennetts Associates</b>	Architects and Masterplanners
<b>Drivers Jonas Deloitte</b>	Planning, Property, Project Management and Sustainability Policy Consultants
<b>Buro Happold</b>	Engineering, Transport and Sustainability Consultants
<b>Davis Langdon</b>	Cost and CDM Consultants
<b>KM Heritage</b>	Heritage Consultants
<b>Ekosgen</b>	Economics Consultants



The Manchester city region

*“Manchester’s size and potential makes it pre-eminent amongst the cities of the North and a natural complement to the Southeastern power house of the UK economy. It has essential economic assets: scale, connectivity and, in the University of Manchester, an international seat of learning of the highest quality. Whilst London will remain the UK’s largest regional economy, the UK is going to need all the areas of growth possible in the coming period... Manchester does have a route to long-term growth that would make a meaningful difference to the UK as a whole – not least as an exemplar for other agglomerations with effective governance frameworks and the size, potential and single-mindedness to drive forward their own economic growth. Manchester is probably the UK city outside London most likely to be able to increase its long term growth rate, to access international networks and enjoy strong connections to the rest of the world. However, it is currently punching below its weight given its size. We believe this is an opportunity: the city has the potential to grow faster and to continue to reinvent itself and regain its historical dynamism.”*

(Manchester Independent Economic Review)

## 5.0 Context

### 5.1 A Global City

Manchester Airport is the global gateway to northern England accommodating over 100 airlines, offering direct flights to 225 destinations worldwide and connecting over 22 million passengers each year.

Piccadilly Station is the national rail gateway from Manchester, reaching London in two hours and adjoins the proposed regeneration site.

Manchester is ranked as the best UK city outside London for retailing, media and leisure amenities and for its lively city environment.

For the second year running, Manchester has been recognised as the best UK city both for a new headquarters and for a new back office function.

In recent years, the City of Manchester has hosted numerous events that place it at the forefront of the nation’s sporting and cultural life.

Greater Manchester generates 51% of the Northwest’s total economic output and 5% of the UK’s total.

65 FTSE 100 companies now have a presence in Greater Manchester and around 40% of the North West’s Top 500 companies are based here.

The city has a vast, local labour market. 3.2 million people live in Manchester City Region alone and circa. 7 million in the North West region as a whole.

### 5.2 The Regional Centre

The Regional Spatial Strategy (RSS) for the North West prioritises investment and sustainable development in the Regional Centre and surrounding inner areas. Of particular relevance to Mayfield is RSS advice that plans and strategies should:

- develop the role of Manchester as a national public transport gateway to the region and enhance the accessibility of the Regional Centre by public transport to support economic growth and enable the benefits of its wide range of economic, cultural and other opportunities to be shared;
- focus environmental improvements where they are most needed and will have the greatest benefit to facilitate the sustainable development of the Regional Centre and Inner Areas. This includes integrated flood management works, the remediation of contaminated land, and provision of high quality green infrastructure as part of comprehensive regeneration schemes; and
- ensure that the Regional Centre of the Manchester City Region continues to develop as the primary economic driver, providing the main focus for business, retail, leisure, cultural and tourism development in the City Region.

#### 5.2.1 Manchester City Region Policy Objectives

The adopted North West Regional Spatial Strategy (RSS) expresses a vision that by 2025 the Manchester City Region will be:

“A world-class city region at the heart of a thriving North”

- one of Europe’s premier City Regions, at the forefront of the knowledge economy, and with outstanding commercial, cultural and creative activities;
- world-class, successfully competing internationally for investment, jobs and visitors; an area where all people have the opportunity to participate in, and benefit from, the investment in and development of their city;
- an area known for, and distinguished by, the quality of life enjoyed by its residents;
- an area with GVA levels to match those of London and the South East.



Urban grain

Key					
	Chapel Street, Salford		Millennium Quarter		Northern Quarter
	Spinningfields		Retail Core		Piccadilly Gateway
	Left Bank		Central Business District		Ardwick
	Castlefields		Peter's Field		Ancoats Urban Village
	Southern Gateway		Chinatown		New Islington
	Birley Fields		The Village		Chancellor Place
			Knowledge Quarter		Great Universal Square



City districts

*“Manchester’s city centre has undergone a remarkable transformation over the last decade. High quality new buildings and strong urban design have helped create a distinctive and emphatically contemporary city centre which embodies the wholesale renaissance which is swiftly evident to the increasing numbers of visitors flocking to Manchester. There is a discernable buzz about the city – a sense of confidence and ambition, and a bolstering of the already strong pride in being Mancunian.”*

*“This re-making of our city centre has already brought many benefits to Manchester and its surrounding city-region. We have worked hard to ensure balanced development, and shaped growth to make sure that there is compatibility of supply with demand in all retail, commercial, residential and leisure ventures. We have sought out and captured new investment, thereby retaining market dynamism, and ambitious but realistic objectives are being delivered through a wide range of effective partnerships with city centre stakeholders.”*

(Sir Richard Leese, Draft City Centre Strategic Plan 2008-2012)

### 5.3 Manchester City Centre Context

#### 5.3.1 The Economic Role

Manchester City Centre plays a fundamental role in helping to build a modern, sustainable and competitive economy, based on high-value knowledge-intensive activity. It is the gateway to Manchester and the wider city-region for many potential investors, new residents and visitors, and so its role in providing a positive image and framework for inward investment (in its many guises) cannot be underestimated.

In the past decade the city centre attracted an estimated £2bn of investment and created some 45,000 jobs. It is vital that this success continues, not only for the huge contribution it makes to the prosperity of the wider city-region and overall national economic prosperity, but to help reduce the £30bn gap between the North of England’s Gross Value Added and that of the average for England as a whole. Indeed, accelerated economic growth is required if the city centre is to play its part in helping the Manchester City Region to reduce the disparity in productivity and prosperity with London and the South East.

#### 5.3.2 Inner Areas of Manchester

The city centre’s success is also critical to addressing the long-standing and deep-rooted challenges of social exclusion faced by many Manchester residents, in particular those in the inner areas immediately on its periphery such as Ardwick. Continued economic success is therefore fundamental to creating opportunities and benefits for local residents and the challenge is to translate the sustained economic growth and competitiveness of the city centre into real quality of life benefits for all residents. The Amion Sustainable Communities Report identifies concentrations of deprivation within certain areas of MCR including at the heart of the conurbation within central and north Manchester.

These areas in particular demonstrate persistently high levels of extreme worklessness, rate commonly in excess of 75% above the MCR average. Worklessness is a particularly significant marker of deprivation as it signals social isolation and a lack of opportunity which is often passed down the generations.

One of the most important factors identified in the report for bringing about change in deprived neighbourhoods, and of particular relevance to the Mayfield Project given its relationship to Ardwick and New East Manchester is the statement that: “GVA Growth performance in surrounding areas – this has positive effects, both in promoting the chances of improvement and in limiting the probability of decline.”

#### 5.3.3 The Community Strategy

The city centre as the primary engine of economic growth and opportunity is key to the successful implementation of Manchester’s Community Strategy which provides an overarching framework for the regeneration of the whole city and has three core aspirations:



- reaching full potential in education and employment
- individual self-esteem and mutual respect
- neighbourhoods of choice.

The Mayfield SRF, with the Civil Service Office Campus at its heart, will provide job opportunities for residents of Manchester. There will be a need for partnership between BRBR/OGC/future occupiers and the agencies responsible for training, skills and putting people onto a career path. The potential to create a new quarter and enhance the neighbourhood of Piccadilly and Ardwick is a major opportunity.

**Mayfield Strategic Regeneration Framework - FINAL**

Drivers Jonas Deloitte / Bennetts Associates / Buro Happold / Davis Langdon / KM Heritage / Ekosgen  
 May 2010

Key					
1	Chancellor Place	4	Central Spine	7	The Co-operative
2	Universal Square	5	Great Jackson Street	8	Piccadilly Place
3	MMU - Hulme Campus	6	Spinningfields	9	Inacity tower

Key	
	UMIST
	Manchester Metropolitan University



Site location and major developments



Universities



#### 5.3.4 The Corridor

The city's economy is driven by knowledge and creativity, which means that high quality education and learning is absolutely key to underpinning its future prosperity. Manchester Knowledge Capital is a unique partnership between the city region and its universities, putting Manchester at the leading edge of innovation and creativity. The city centre is at the heart of this enterprise. It is home to the The Corridor, where a partnership between the two great Manchester universities, the Central Manchester Hospital Trust and the City Council is delivering massive investment in new facilities in the context of a comprehensive plan that will see The Corridor emerge as a world class location for science, technology, innovation and creativity.

The Mayfield SRF adjoins the corridor on London Road and is within walking distance of the Oxford Road itself through Whitworth Street and Ardwick.

These physical connections to The Corridor must be strengthened as part of the wider pedestrian and public realm strategy for Mayfield and Piccadilly.

The Civil Service Office Campus, combined with the existing cluster of government departments at Piccadilly will create a centre of excellence in public administration. This will create new opportunities for collaboration with the research, development and teaching excellence of the Universities and the Hospital Trust.

The mixed use development area to the south of the River Medlock may provide opportunities for education related uses.

#### 5.3.5 City Centre Development Activity Zones

In addition to the corridor noted above, Manchester contains a portfolio of other major projects that are transforming the city and helping to reposition Manchester as an urban centre. Mayfield will complement these initiatives and provide a critical mass to transforming Piccadilly. The following provides a summary of the key schemes and reference should also be made to the relevant diagram on the preceding page.

**Spinningfields** – a new commercial quarter, which supports some 4m sq ft of new commercial floorspace has been created by a partnership between Allied London and Manchester City Council. Spinningfields is one of the most successful regeneration schemes in the country. It has created exceptionally high quality public realm and significantly improved the commercial offer within the city. It has subsequently provided an extension of the city core, and improved the connectivity between Deansgate, the CBD and St Peter's Square.

**The Central Business District** – The central business district is the focus of the largest concentration of financial and professional services in the UK. It provides a diverse commercial product within the city centre and has expanded in recent years, to connect with emerging areas such as Spinningfields. The next phase of expansion will take in St Peter's Sq and areas to the south of the City core.

**First Street** – a Masterplan for First Street was published in September 2007. It seeks to revitalise an underutilised area of the city; reconnecting it with the city centre and utilising its strategic transport links. It provides a planned extension to extend the city core and will become a new gateway to Manchester city centre. A 20 acre site with 1.8 million sq ft of offices, around 1500 homes and 350,000 sq ft of retail and leisure space is envisaged in the approved development framework. The first phase of development is complete, with the transformation of the former BT building at Grand Island to form One First Street, providing 175,000 sq. ft of Grade A office space, which the City Council will now occupy for a three period whilst the Town Hall is being refurbished. A programme of new public realm works is about to commence to support onward development.

**Whitworth Street West** – Whitworth Street West is an area which has suffered from a lack of high quality or sustained investment. The Whitworth Street West Development Framework, published in September 2008, seeks to encourage a well integrated and connected development opportunities which are needed to form a crucial economic and physical bridging point between the established city core and emerging growth areas on the periphery of the city centre. Elements of Whitworth Street West are planned to be developed as part of the Manchester Central interchange public realm and infrastructure investment.

**Great Jackson Street** – The Great Jackson Street Development Framework, published in March 2007, seeks to create a new high-density quarter of Manchester with a vibrant and sustainable mix of uses, whose economic viability is driven by 'knowledge capital'; comprising high quality urban architecture that enriches the city's public realm and establishes its reputation for design excellence in building. Great Jackson Street, along with First Street, is a key development area which seeks to unlock the southern gateway and expand the city centre.

**Mayfield Strategic Regeneration Framework - FINAL**

Drivers Jonas Deloitte / Bennetts Associates / Buro Happold / Davis Langdon / KM Heritage / Ekosgen  
May 2010

**Key**

- 1 River Irwell
- 2 River Medlock
- 3 Bridgewater Canal
- 4 Ashton Canal



Rivers and canals



Green spaces

### **5.3.6 Eastern Gateway - Ardwick and Inner Areas**

The SRF sits within the city centre's Eastern Gateway, an area which offers immense potential to contribute to the growth of the city centre, containing significant scope for mixed uses. In recent years the Eastern Gateway, immediately west of the Mayfield site has been subject to investment in the form of the refurbished Macdonald Hotel and new residential accommodation. Another key priority project is to secure new investment in the former London Road Fire Station, a Grade II\* listed building which is a highly distinctive local landmark and offers the potential to make a significant contribution to the regeneration of the area through its refurbishment and re-use as a high quality hotel.

As well as its proximity to city centre attractions, its close proximity to the Higher Education Precinct, Corridor Manchester, London Road and the Inner Relief Route, the area has important strategic significance by virtue of its proximity to Ardwick and New East Manchester including the New Islington and the Ashton Canal Corridor initiatives.

The study area is characterised by poor permeability. This needs to be addressed to re-connect the adjoining inner areas to the Mayfield and the wider city centre. Ardwick is a large ward and varies in its character and land use. It encompasses: the Oxford Road Corridor to the west; the residential areas of Ardwick Green, Brunswick and Longsight that run between Upper Brook Street and Stockport Road; the rail depot at Hyde Road; and the industrial areas close to the north east boundary of the ward.

The ward does not have a single community identity and is made up of different neighbourhoods, including Ardwick Green, Brunswick, Chorlton on Medlock, Grove Village, New Bank Estate and Coverdale and West Gorton. These neighbourhoods would benefit from regeneration.

Ardwick Green lies immediately south of Mayfield, segregated from it by the Mancunian Way, and is centred on a large, well-used and well-maintained piece of green open space. The area has various land uses including residential, light industrial / warehouses, small businesses, education, charity and voluntary sectors, open space and some leisure.

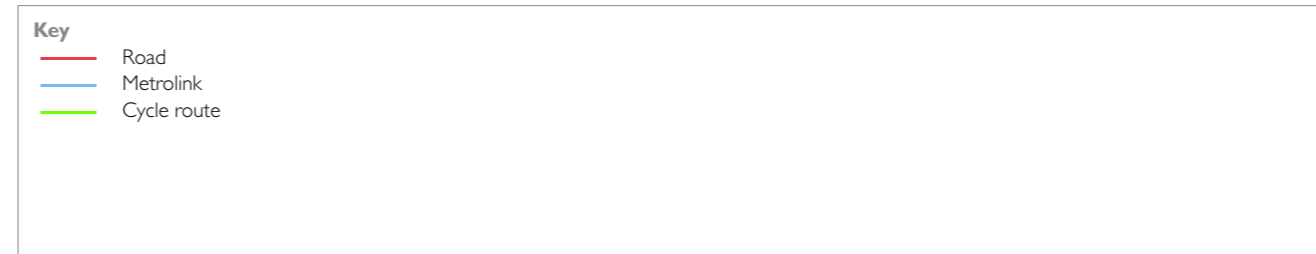
To the north of the site, the Ashton Canal Corridor offers the potential for a new canal side mixed use neighbourhood utilising existing mill buildings where feasible and key sites in between. There is scope for improved pedestrian linkages and an enhanced environment along the canal together with better connections to the Medlock Valley. It is a key New East Manchester initiative.

The regeneration challenge for Eastern Gateway is fundamentally linked to the area's complex land use. The area has been characterised by a poor quality environment and poor permeability both within the area and with surrounding areas. There is a need to improve significantly the quality of the cityscape here, along with standards of new development and refurbishment of both publicly and privately owned buildings and intervening spaces. Permeability and standards of stewardship and area linkages need addressing.

The Mayfield SRF is arguably the single most important regeneration opportunity that can tackle the deep rooted problems in the Eastern Gateway, including the legacy of industry, contamination, obsolescent buildings, an unsafe environment, communities separated by major transport infrastructure and a lack of investment in employment-generating uses/amenities.



Pedestrian movements and major destinations



Transport

## 5.4 SRF Location

The SRF area sits within Manchester City Centre and is located immediately to the south of Manchester Piccadilly Station bounded by Fairfield Street, the Mancunian Way and London Road. It has excellent local, regional, national and even international connectivity. The SRF provides an opportunity to connect Piccadilly to adjoining communities such as Ardwick. It is a highly sustainable location for employment led regeneration.

