



Mayfield Strategic Regeneration Framework Draft Revision A

November 2009

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

Mayfield Strategic Regeneration Framework - Draft Revision A

Drivers Jonas / Bennetts Associates / Buro Happold / Davis Langdon / KM Heritage / Ekosgen
November 2009

Document No.	0902(RP)005	Contributors:	
Title	Mayfield Strategic Regeneration Framework Pre-Consultation Draft	Name	Drivers Jonas
		Profession	Planning, Property, Project Management and Sustainability Policy Consultants
		Location	Manchester and London
Revision	First Issue		
Date	October 2009	Name	Bennetts Associates Architects
Details	Issued for comment to Project Partners and key stakeholders	Profession	Architects and Masterplanners
		Location	London
Revision	Revision A	Name	Buro Happold
Date	November 2009	Profession	Engineering, Transport and Sustainability Consultants, plus other specialisms (acoustics, wind, geotechnical, hydrology, ecology and BREEAM assessment)
Details	Comments incorporated and document reissued for consideration by the Executive of Manchester City Council	Location	Bath and Manchester
Authorised by:			
Name	Julian Lipscombe	Name	Davis Langdon
Title	Director; Bennetts Associates	Profession	Cost and CDM Consultants
Address	1 Rawstome Place, London, EC1V 7NL	Location	Southampton and Manchester
		Name	KM Heritage
		Profession	Heritage Consultant
		Location	London
		Name	Ekosgen
		Profession	Economics Consultant
		Location	Manchester

Contents

1.0 Vision Statement

2.0 Executive Summary

- 2.1 Key Principles
- 2.2 Purpose and Content
- 2.3 Next Steps

3.0 Key Parties and Consultation

- 3.1 Project Partners
- 3.2 Other Key Stakeholders
- 3.3 The Professional Team
- 3.4 Studies, Surveys and Appraisals
- 3.5 Consultation

4.0 Project Background

- 4.1 The Mayfield Civil Service Campus
- 4.2 Stakeholder Objectives
- 4.3 Design Objectives

5.0 Context

- 5.1 A Global City
- 5.2 The Regional Centre
- 5.3 Manchester City Centre Context
- 5.4 SRF Location
- 5.5 Study Area
- 5.6 Wider Study Area and Key Dependencies
- 5.7 SRF Site History

6.0 Evaluation and Evolution

7.0 Proposals - Guiding Principles

8.0 Proposals - Further Detail

9.0 Sustainability

10.0 Implementation



1.0 Vision Statement

Mayfield is to become a new mixed-use urban quarter of local, regional and national importance.

For Manchester, it will extend the high quality environment that already characterises most of the city centre, introducing a major new park, enhancing connectivity and maximising wider regeneration benefit.

For central Government, Mayfield will contain a pioneering sustainable office campus aimed at setting new standards for the Civil Service estate, facilitating a major local and national relocation programme and delivering significant operational benefits.



2.0 Executive Summary

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.

2.1 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 derelict and suffered from a lack of activity and investment. The proposals would act as a catalyst for regeneration, including job creation through the construction and operation of the buildings and wider economic growth.

A series of key principles underpin the vision for the regeneration of Mayfield:

- 'Sense of place' - a distinctive new 'destination' for Manchester that ensures vitality at all times and is welcoming and safe
 - 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.
 - 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
 - design quality - buildings, streets and spaces that meet the highest architectural and urban design standards
 - contextual response - a development that relates to the rich characteristics of Manchester
 - Civil Service Campus – a centrepiece to the development that captures the full potential of central Government's objectives through the creation of an attractive, efficient, highly sustainable and appropriately secure environment
 - sustainability – a site-wide strategy that builds on the ground-breaking credentials of the Civil Service Campus to address all aspects of sustainability and aim towards zero carbon in response to local and national CO₂ emission reduction targets
 - accessibility – creation of an environment that is fully accessible to all
 - stakeholder engagement – a regeneration framework that respects the varied interests of all landowners and stakeholders in a balanced manner
- 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
 - consolidation with the city centre - seamless integration into the city centre where Manchester's key commercial, administrative, retail and recreational facilities are readily accessible
 - regeneration benefit – initiation of transformational change of the Eastern Gateway district of Manchester and maximisation of spin-off regeneration benefits for surrounding communities such as Ardwick and New East Manchester
 - physical linkages – improvement of the area's functionality and connectivity by transforming existing links 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
 - transport connectivity – utilisation of the exceptional rail, tram, bus and car connections centred around Piccadilly Station, which provide links to the city centre, the region, central London, the rest of the country and Manchester International Airport
 - expansion of Manchester Piccadilly Station – accommodation of Department of Transport advice on possible expansion plans for the station
 - London Road Fire Station - the SRF includes and supports efforts to secure the re-use and refurbishment of this important historic facility.