### 5.4.1 Piccadilly Transport Connectivity

An important characteristic of the area is its exceptional connectivity to the city's transport infrastructure and it is ideally located in relation to public transport links serving the UK and international destinations:

- Rail: Manchester Piccadilly is Manchester's main station with trains running to major locations in the UK including 3 trains per hour to London, with a journey time of just over 2 hours. In addition the station provides 20-minute connections directly to Manchester International Airport. The Station itself has undergone a significant programme of refurbishment, completed in 2002 in advance of the Commonwealth Games held in Manchester that year.
- Tram: Metrolink serves both central and Greater Manchester providing a high quality and frequent service running from Piccadilly station. The 37km network carries an average of 55,000 passengers each day and new lines are due to open in 2011/2012.
- Bus: Excellent access to the Greater Manchester bus network including being within walking distance from the main city centre bus station at Piccadilly Gardens and the Chorlton Street Bus Station which provides national coach services.
- Cycle: Greater Manchester has 1,142km of cycle routes with more proposed. Piccadilly Station connects bicycle routes running north and a main east-west Sustrans route.
- Walk: The location gives ready access to Piccadilly Gardens and to the key commercial, administrative, retail and leisure facilities of the City.
- Air: Manchester International Airport serves more than 200 destinations worldwide and is the busiest airport in the UK outside the London Region.
- Road: the site connects directly onto the Inner Relief Route (Mancunian Way) which provides connectivity onto the motorway network.

This exceptional connectivity is ideally suited to the formation of a high density, major mixed use area. It offers the capacity to accommodate travel demand and provides a range of sustainable transport choices to and from the area.

### 5.4.2 Compact City Centre

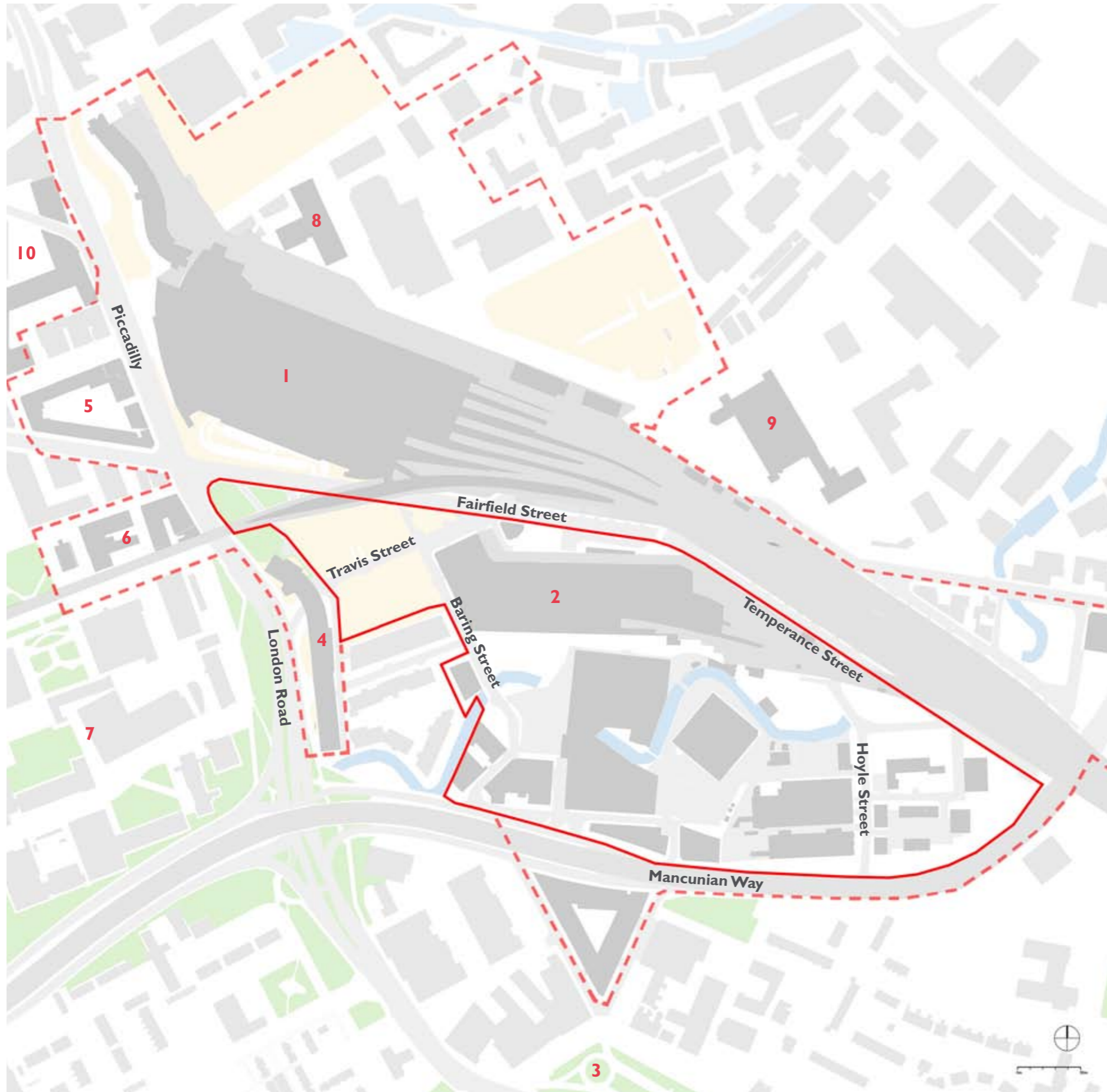
Manchester City Centre is relatively compact and its many assets are easily accessible on foot or by other means. Metro Shuttle, the free City Centre bus, provides a regular efficient service connecting the transport hubs of Piccadilly, Victoria as well as the major shopping, cultural, heritage and business quarters. Manchester's vibrant cultural and nightlife scene has been a catalyst for extending public transport provision later into the night.

### 5.4.3 Piccadilly

Immediately to the north of the site lies the Piccadilly Gateway Area, which together with the area comprising this SRF is a major international gateway to the city and key to its economic success. The area has experienced exceptional levels of investment in regeneration and infrastructure in recent years including the refurbishment of the Station, major office led schemes including Piccadilly Place, the refurbishment of Piccadilly Gardens, development in and around Piccadilly Basin and Piccadilly Gate which will accommodate Government Office for the North West, the Highways Agency and the Training and Development Agency next year (2010). The area has also received significant investment in public realm, transforming the entry sequence and improving connections between Piccadilly and core city centre destinations.

The Piccadilly Partnership brings together businesses, occupiers, investors and other agencies with an interest in the continued regeneration of the area, including public realm improvements, joint marketing and promotion.

The Mayfield SRF can transfer an area which detracts enormously from the perception of Piccadilly. It can underpin the achievement of many of the Piccadilly Partnerships objectives, in particular strengthening the economy and transforming public realm. The new riverside park would be an asset for the whole Piccadilly area.



- Key buildings and spaces**
- 1 Piccadilly Station
  - 2 Mayfield Station/Depot
  - 3 Ardwick Green
  - 4 Macdonald hotel
  - 5 Former Fire Station (proposed hotel)
  - 6 Granby Street (potential development plot)
  - 7 UMIST
  - 8 Piccadilly Gate (Teaching Development Agency)
  - 9 Square One (Network Rail Offices)
  - 10 Piccadilly Place (GMPTE and strategic Health Authority)

Strategic development framework boundary - showing site boundary (solid line), study area (dotted line) and potential for the consolidation of a public sector offices hub (1:4000)

### **5.5 SRF Study Area**

The main focus of the SRF is the 'area of change' between Mancunian Way (the inner ring road) and the operational railway lines at the approach to Piccadilly Station.

The site is bisected by the River Medlock and comprises the former Mayfield Railway Station to the north and a series of lower, semi-industrial warehouses and workshops south of the river. The eastern boundary is defined by the viaduct transporting the railway lines into Piccadilly; the southern boundary is formed by the Mancunian Way and the north by Fairfield Street and the bulk of Piccadilly Station beyond. The western boundary is more indistinct, with Baring Street providing a minor boundary to the buildings between it and London Road: the refurbished Macdonald hotel and the series of recently constructed student housing blocks, such as the 19 storey Piccadilly Point. This portion of the SRF also includes one existent industrial building, which is prime for redevelopment. The remainder of the western portion is surface level car-parking and a new electricity substation built to support Piccadilly Place.

This site comprises a number of issues to resolve:

- the permeability and visibility of the site from Piccadilly due to the railway viaduct and substation being an obstruction to pedestrian movement;
- the potential Network rail zone of expansion for Piccadilly Station means that a large portion of the site to the north and along Fairfield Street is potentially blighted from redevelopment.

The site also offers a number of possibilities:

- creating a significant new urban district and supporting landscaped, publicly accessible space with a rejuvenated River Medlock at its core;
- removing the obstruction that is Mayfield Station and so unlocking the potential for new north-south and east-west connections from the city centre to Ardwick and Universal Square;
- extending the city centre southward beyond the viaduct of Piccadilly and the barrier of the Mancunian Way.

### **5.6 Wider Study Area and Key Dependencies**

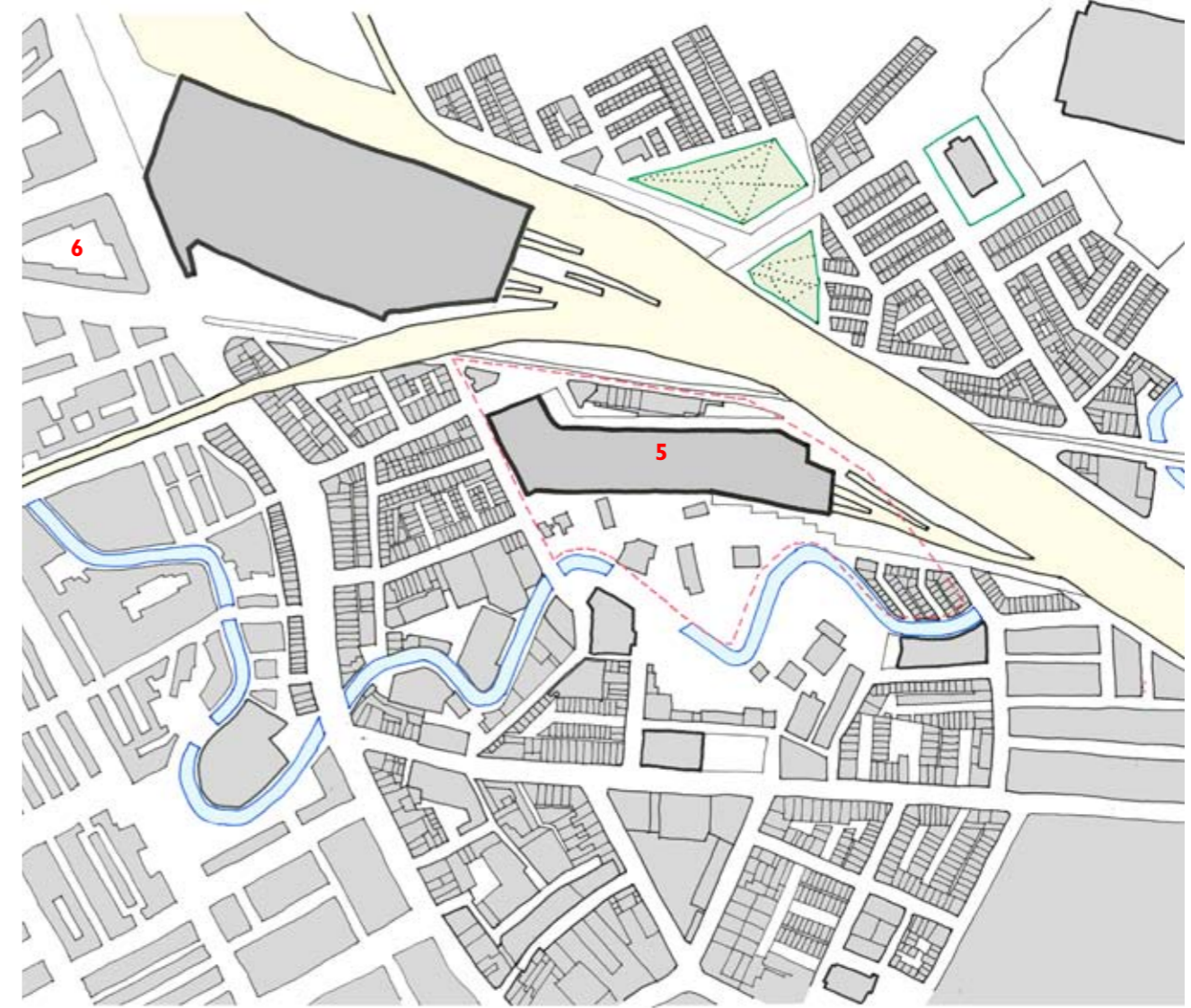
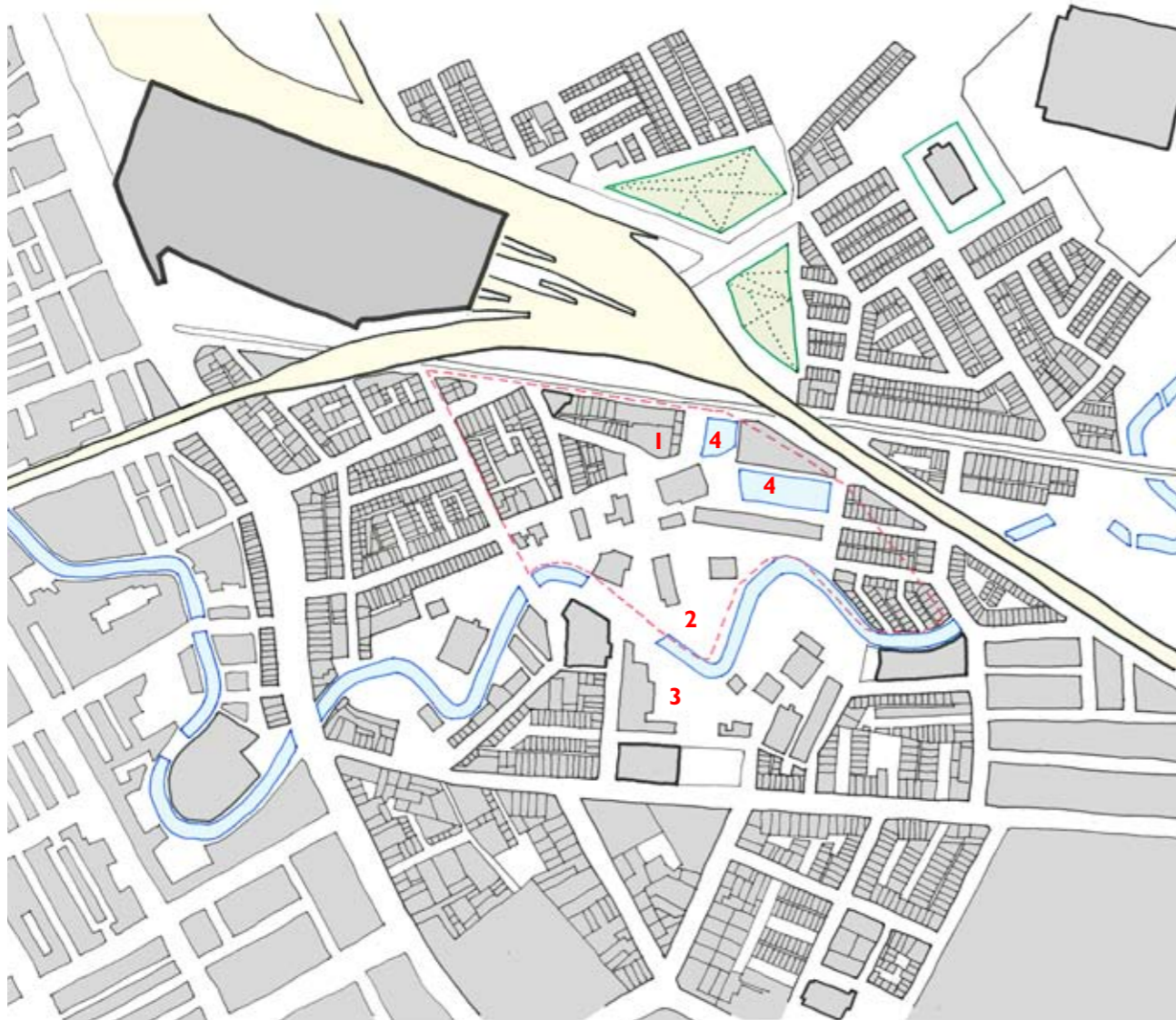
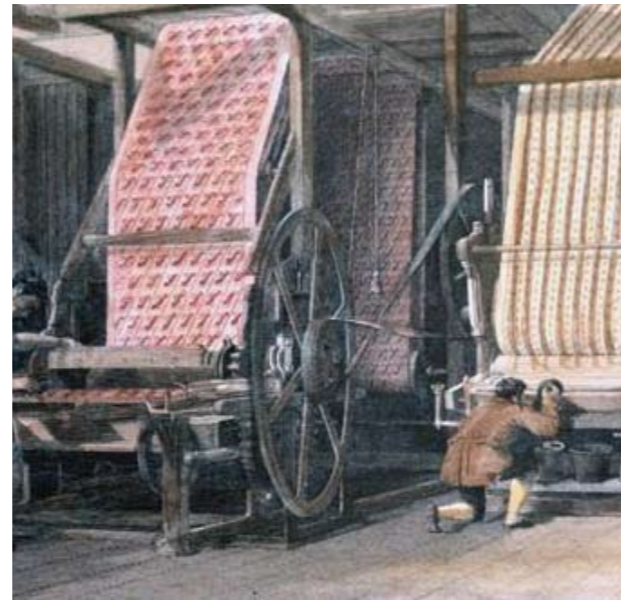
Because of the importance of improving and creating connections to the city centre, Ardwick, New East Manchester and The Corridor a 'wider study area' has been defined.

To ensure that the new Mayfield quarter forges connections with the residential working community of Ardwick the SRF extends across the inner ring road to Ardwick Green; the ideal point of connection. The opportunity of a pedestrian and cycle bridge link integrated with a mixed use development in Cakebread Street is explored.

To ensure that links for pedestrians and cyclists are made to New East Manchester and the proposed Chancellor Place regeneration area, the study area extends to the north of the railway viaduct. The streets and spaces in the viaduct provide opportunities to improve connections to existing and new communities.

The study of areas extends to the west to include London Road where improvement to pedestrian movement to and from the city centre will be necessary and is proposed by the SRF. The former Fire Station is a key building 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/Piccadilly area.

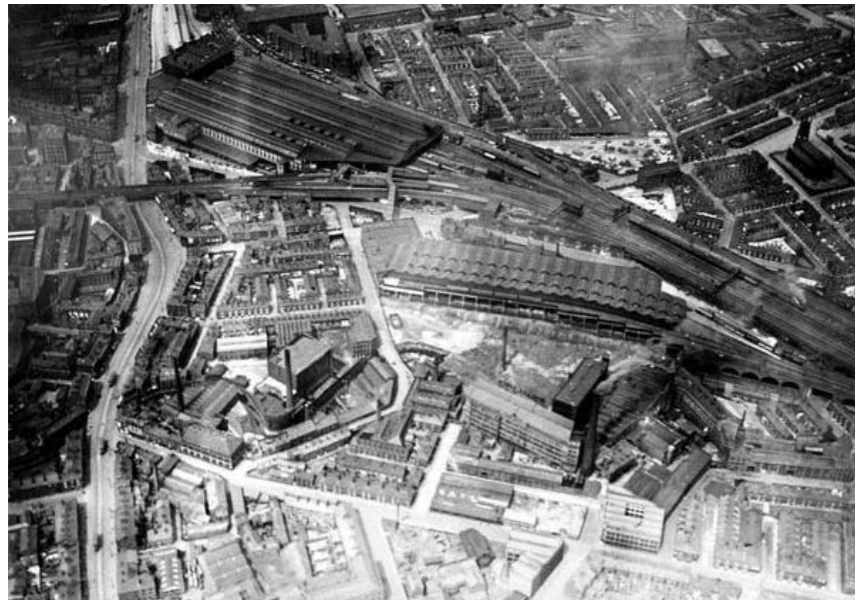
The corridor through Whitworth Street and alongside the railway viaduct is also considered as is reactivation of existing pedestrian connections under the Mancunian Way elevated section towards the south west.



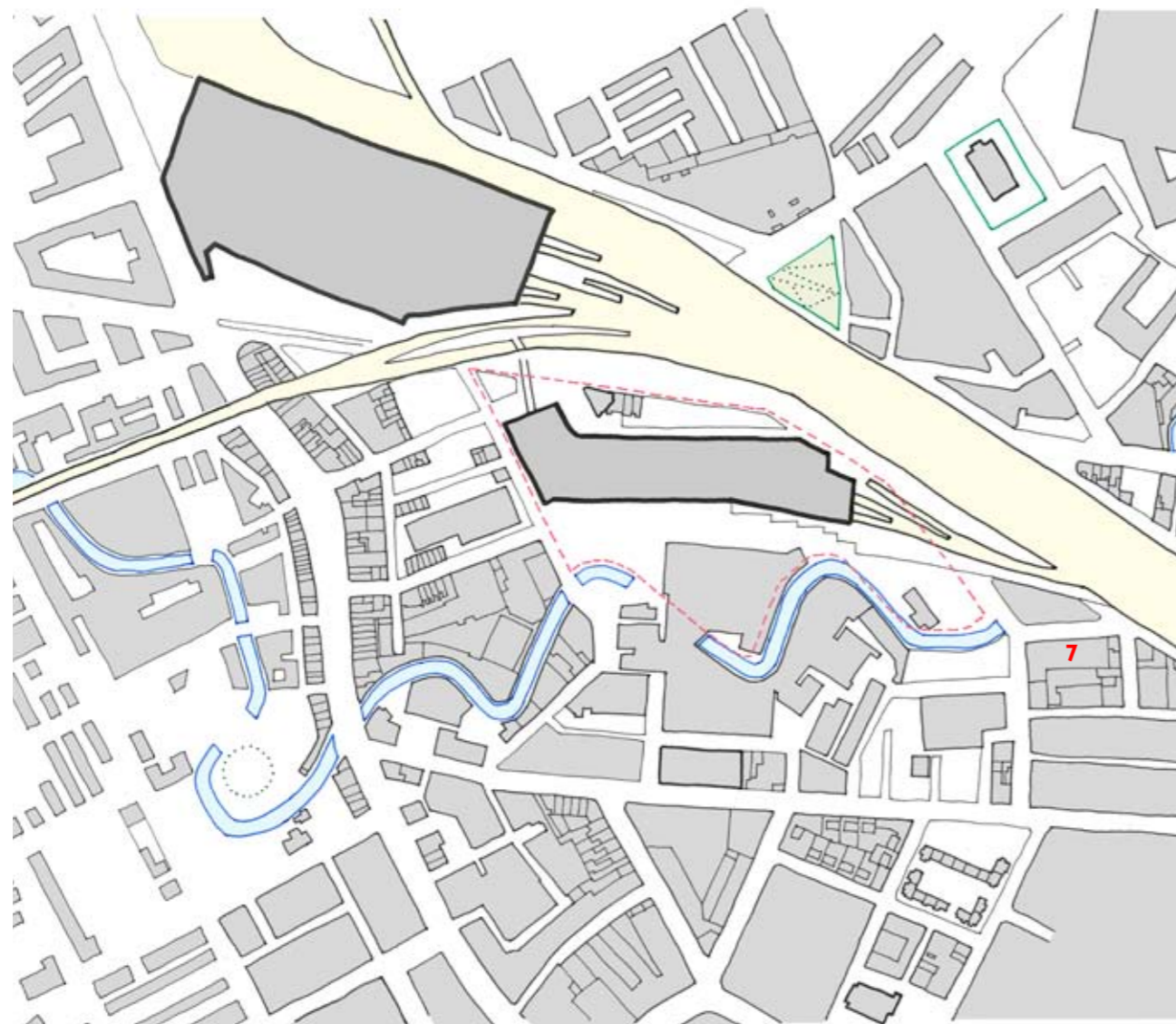
**Plan 1893** - The site comprises housing, a police station (1) and the Mayfield Dye and Printworks (2). To the south of the Medlock lie a number of breweries, and tanneries (3). There are two small reservoirs on the Mayfield site (4).

**Plan 1922** - Mayfield station has been constructed (5), as has the London Road fire station (6).





Wartime aerial photograph (Manchester Libraries)



Plan 1965 - Mayfield has become a goods station and the Chapelfield works (rubber and plastics) has formed between Mayfield and the River Medlock. The City Mortuary has been constructed in the south-eastern corner of the site (7).

### 5.7 SRF Site History

Manchester Mayfield Station was opened on 8 August 1910 by the London & North Western Railway. Initially it was connected to the then London Road (later Piccadilly) Station via a high-level footbridge. After a busy period as the temporary overflow station during the modernisation of Piccadilly in the 1950s, it finally closed to passengers on 28 August 1960.

The station was converted into a parcels depot on 6 July 1970. Royal Mail constructed a sorting office on the opposite side of the main line and connected it to Mayfield with an overhead conveyor bridge, which crossed the throat of Piccadilly Station. The depot closed in 1986 following the decision by Parcelforce to focus its distribution system around road haulage rather than rail. The building has remained disused ever since, with the tracks into Mayfield removed in 1989 as part of the remodelling of the Piccadilly Station layout. The parcel conveyor bridge was removed in 2003 and the station building itself was gutted by fire in 2005. The ground floor of the former station building is currently occupied by a Bonded Warehouse.

English Heritage examined Mayfield Station for listing in October 2003. Its advice on that occasion was not to list, and the view is clear: that while Mayfield is possessed of some quality, that quality is not sufficient to warrant listing.

The study area does include and retains the Star and Garter public house. This was built in 1803 approximately 100 yards from its current position. When London Road Railway Station was expanded with the addition of the connecting line to Oxford Road Station in 1849, the Star and Garter was moved, brick by brick, onto its current site and re-opened in 1877. Originally built as a hotel, the Star and Garter has since been transformed into a pub and club venue. It was Grade II listed on 20 June 1988.

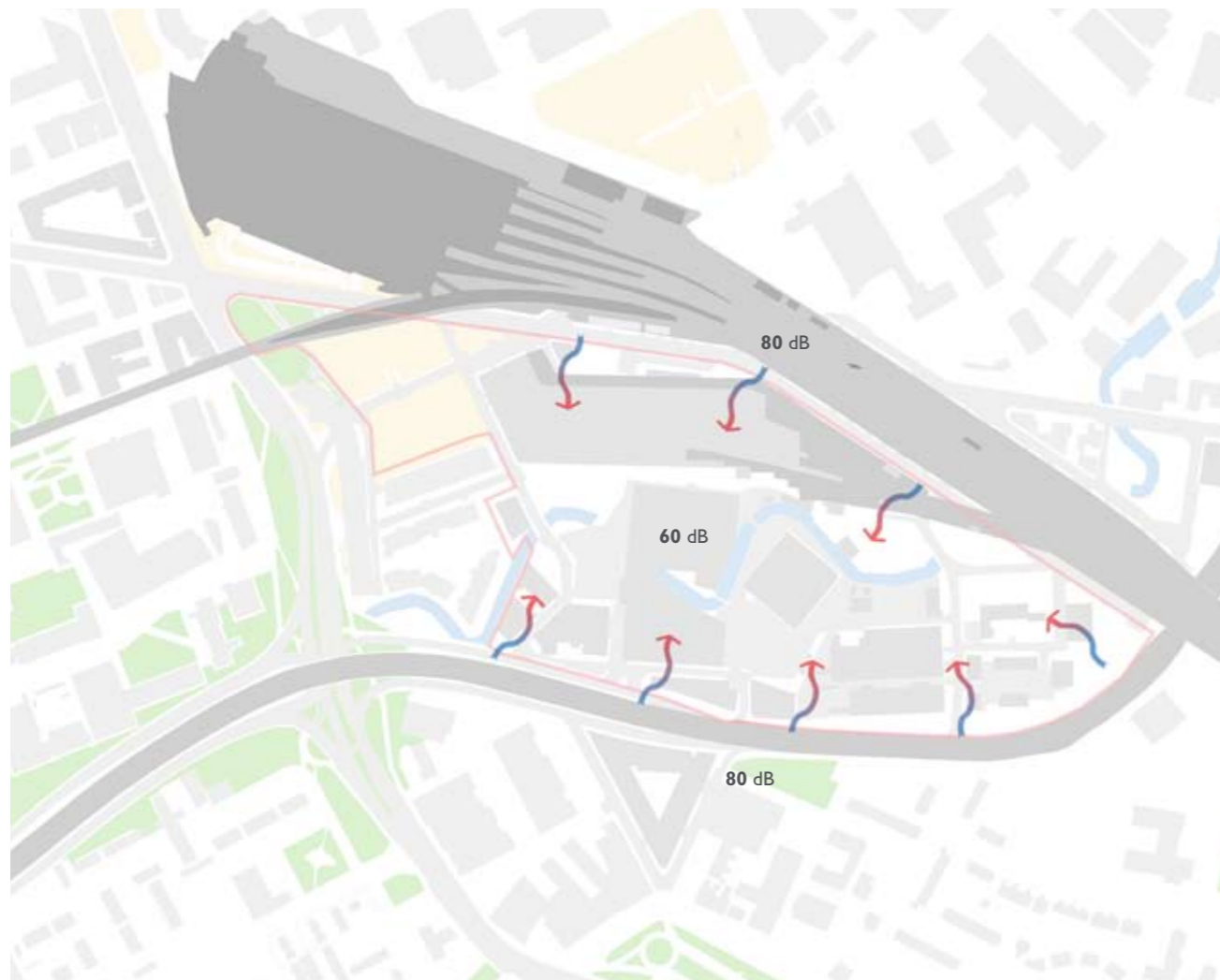
The study area does not fall within any of the city centre's Conservation Areas.



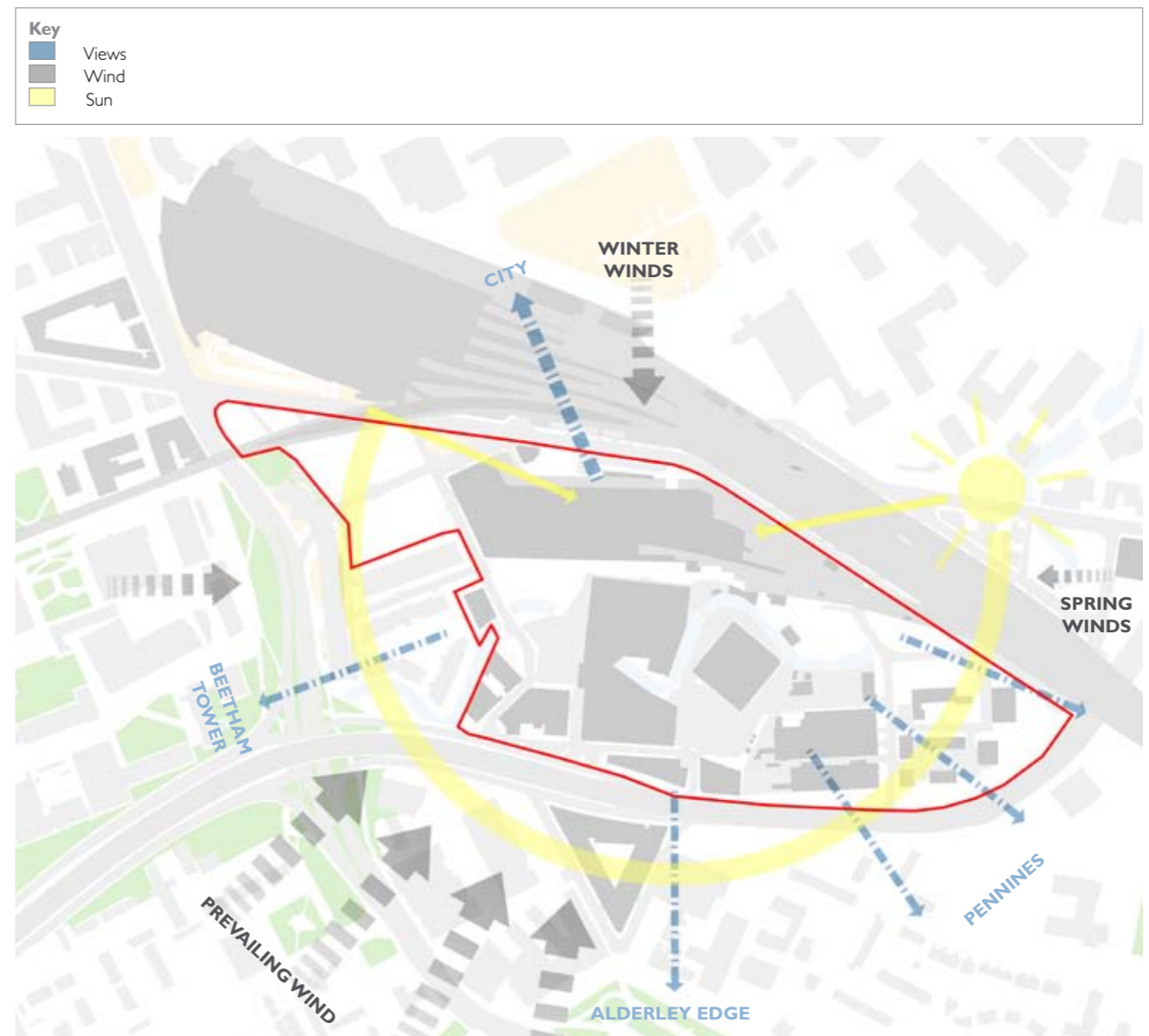
Images of the site as it exists today



Photograph of SRF Study Area Model



Environmental factors - noise



Environmental factors - wind, sunlight and views

## **6.0 Evaluation and Evolution**

The SRF has been informed by careful and thorough analysis of the site and its context.