2.2 Purpose and Content

The purpose of the Strategic Regeneration Framework (SRF) is 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 Civil Service Campus proposals 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 the Civil Service Campus proposals are maximised for the benefit of the wider community. Given the current level of investment interest in and immediately around the area, it is essential that such a framework is in place.

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. Reference to Section 5.5 clarifies these two boundaries and the associated opportunities referred to.

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.

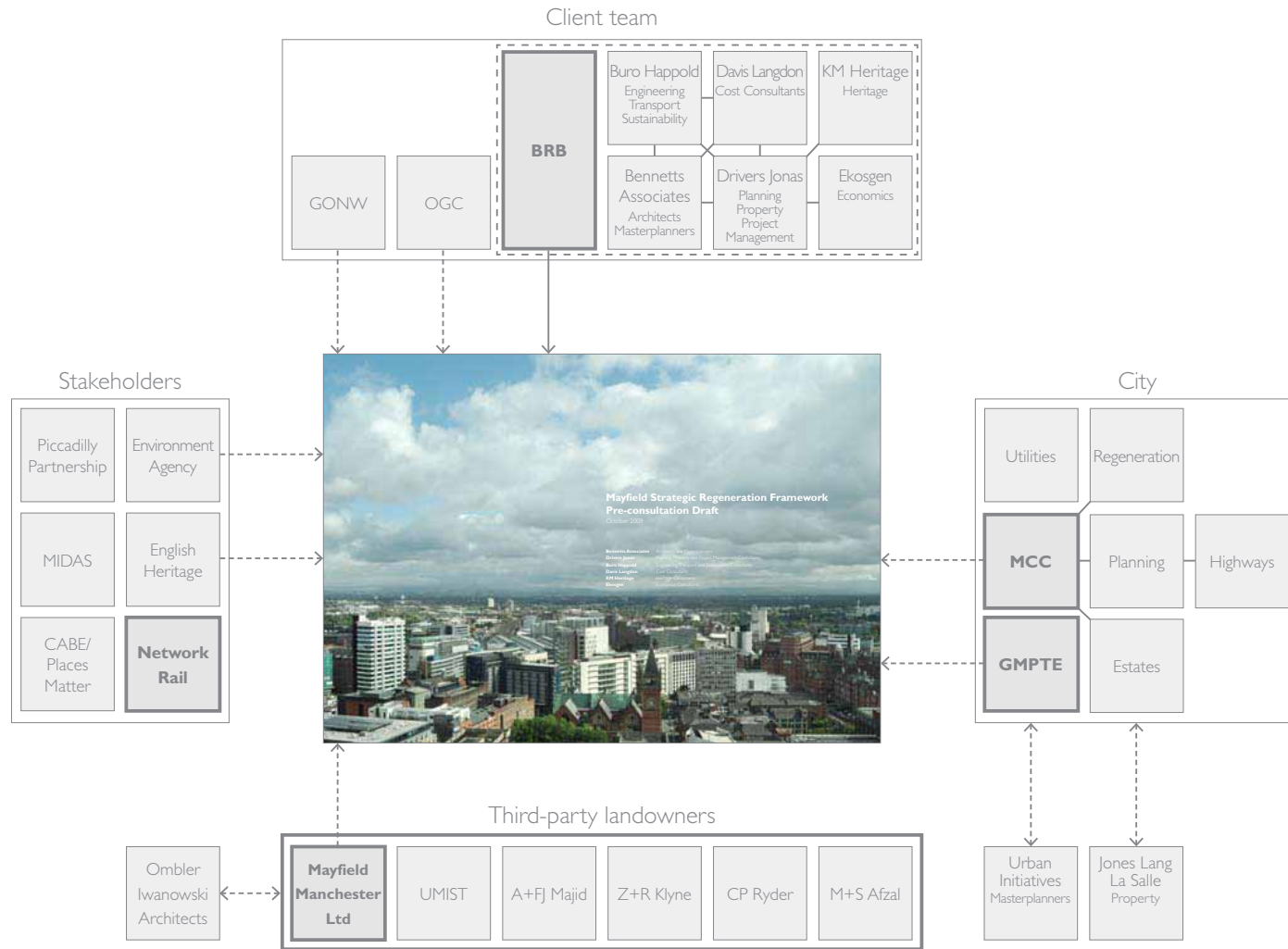
The remainder of the document is structured as follows:

- section 3.0 – describes the key parties involved in the delivery of the Strategic Regeneration Framework and describes the processes undertaken to date in developing the SRF
- section 4.0 – explains the background to the project and the principal urban design and wider development objectives
- section 5.0 – defines the study area and summarises the contextual appraisals which have been undertaken to inform the development of the SRF
- section 6.0 – evaluates the study area's constraints and opportunities in relation to a range of issues including land uses and ownership, environmental factors, townscape, site morphology and connections
- section 7.0 – provides an overview of the guiding masterplan principles
- section 8.0 – focuses on key areas of the masterplan to provide a more detailed description
- section 9.0 – explains the emerging sustainability strategy underpinning the development of the masterplan
- section 10.0 – outlines the proposed implementation strategy for the site
- section 11.0 – appendices.

2.3 Next Steps

Following review and approval by the Executive of Manchester City Council, this SRF will be the subject of an extensive programme of stakeholder and community engagement. A Stakeholder and Community Engagement Plan has been developed by BRBR in consultation with Manchester City Council to guide the community engagement process and ensure that information on this SRF reaches the optimum number of residents, businesses and services in the area. A significant amount of feedback will be sought from stakeholders and residents in order to inform the final version of the SRF.

Once the SRF is finalised and approved by Manchester City Council, it will form a framework within which more detailed proposals for development of the area can be developed. It is then currently envisaged that a first phase of development focussed around the Civil Service Office Campus will be progressed as a planning application during 2010.



Project organogram

 Landowners

3.0 Key Parties and Consultation

As is to be expected with a scheme of this scale and aspiration there is a large community of stakeholders and advisors involved.

3.1 Project Partners

BRB (Residuary) Limited (BRBR) – is a limited company owned wholly by the Department for Transport (DfT) and is a Public Corporation. BRBR owns the Mayfield Station site which forms the significant majority of the land to the north of the River Medlock. BRBR is the Mayfield Project Sponsor and is currently engaged in a feasibility study together with key partners, Government Office for the North West (GONW) and Office for Government Commerce (OGC), to test the merits of a new Government Civil Service Campus on the Mayfield site bringing together civil servants from across Greater Manchester and attracting jobs from London. The Feasibility Study is due to be completed by the end of 2009 and an announcement on the outcome and next steps is expected to follow in 2010. BRBR is already active nearby with the redevelopment of Piccadilly Gate which is to accommodate, amongst other departments, the Government Office for the North West, the Highways Agency and the Training and Development Agency next year (2010). The Training and Development Agency is bringing more than 300 jobs from London.

Office of Government Commerce (OGC) – is an independent office of HM Treasury and is working in partnership with BRBR on Mayfield to represent the requirements of Government departments i.e. the proposed occupiers of the Civil Service Campus. The OGC has identified that the Mayfield project makes a significant contribution to a number of its objectives namely: relocation of civil service posts outside the greater south east; strategic clustering of civil service activity and co-location of departments; and improving the Government's sustainability performance. Reference should be made to Section 4.0 of this document for more detail of the project objectives

Government Office for the North West (GONW) - works with organisations across the Region to deliver Government policies and programmes and to contribute a regional perspective in their development. For the Mayfield Campus project, GONW is working with OGC to identify potential occupiers from within the M60 box.

Manchester City Council (MCC) and Greater Manchester Passenger Transport Executive (GMPTE) – BRBR together with MCC and GMPTE have formed a Mayfield Joint Project Group to progress the SRF and other aspects of the Campus project. The Group is chaired by BRBR. A key aspect of the City Council's role is to ensure that this Strategic Regeneration Framework supports the revitalisation of Manchester's Eastern Gateway in a way that complements existing and proposed developments in adjacent areas of the city centre and connects to the local communities immediately adjoining within Ardwick and New East Manchester. This document therefore aims to ensure that, given the level of potential investment in the Mayfield area, there is an appropriate framework in place to guide proposals in such a way that they are complementary and respond to their social, economic and physical context. In addition, GMPTE owns some of the land to the north of the River Medlock required to create the new urban park and MCC has other land interests elsewhere on the SRF site. MCC and GMPTE is supported in this instance by its advisors Urban Initiatives (masterplanners) and Jones Lang Lasalle (property and planning specialists).