The range of topics covered is extensive and includes land use, ownerships, ecology, air quality, noise, ground conditions, flood risk, topography, sunlight orientation, wind, micro-climate, transport, pedestrian movement, heritage and socio-economic characteristics of the study area.

### **Site Ownerships**

The site is currently in a number of different ownerships. The northern section is predominantly owned by 'public' bodies, BRBR, MCC and GMPTE. Land south of the river is generally privately owned.






### **Environmental Factors – Noise**

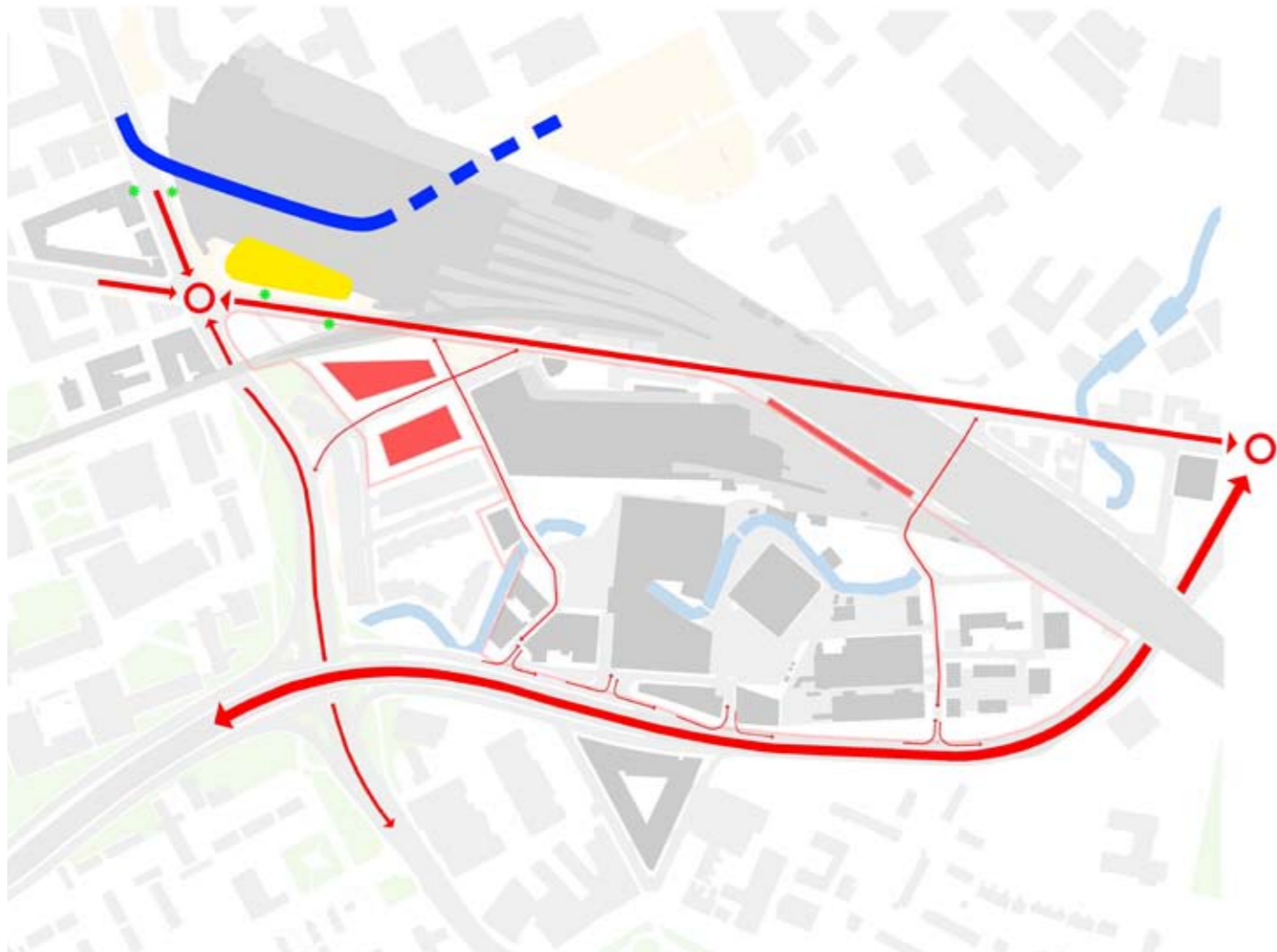
The presence of the Mancunian Way and London Road result in high levels of continuous background noise, while the railway station and viaduct to the north and east introduce high-levels of 'event' noise such as station announcements, brake noise and sirens associated with the railway. The findings of extensive technical studies suggest that a range of measures will be required to passively 'shield' both the internal and external spaces of the development from the high noise levels of the surroundings. These measures could include careful manipulation of the form of masterplan buildings, earth bunding and mitigation screening.

### **Environmental Factors – Wind, Sunlight and Views**

The site orientation is an advantage in that a large section is south facing with long distance views toward Alderley Edge and the Pennines. The predominant wind direction is south and south-westerly, accounting for about 40% of the year. Summer winds predominate from the south with low speeds (up to 7 metres/second). Winter winds show large frequency from the south and south-west and magnitudes of up to 10 metres/second; north-easterly winds occur but less frequently. Autumn winds are strong and from the south and south-west. Spring winds are from the south and north-east. The form of the masterplan buildings will be important in optimising the solar aspect while avoiding the effects of wind.



**Key**

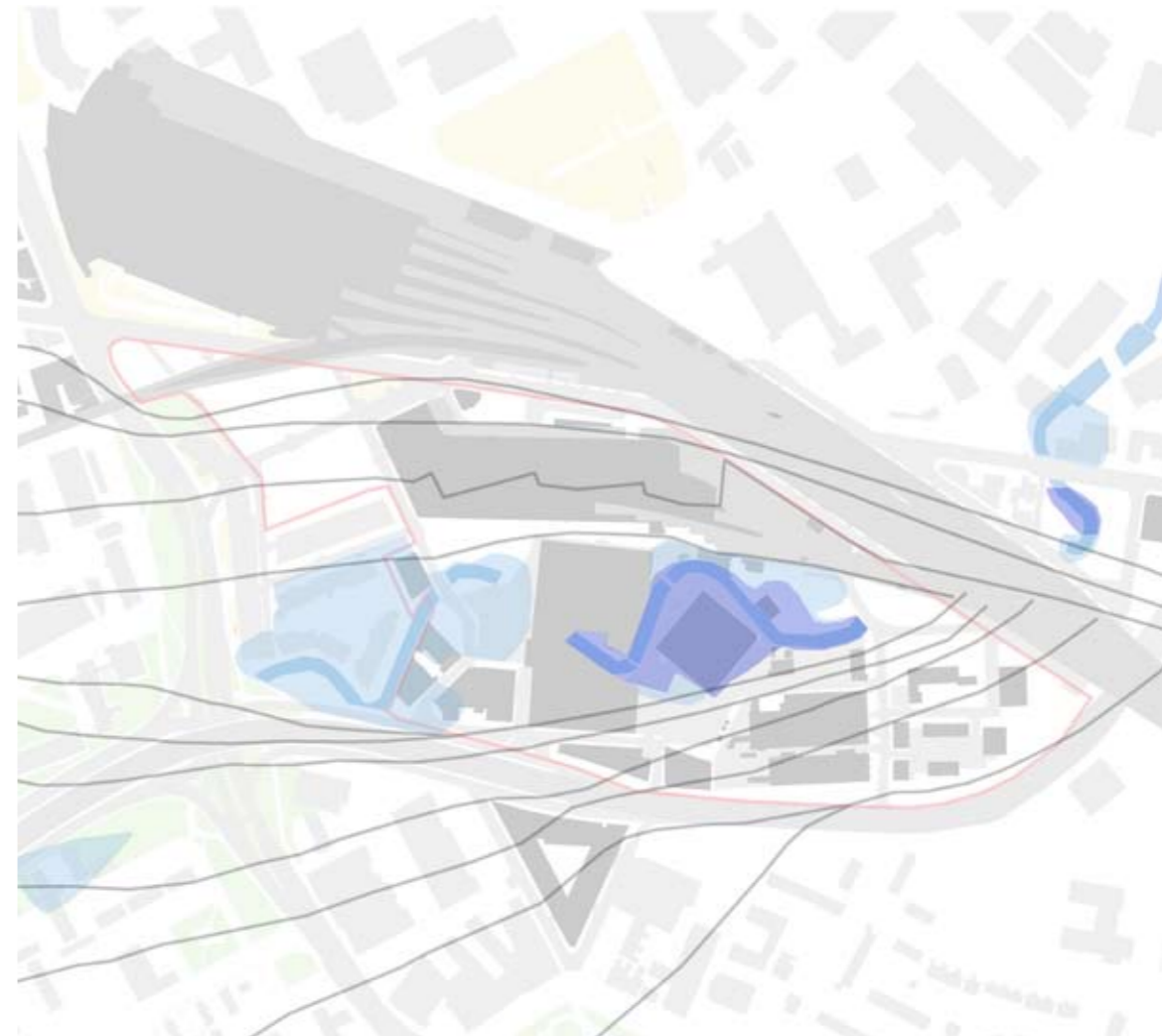
	Road		Taxi drop-off
	Metrolink		Bus stop
	Surface car parking		



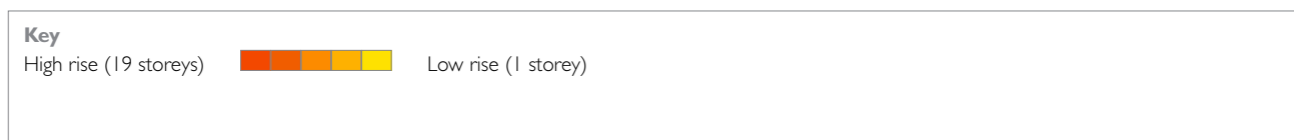
Transport

**Key**

	Flood Zone 3a – High probability [having a 1 in 100 or greater annual probability of flooding]
	Flood Zone 2 – Medium probability [having between 1 in 100 and 1 in 1000 annual probability of flooding]



Levels and flood risk



Building heights

### Transport

Fairfield Street is a highly trafficked city road that connects east-west. The potential Network Rail expansion of Piccadilly raises the possibility of Fairfield Street being closed in the long run. The Mancunian Way is a busy city ring-road and the southern part of the site contains four minor road junctions onto it – some of which are potentially dangerous due to the speed of passing vehicles. The junctions onto London Road are from Fairfield Street and Travis Street, but the latter offers egress only. Baring Street runs north-south through the site and while it offers an attractive link from the city centre into the southern site, it introduces potential security issues to the campus (from unregulated vehicles) and potentially conflicts with pedestrian desire lines to the Station. Both of these need to be addressed in the SRF proposals.

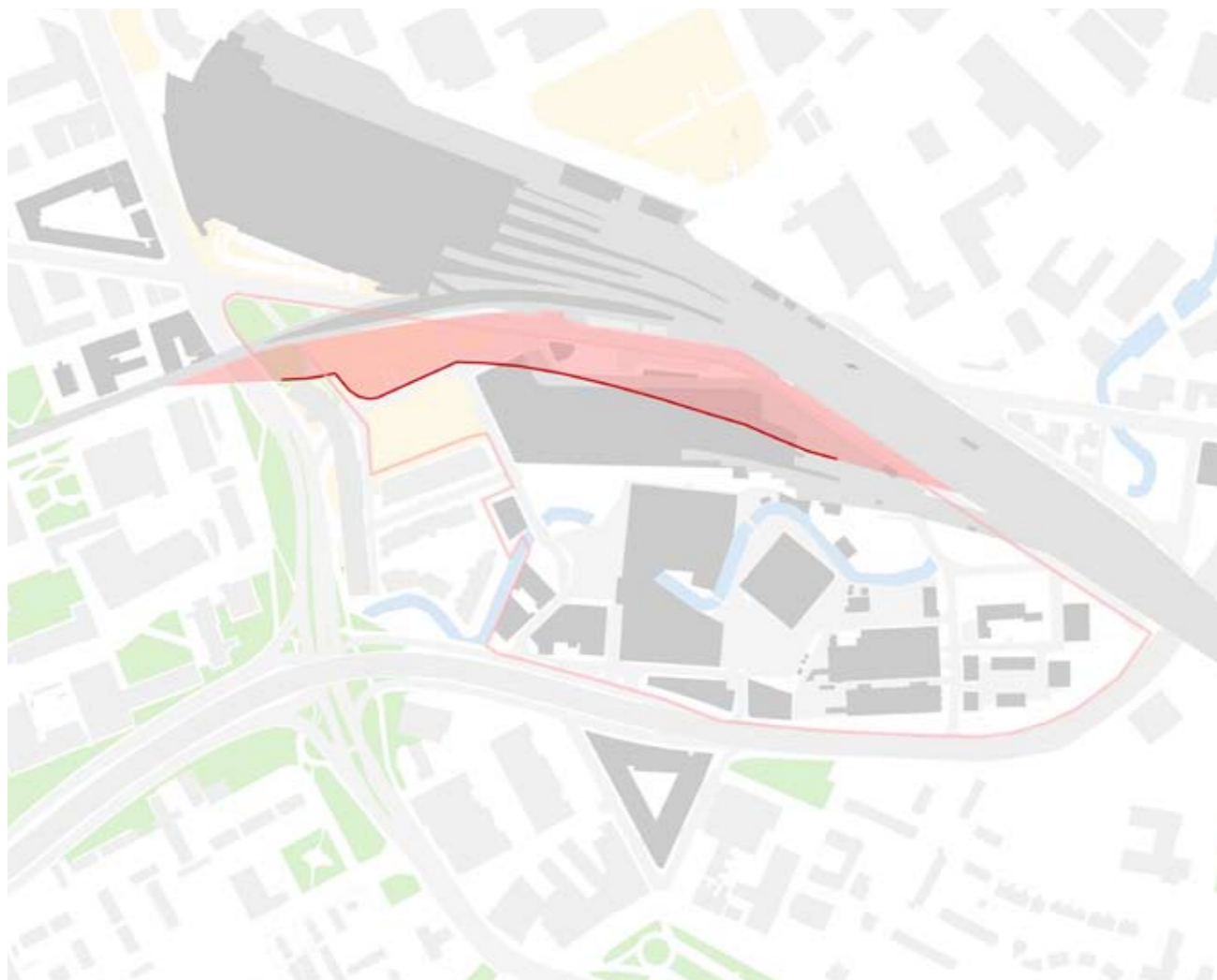
### Levels and Flood Risk

The site is essentially in a valley formed by the River Medlock, although the development of the site has over time, through the canalisation of the river and in some cases its overbuilding, eroded that geography. The Environment Agency's Flood Map shows that part of the site is susceptible to flooding. This led to its canalisation. The Flood Risk Map was revised in 2008 and the risk level lowered.

### Building Heights

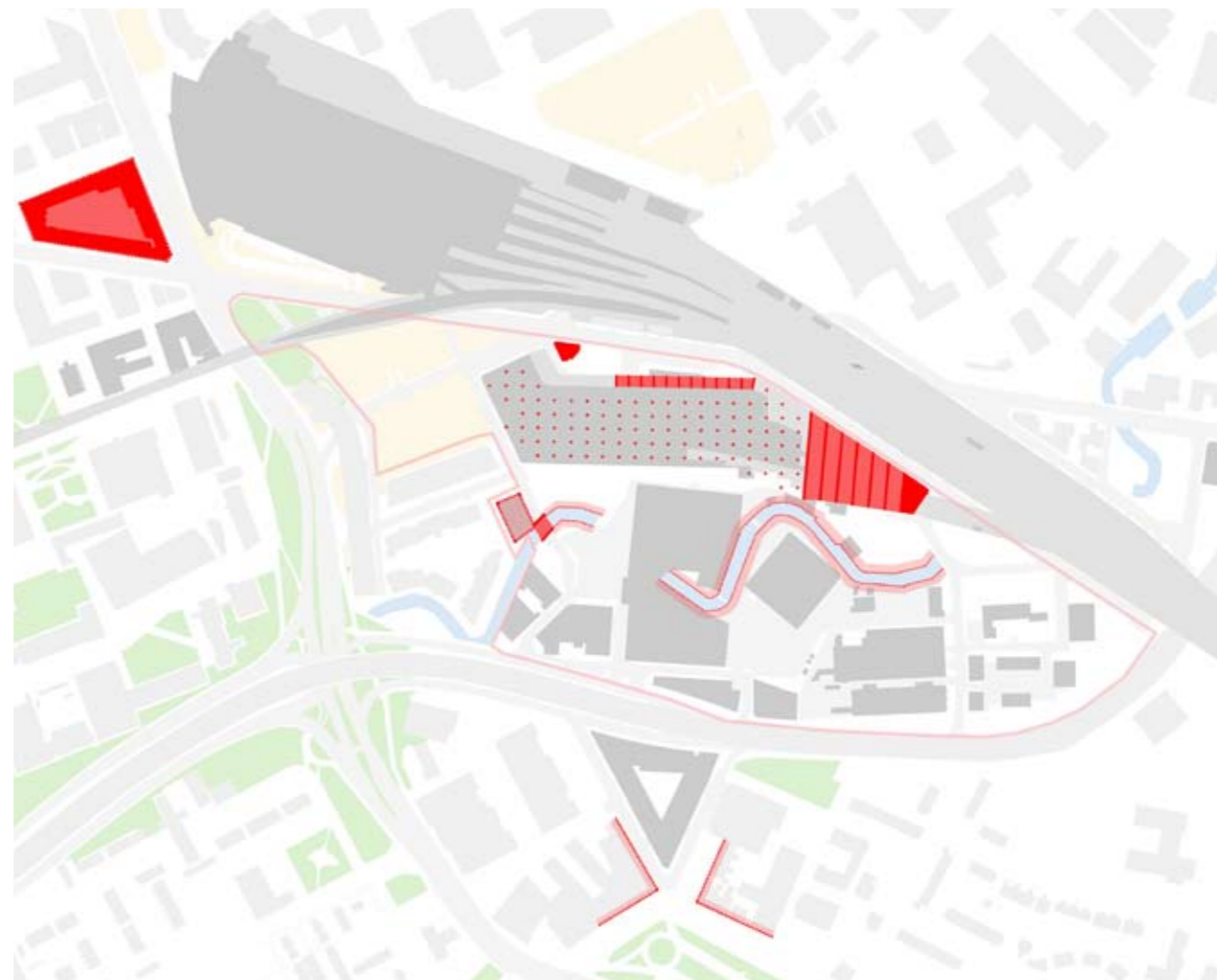
The site is characterised by a considerable variety in building heights, from the single-storey industrial units through to the 8-10 metre high railway infrastructure. More recently student residential developments have pushed building heights, with Piccadilly Point being notably higher at around 19 domestic stories. The SRF should establish guiding urban design principles to inform building heights.

**Key**  
— Network Rail safeguarding zone including 5m maintenance access zone



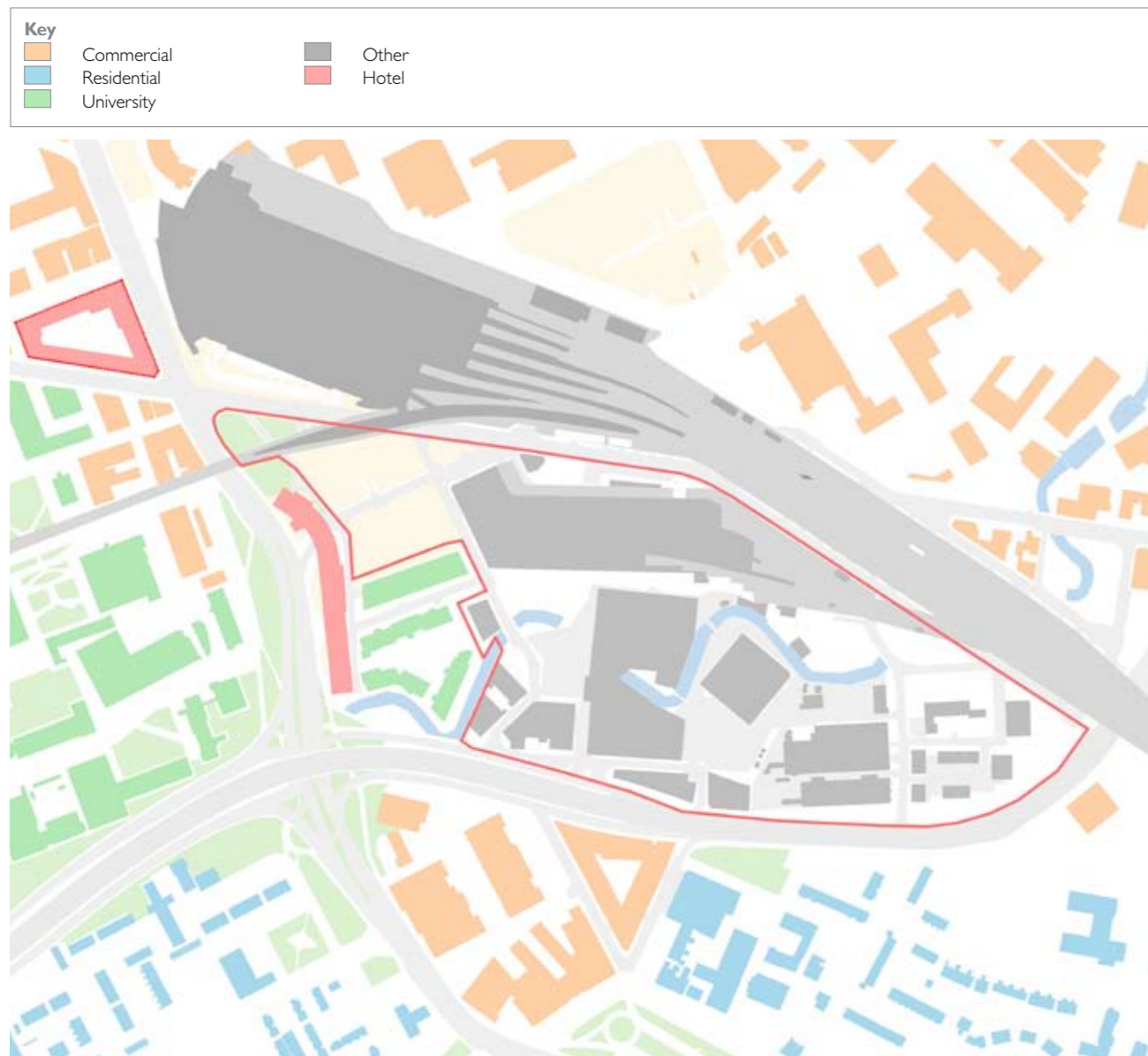
Possible NR track and station expansion zone

**Key**  
■ Historical structures  
■ Possible historical structures - workhouse / river wall / Ardwick Green



Historical structures





Building uses

### National Rail Expansion

The possible track and station expansion, currently being reviewed by Network Rail, impacts upon Fairfield Street and a proportion of the site. Any proposals for the office campus need to sit outside the proposed safeguarding line and its associated maintenance zone. It should be noted that the safeguarding zone impacts on Mayfield Station and reinforces the need for its removal.

### Historical Structures

Historical structures include the Mayfield Railway Station, the Temperance Street viaducts and girder bridges, the Fairfield Street arches, the listed Star and Garter public house, the Baring Street Bridge. While studies have shown that retention of the Mayfield Station is not possible if the brief for the Civil Service Campus is to be met, part of the railway viaduct and other structures can be retained and actively reused.

### Land Uses

With the exception of the western portion of the site, which is actively used for the Macdonald Hotel and the student residences, the remainder is characterised by underutilised buildings and spaces. The open areas near Piccadilly Station are dominated by surface car-parks and the roads by unregulated parking and taxi waiting areas. The railway station and Temperance Street arches are used at ground level by a number of workshops and storage spaces; Mayfield itself is disused.

**Key**

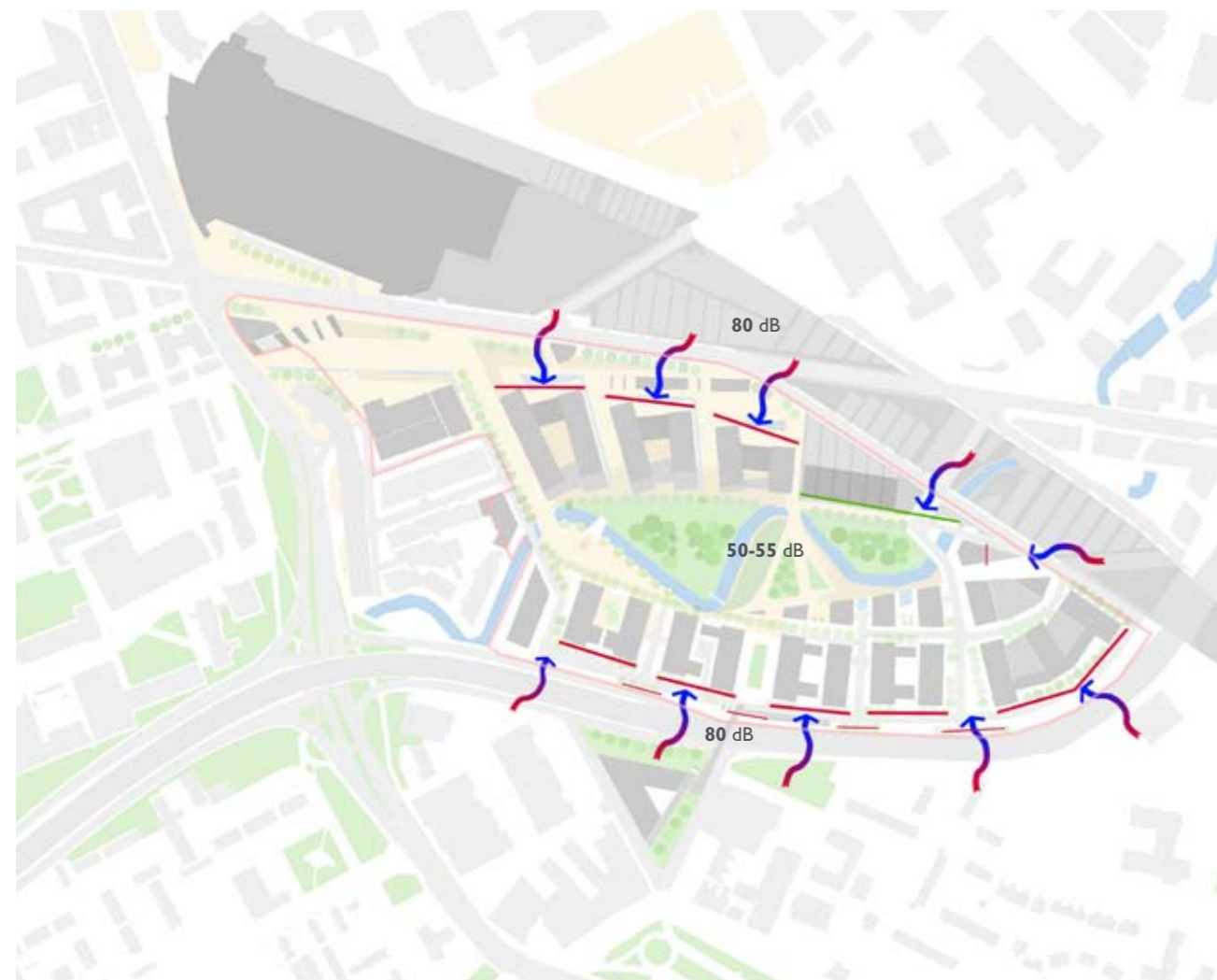
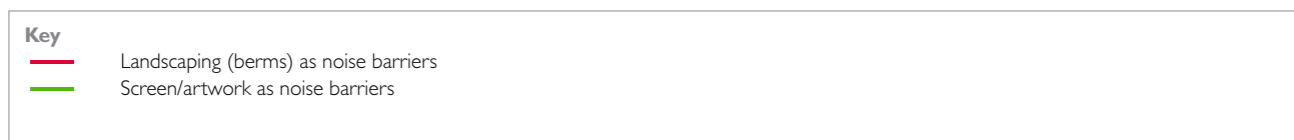
- Possible funnelling (to be resolved)
- Sheltered areas



Wind studies  
Southerly and northerly winds



Easterly and westerly winds



Noise

### Wind

A desktop wind study has been undertaken and the main issues are noted below:

- the main wind effects are likely to be caused by southerly winds. The blocks in the southern zone are intended to largely protect the park from these winds, either through lower link blocks or via landscaped berms at the southerly ends of the north-south streets (which deflect wind upwards). The two, widest streets have a height to width ratio closer to 1, which may accelerate winds at these points ('wind funnelling'). Either increasing/decreasing the width of these streets above or below a height to width ratio of 1 would help reduce any funnelling.

The link bridges between campus buildings could create wind funnelling below. Trees in the northern part of the park would reduce this.

- North-easterly winds could create wind acceleration under the link bridges between the campus buildings. This effect is likely to be most felt during winter. Further design studies would need to be undertaken at the next stage to overcome this issue
- Easterly and westerly winds could cause corner accelerations around the base of blocks L and H respectively. Design studies would need to be undertaken during detailed design of these blocks to overcome this issue

### Noise

The desktop noise study has concentrated on how sound levels in the park may be attenuated to meet the World Health Organisation (WHO) recommendations for outdoor living areas. The form of the buildings themselves should assist in reducing the main noise nuisances of the Mancunian Way and the railway: any breaks in the buildings (particularly in the SDZ) would require earth mounding (berms) as noise barriers.

An acoustic screen will be needed in the north-east corner of the site to block noise from the railway viaduct – this could take the form of an artwork that wraps any campus accommodation constructed on top of the retained arches.

Other local sound barriers would be beneficial, within quiet or acoustically sensitive areas of the park, and noise sources (such as fountains and waterfalls) could be added locally to mask background noise.



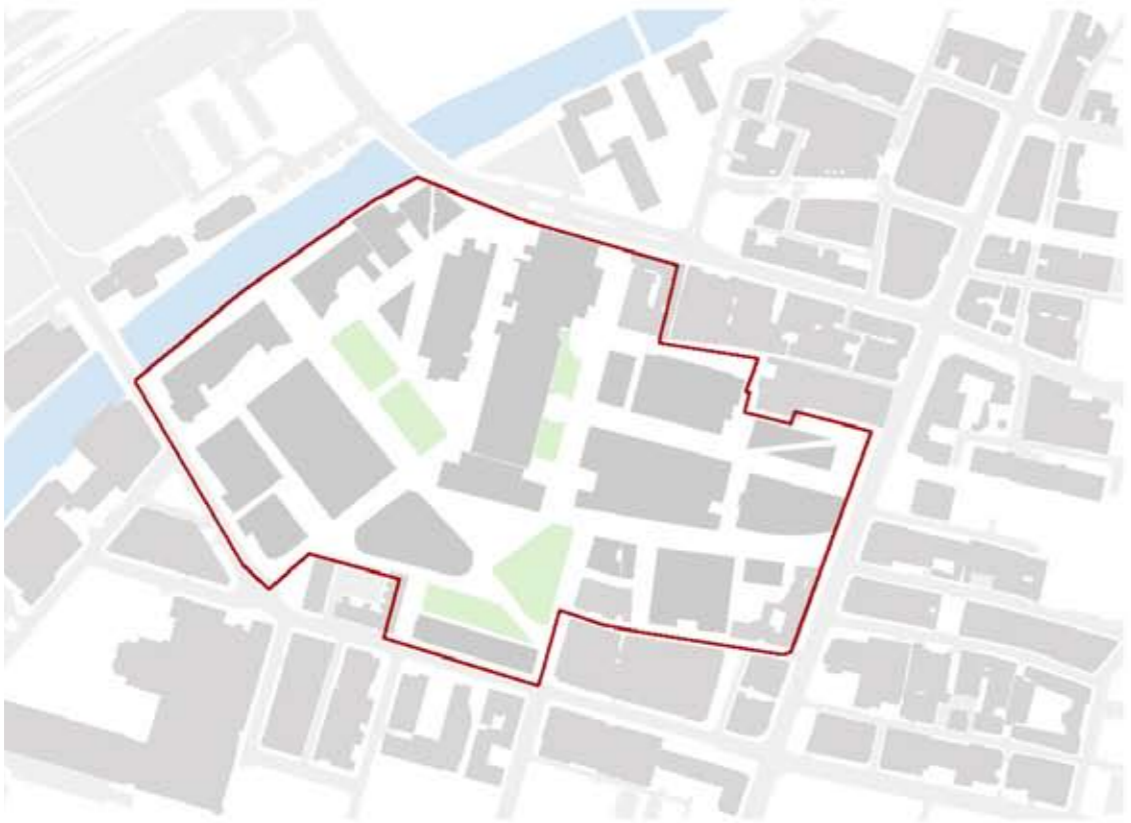
Spinningfields



Great Jackson Street



First Street



Spinningfields



Great Jackson Street

First Street



Mayfield

### Density

The Chief Executives' Report of May 2003 (Manchester Eastern Gateway Regeneration Strategy) notes that the Eastern Gateway in general, and sites such as Mayfield in particular, is currently developed to a lower than optimal density and that there is huge capacity for redevelopment. Section 3.2 of the report notes:

“Higher density and more intensive development should be encouraged in close proximity to Piccadilly Station, on the basis that this is a highly accessible location.”