Home Office, London (Drivers Jonas)



Oxford Road, Manchester (Drivers Jonas)



Potterrow, Edinburgh (Bennetts Associates and Buro Happold)



New Street Square, London (Bennetts Associates and Davis Langdon)



Spinningfields (Drivers Jonas)



Elizabeth II Court, Winchester (Bennetts Associates and Davis Langdon)



Brighton Library (Bennetts Associates)



Vulcan House, Sheffield (Drivers Jonas)



New Street Square, London (Bennetts Associates and Davis Langdon)



Wessex Water (Bennetts Associates, Buro Happold and Davis Langdon)



Royal Shakespeare Theatre (Bennetts Associates, Drivers Jonas and Buro Happold)

Images of other prestigious projects by members of the professional team

3.2 Other Key Stakeholders

In seeking to provide a broad framework for the comprehensive regeneration of the Eastern Gateway as a whole and to secure strong connectivity with surrounding areas, the SRF encompasses several other ownerships. It also endeavours to establish with all landowners a shared vision to achieve the comprehensive development of the wider site at a pace which is consistent with market conditions.

The most significant of these ownership interests, Mayfield Manchester Ltd (led by the Wrather Group), has been consulted in the evolution of the masterplan and acknowledgement is made of their input and that of their architects, Omler Iwanowski. Other parties will be consulted as the process continues.

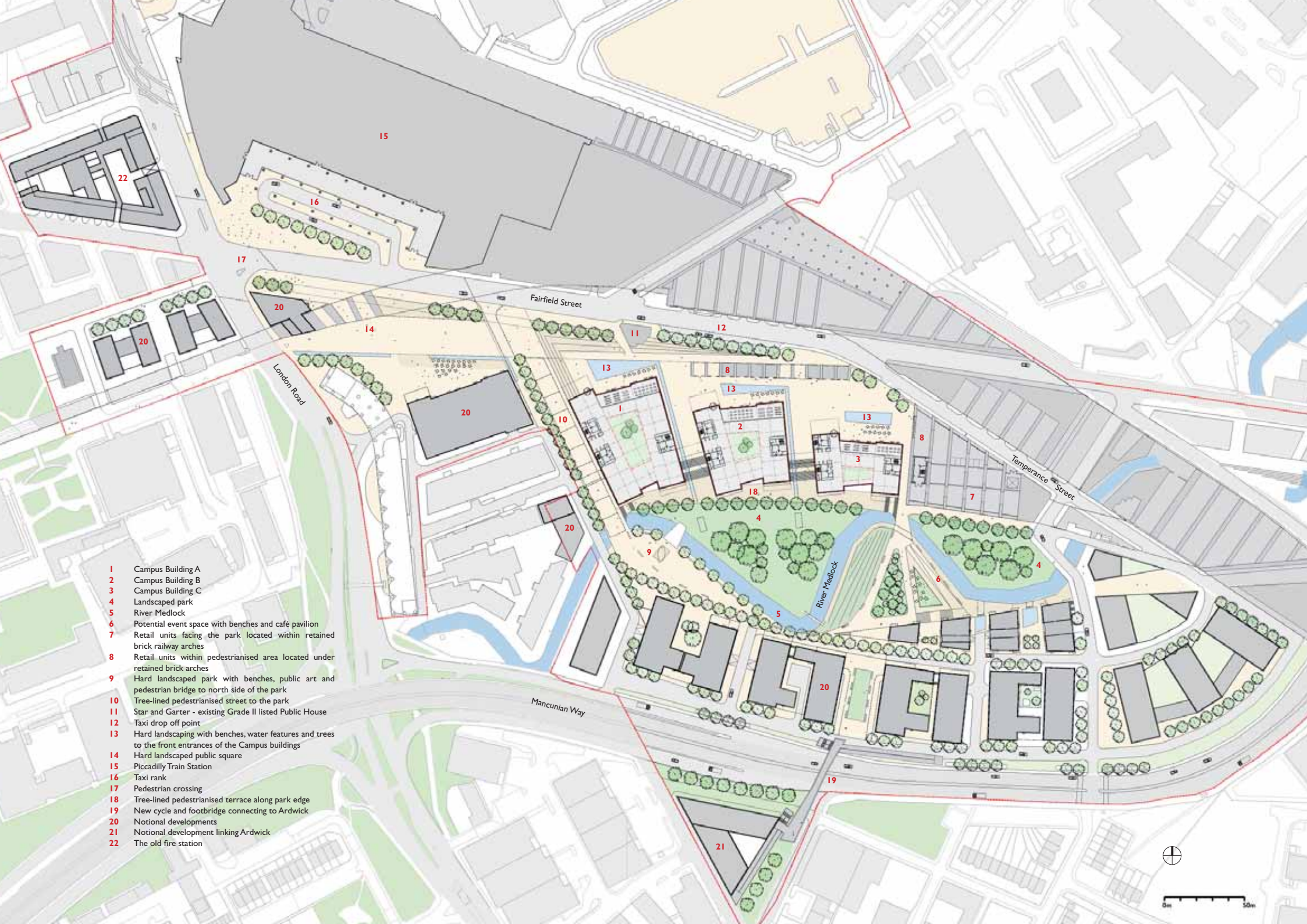
Mayfield Manchester Ltd - land owned by Mayfield Manchester Ltd (led by the Wrather Group) between the River Medlock and the Mancunian Way is ideally positioned to capitalise on the substantial investment, regeneration impetus and extension of city centre quality uses that the new civil service office campus will create. In turn, the development of that land can bring vitality and a critical mass of uses to the area, contributing to sense of place and its regeneration will also be of importance to the setting of the scheme and creating the right conditions for investing. Mayfield Manchester Ltd's (MML) ownership provides the majority of the land required to create the new park envisaged by the SRF and also has strategic significance as a key interface to the community of Ardwick, a community that has characteristics of deprivation. The SRF seeks to maximise spin-off regeneration for Ardwick through good connectivity. Over the last seven or eight years MML has undertaken extensive masterplanning and technical studies of its own land ownership and the area now embraced by this SRF. They have shared this work with the BRBR team in a proactive manner and have contributed to the evolution of the design principles described in this document.