As the area schedule that precedes notes, 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 2.8:1 - a density equivalent to the proposed First Street by Ask Developments at 2.7:1 (3.1 million ft<sup>2</sup> GEA over a site of 27.4 acres which is equivalent to Mayfield's 2.5 million ft<sup>2</sup> gross over a site area of 20.6 acres\*).

By comparison Mayfield is at a lower density than Spinningfields and Great Jackson Street, both of which contain closer to 4 million ft<sup>2</sup> over sites of approximately 20 acres and achieve an FSI of closer to 4.5:1\*\*.

\* Note that this area excludes the zone of potential Network Rail expansion as this is effectively unable to be developed.

\*\* The ratio of built footprint to site area for Mayfield is 1:2.3 (35,700m<sup>2</sup> footprint on a 82,200 m<sup>2</sup> site)

## Appendix C Hub Viaduct & Access to Mayfield

# **Hub Viaduct & Access to Mayfield Observations & Ideas**

**Bennetts Associates**  
November 2013



**The fundamental importance of an appropriate Northern Hub scheme to the success of the Mayfield SRF cannot be overstated.**



## Hub Viaduct & Access to Mayfield Vision

**It is essential that the aspirations of the Mayfield SRF and Northern Hub share a common goal of creating optimal transport infrastructure and an iconic gateway leading to/from Mayfield.**

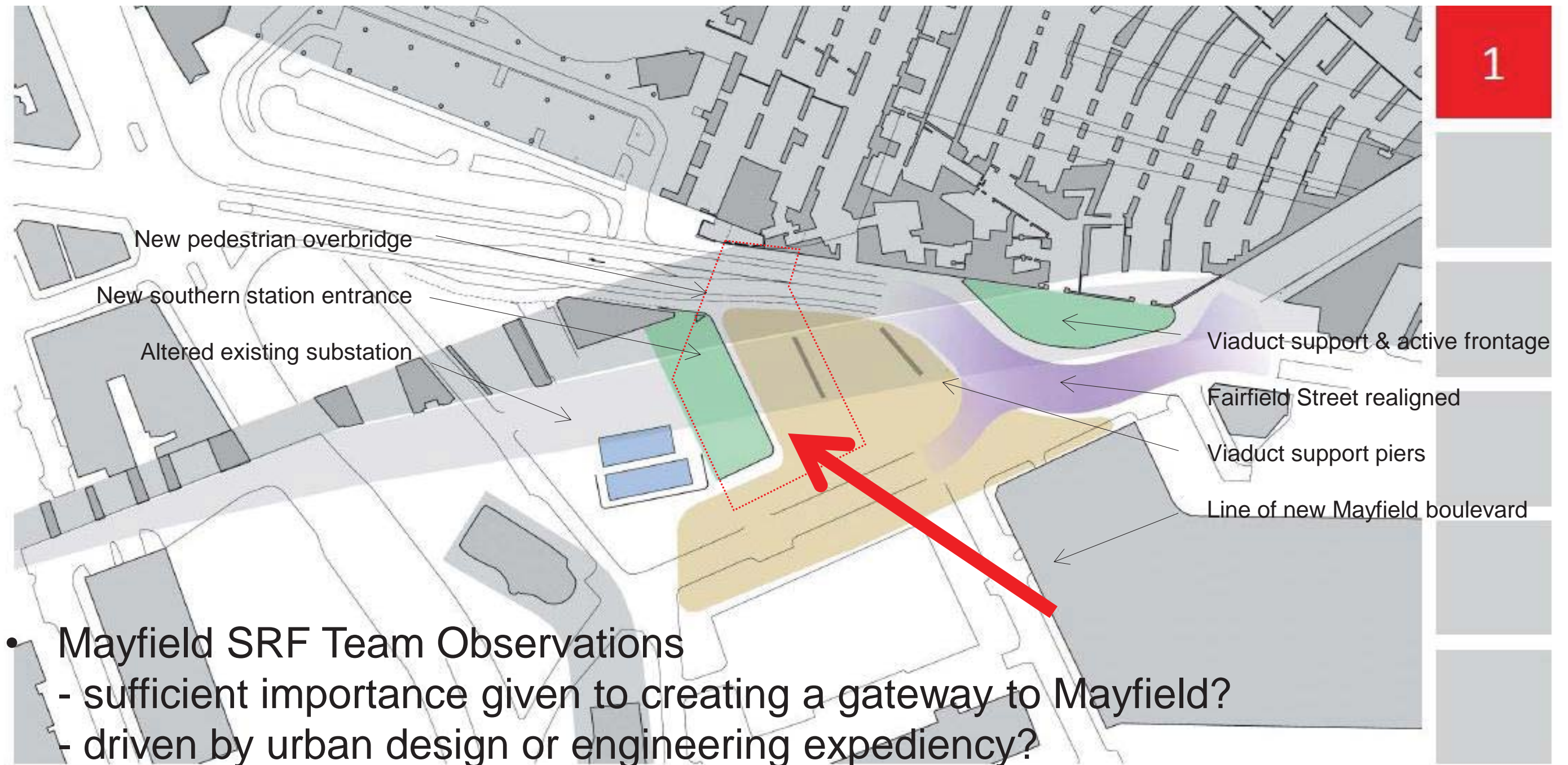
The observations and ideas in this document are in response to recent Northern Hub design proposals and seek to establish an expectation for the quality of urban design on behalf of the Mayfield SRF team.

The Mayfield SRF team comprises:-

- Manchester City Council
- Transport for Greater Manchester
- London & Continental Railways
- Jones Lang LaSalle
- Bennetts Associates Architects

# Hub Viaduct & Access to Mayfield

## Current Hub Proposals



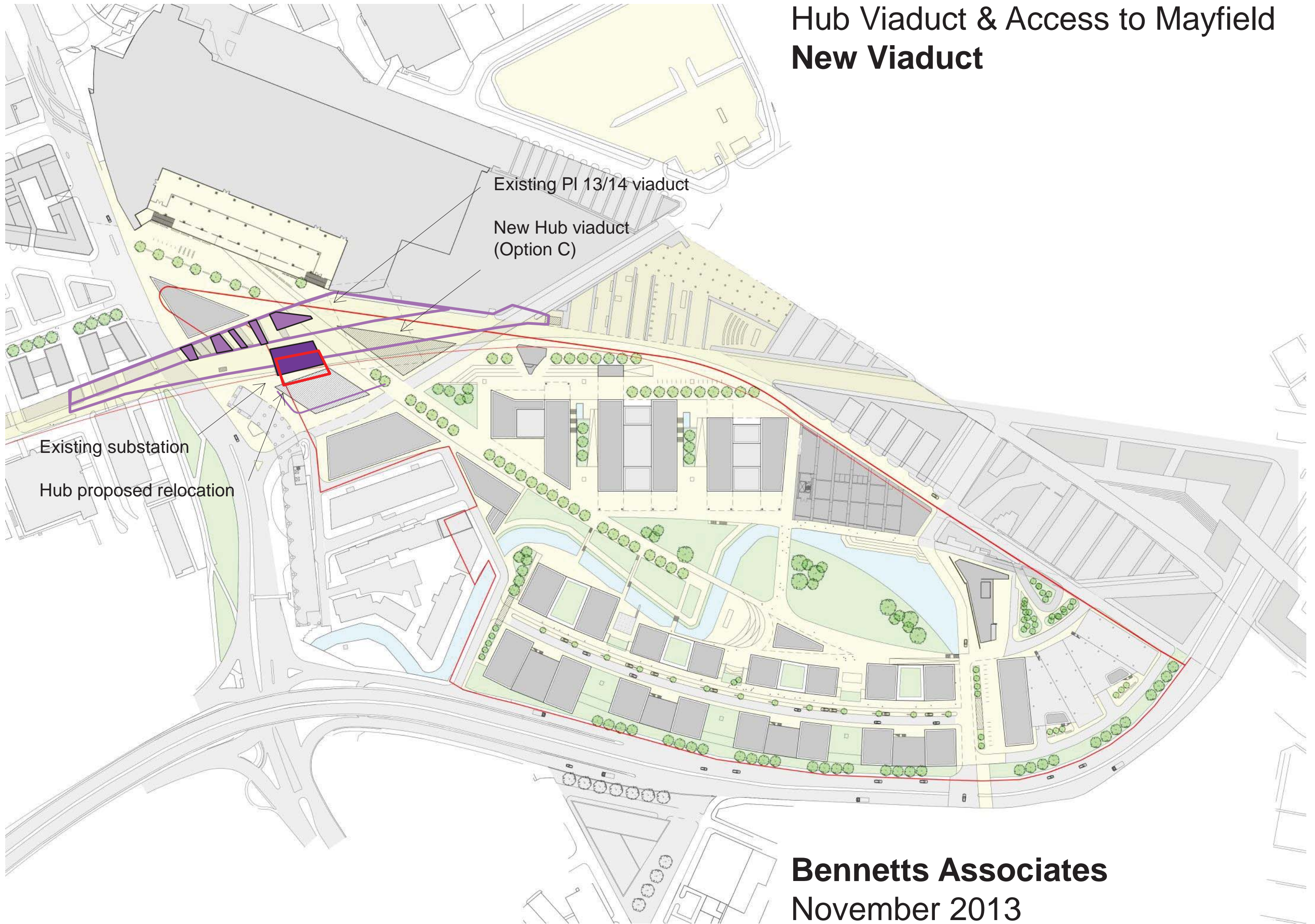
- **Mayfield SRF Team Observations**

- sufficient importance given to creating a gateway to Mayfield?
- driven by urban design or engineering expediency?
- substation should be relocated well away from prime location
- number of vertical supports in public realm should be reduced
- realignment of Fairfield Street should be avoided if possible
- daylight between new and existing structures would be welcome
- alignment of overbridge to fit better with SRF streetscape

# Hub Viaduct & Access to Mayfield **Alternative Proposals**

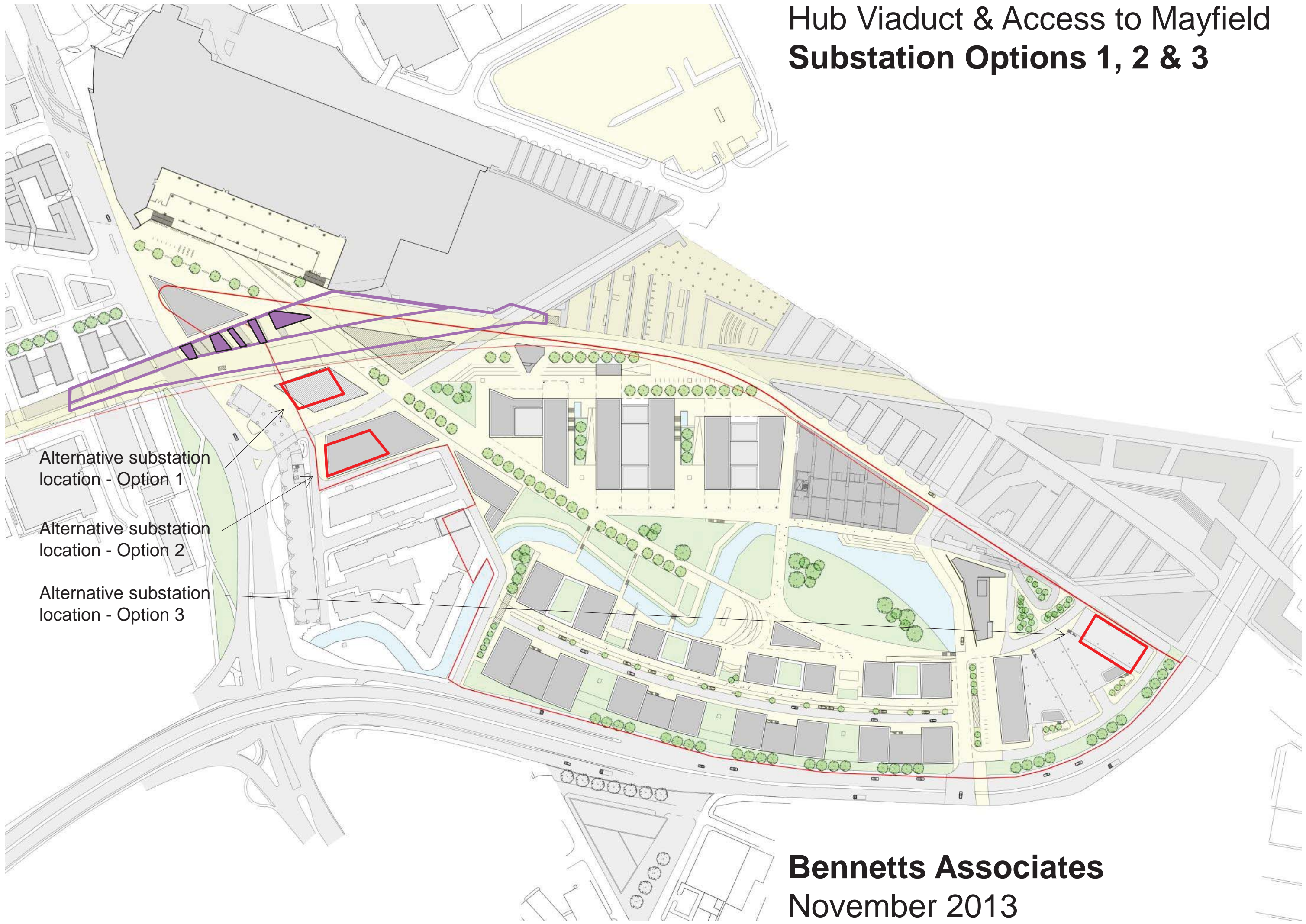
**Bennetts Associates**  
November 2013

# Hub Viaduct & Access to Mayfield New Viaduct



**Bennetts Associates**  
November 2013

# Hub Viaduct & Access to Mayfield Substation Options 1, 2 & 3



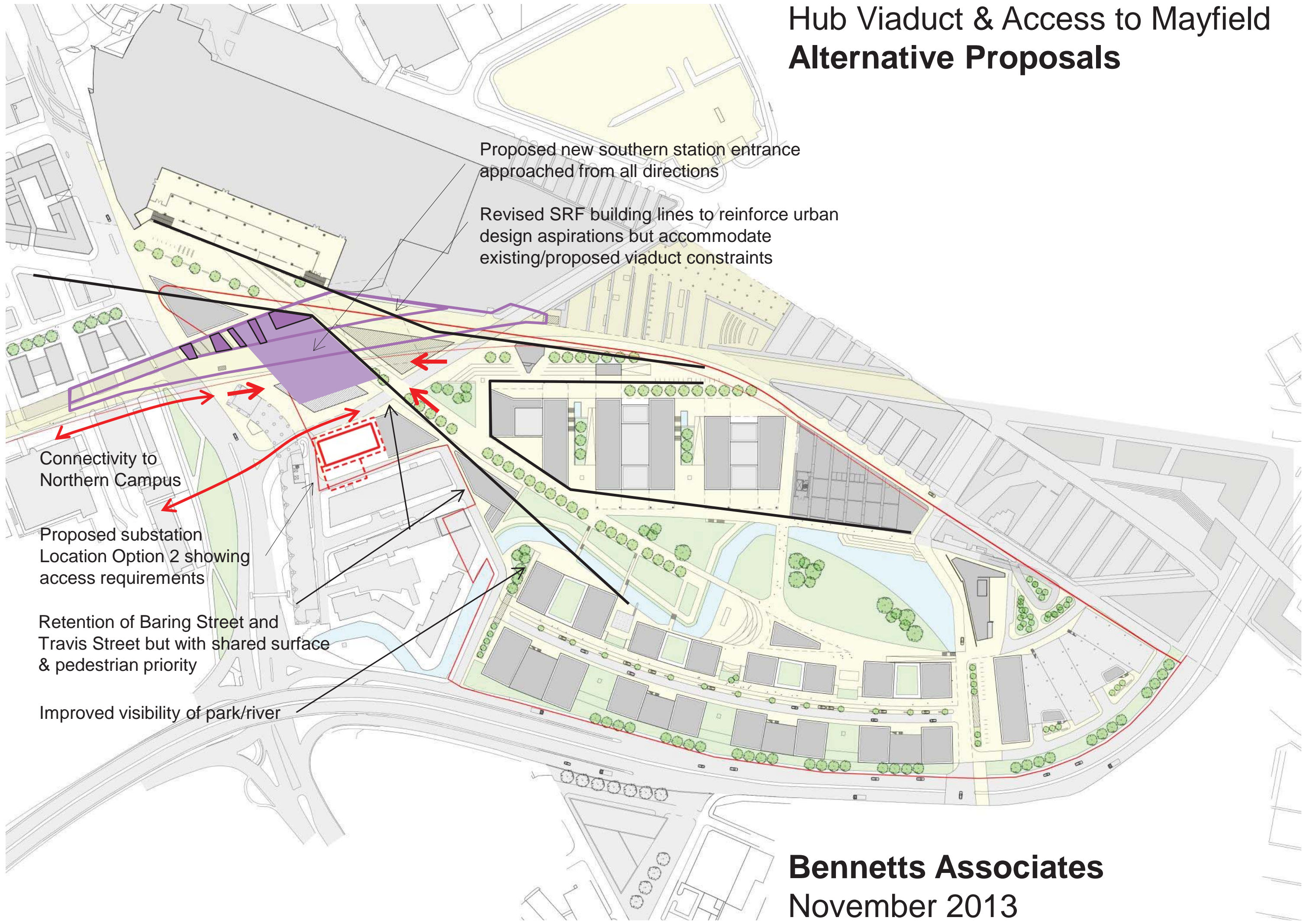
Alternative substation location - Option 1

Alternative substation location - Option 2

Alternative substation location - Option 3

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November 2013

# Hub Viaduct & Access to Mayfield Alternative Proposals



Proposed new southern station entrance approached from all directions

Revised SRF building lines to reinforce urban design aspirations but accommodate existing/proposed viaduct constraints

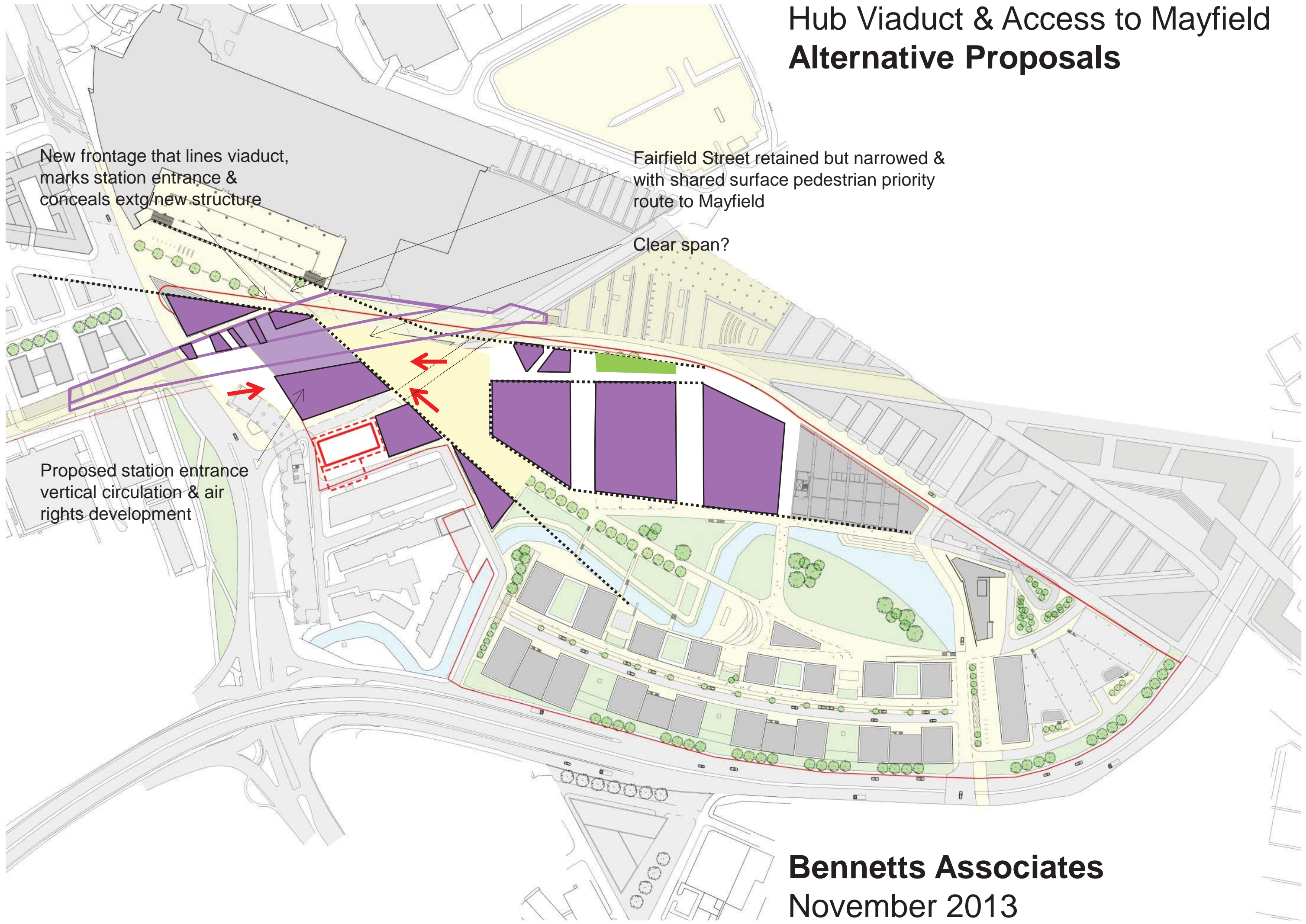
Connectivity to Northern Campus

Proposed substation Location Option 2 showing access requirements

Retention of Baring Street and Travis Street but with shared surface & pedestrian priority

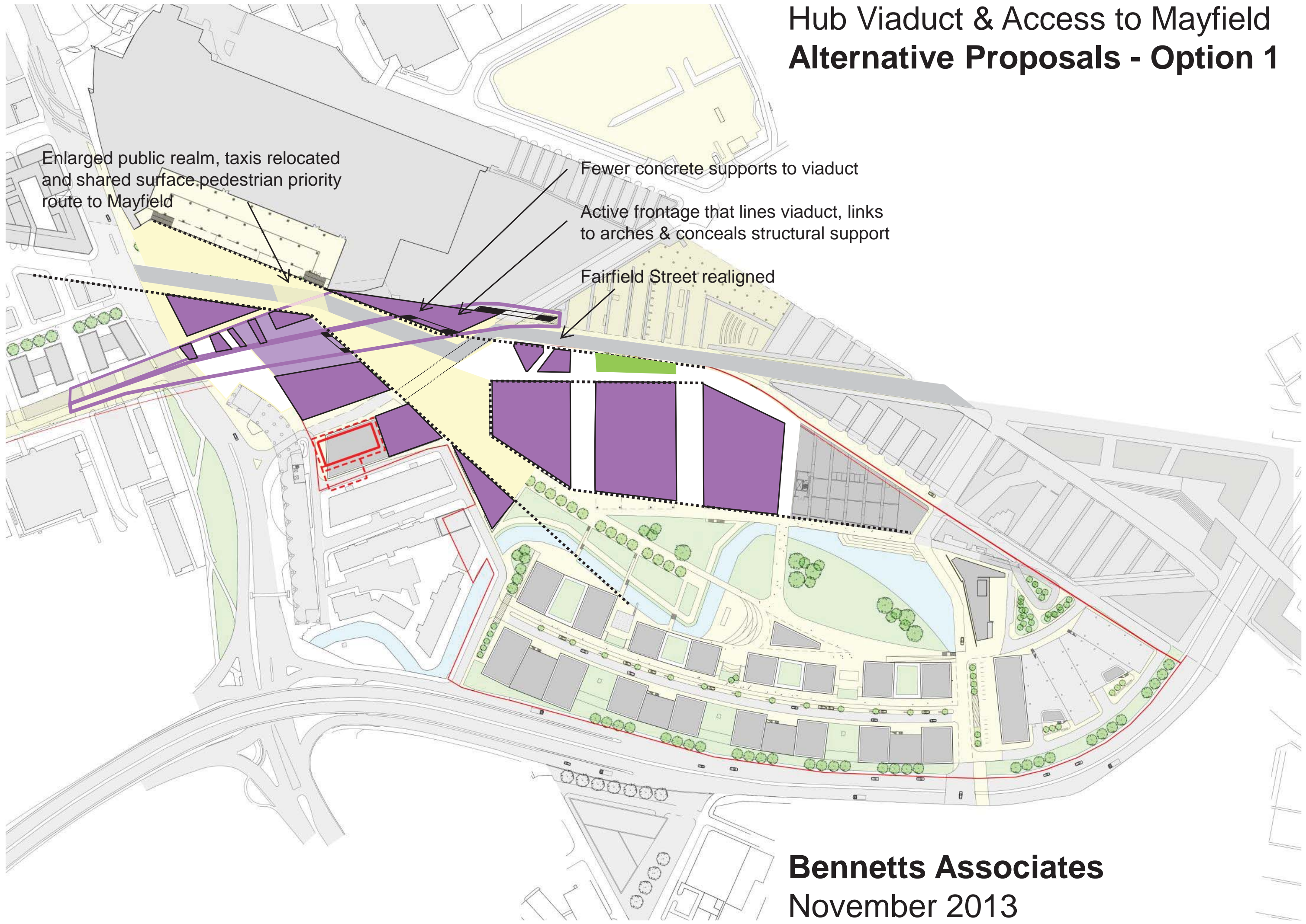
Improved visibility of park/river

# Hub Viaduct & Access to Mayfield Alternative Proposals



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November 2013

# Hub Viaduct & Access to Mayfield Alternative Proposals - Option 1



Enlarged public realm, taxis relocated and shared surface pedestrian priority route to Mayfield

Fewer concrete supports to viaduct

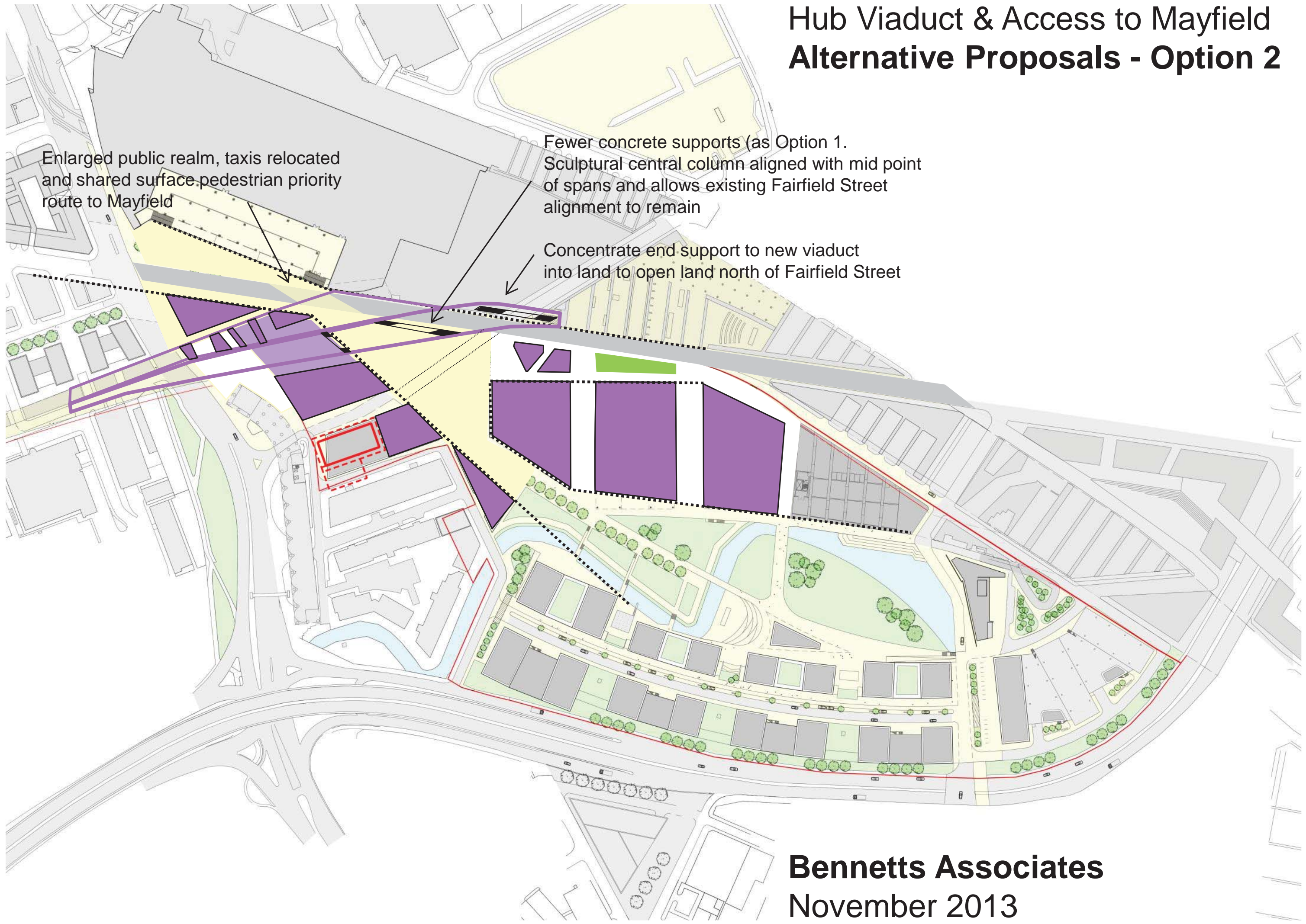
Active frontage that lines viaduct, links to arches & conceals structural support

Fairfield Street realigned

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November 2013



# Hub Viaduct & Access to Mayfield Alternative Proposals - Option 2

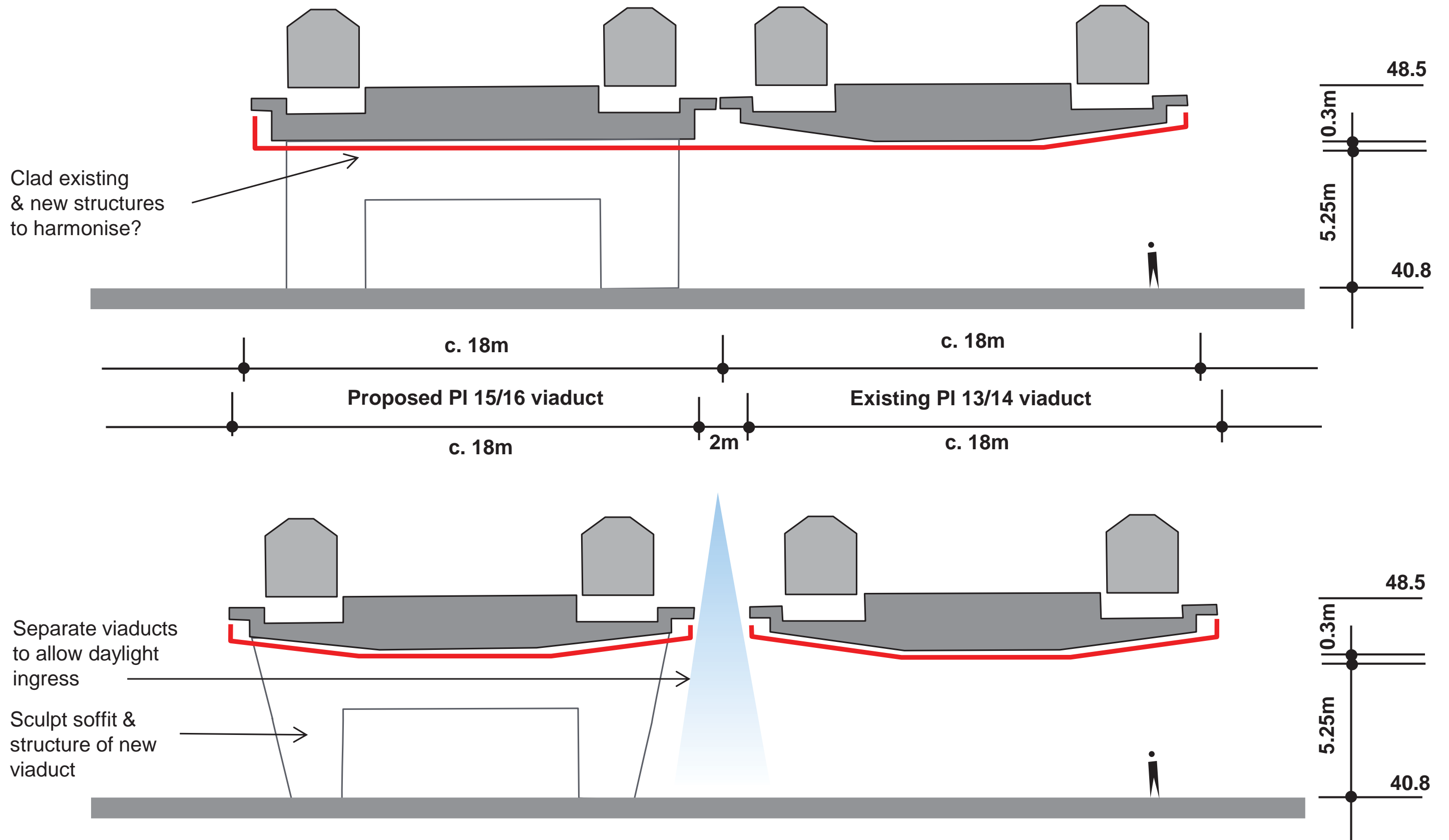


Enlarged public realm, taxis relocated and shared surface pedestrian priority route to Mayfield

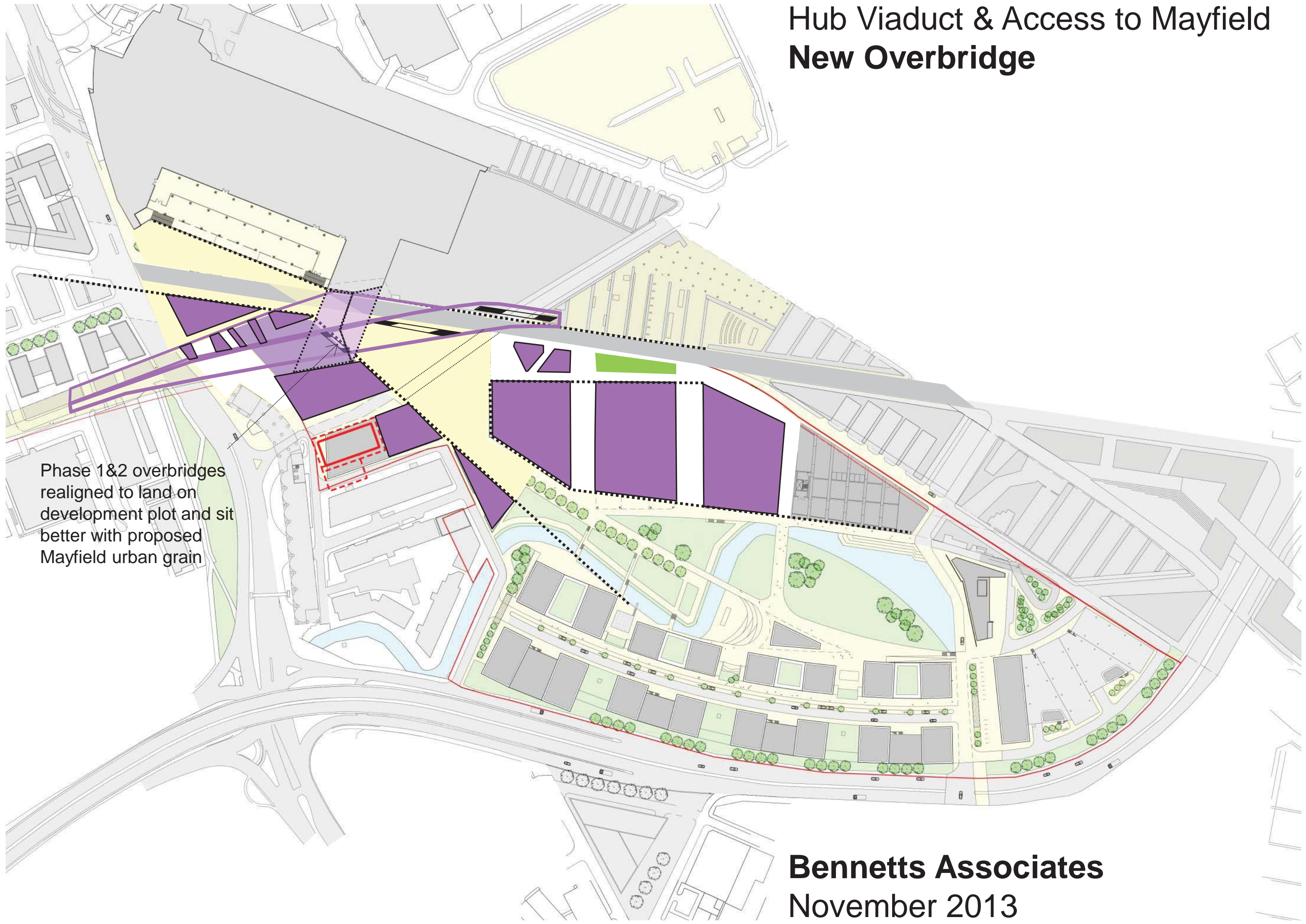
Fewer concrete supports (as Option 1).  
Sculptural central column aligned with mid point of spans and allows existing Fairfield Street alignment to remain

Concentrate end support to new viaduct into land to open land north of Fairfield Street

# Hub Viaduct & Access to Mayfield Viaduct Options



# Hub Viaduct & Access to Mayfield New Overbridge



Phase 1&2 overbridges  
realigned to land on  
development plot and sit  
better with proposed  
Mayfield urban grain

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Hub Viaduct & Access to Mayfield  
**Piccadilly - Existing**



Hub Viaduct & Access to Mayfield  
**Piccadilly - Hub Scheme**



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November 2013

Hub Viaduct & Access to Mayfield  
**Piccadilly – Alternative Option 1**



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Hub Viaduct & Access to Mayfield  
**Piccadilly – Alternative Option 2**



Hub Viaduct & Access to Mayfield  
**Mayfield - Existing**





Hub Viaduct & Access to Mayfield  
**Mayfield – Hub Scheme**



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**Mayfield – Alternative Option 1**



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**Mayfield – Alternative Option 2**

Quality of structure

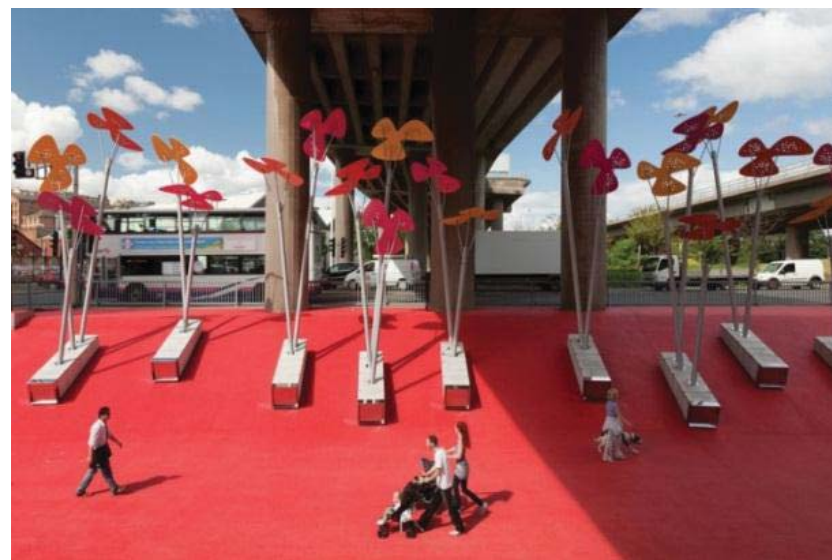


Bijlmer Station  
Amsterdam

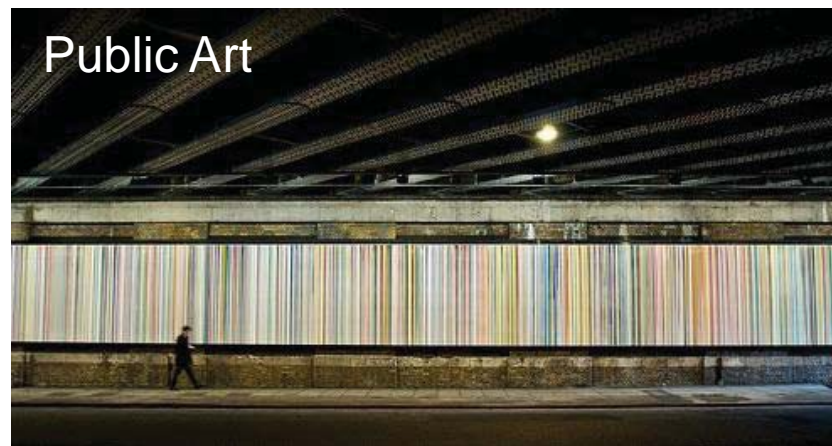


Integrated engineering &  
urban design solution

Use of daylight



Public Art



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**Hub Viaduct & Access to Mayfield**  
**Benchmark & Precedent**

## Hub Viaduct & Access to Mayfield

### Items for Northern Hub Team to Consider

- Maximise potential to create a gateway to Mayfield
- Maximise potential of new southern entrance to Piccadilly Station
- Explore treatments or recladding that unify existing and new viaducts
- Locate substation to south of Travis Street or further away
- Investigate alternatives for viaduct to:-
  - address the above aspirations
  - minimise vertical supports in public realm
  - avoid realignment of Fairfield Street
  - allow daylight ingress between new and existing structures

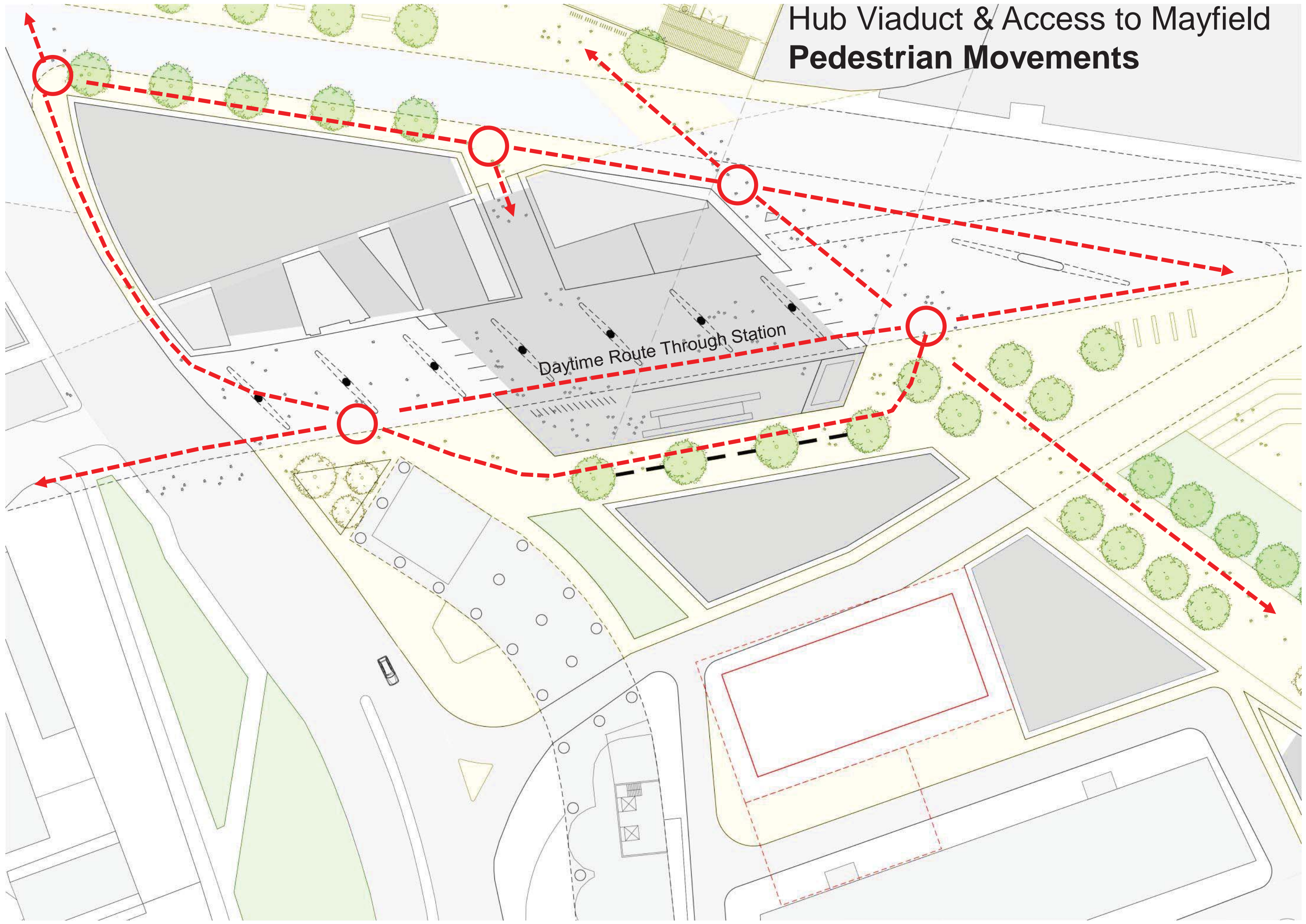
# Hub Viaduct & Access to Mayfield Revised SRF Plan



# Hub Viaduct & Access to Mayfield Option 2 Drawings

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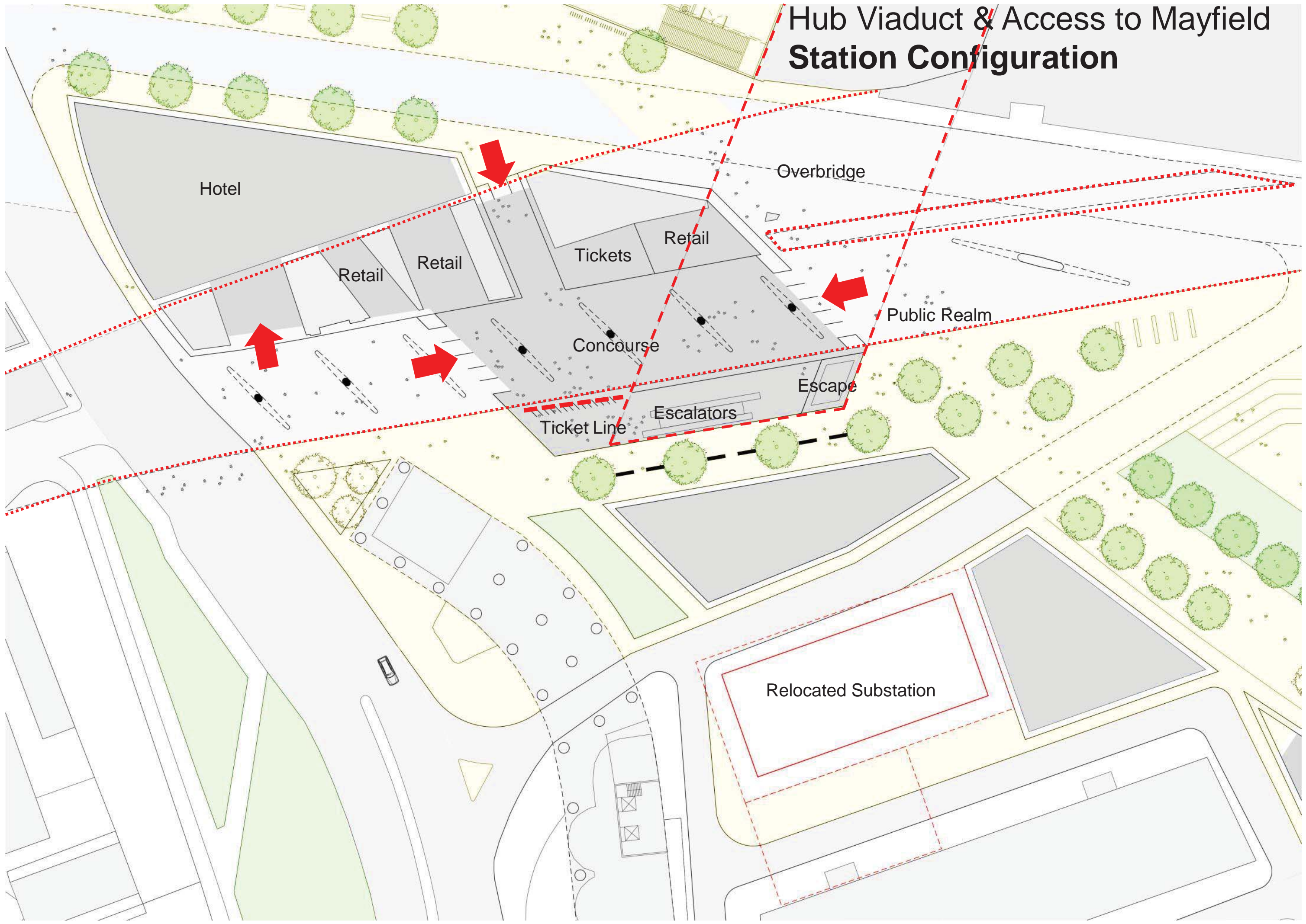
# Hub Viaduct & Access to Mayfield Pedestrian Movements



Daytime Route Through Station



# Hub Viaduct & Access to Mayfield Station Configuration



**Bennetts Associates** Architects

Bennetts Associates Limited Registered in England and Wales No. 2710265  
3 Boroughloch Square Edinburgh EH8 9NJ • T +44 (0)131 667 7351 • F +44 (0)131 662 1867  
• E [edin@bennettsassociates.com](mailto:edin@bennettsassociates.com) • W [www.bennettsassociates.com](http://www.bennettsassociates.com)