3.3 The Professional Team

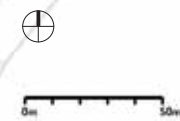
The Project Partners are being supported by a high calibre professional team with recognised urban design credentials and leading specialisms in the field of progressive, sustainable working environments for public and private sector clients. The team comprises the following:

- Bennetts Associates – Architects and Masterplanners
- Drivers Jonas LLP – Planning, Property, Project Management and Sustainability Policy Consultants
- Buro Happold – Engineering, Sustainability and Transport Consultants, plus specialist disciplines in acoustics, wind, geotechnical, hydrology, ecology and BREEAM assessment
- Davis Langdon – Cost and CDM Consultants
- Ekosgen – Economic Advisor
- KM Heritage – Heritage and Conservation Advisor.

Reference to the images opposite will give an indication of relevant experience drawn from the team's portfolios.



- 1 Campus Building A
- 2 Campus Building B
- 3 Campus Building C
- 4 Landscaped park
- 5 River Medlock
- 6 Potential event space with benches and café pavilion
- 7 Retail units facing the park located within retained brick railway arches
- 8 Retail units within pedestrianised area located under retained brick arches
- 9 Hard landscaped park with benches, public art and pedestrian bridge to north side of the park
- 10 Tree-lined pedestrianised street to the park
- 11 Star and Garter - existing Grade II listed Public House
- 12 Taxi drop off point
- 13 Hard landscaping with benches, water features and trees to the front entrances of the Campus buildings
- 14 Hard landscaped public square
- 15 Piccadilly Train Station
- 16 Taxi rank
- 17 Pedestrian crossing
- 18 Tree-lined pedestrianised terrace along park edge
- 19 New cycle and footbridge connecting to Ardwick
- 20 Notional developments
- 21 Notional development linking Ardwick
- 22 The old fire station



3.4 Studies, Surveys and Appraisals

In preparing the SRF and masterplan, a broad range of studies, essential technical reports, surveys, research and contextual appraisals have been prepared including the following:

- site visits, townscape appraisal and creation of the masterplan led by Bennetts Associates
- planning, development and feasibility appraisals undertaken by Drivers Jonas
- a range of technical reports prepared by Buro Happold covering Highways, Ground Conditions and Contamination, Flood Risk, Ecology, Acoustics, Utilities and Microclimate
- Economic Impact Assessment Report prepared by Ekosgen
- Heritage Assessment into the Mayfield Station complex prepared by KM Heritage
- a Sustainability Strategy which considers the strategic risks and opportunities for the project in terms of achieving a key objective to deliver an office campus that is highly sustainable delivering on the Government's sustainability agenda - through greater energy efficiency and reducing carbon emissions
- reference to earlier Masterplanning studies for the Mayfield site by the likes of Urban Initiatives and Mayfield Manchester Ltd.

All of the above work has been undertaken in accordance with policy guidance, best practice and procedures as well as in consultation with relevant statutory advisers.

3.5 Consultation

Regular fortnightly meetings between the Project Partners have ensured a high level of shared understanding and ownership of the emerging SRF. Consultation with the Project Partners and the Wrather Group has been also been ongoing and extensive.

Further workshop meetings and other forms of early consultation have also taken place with a range of other important stakeholders including:

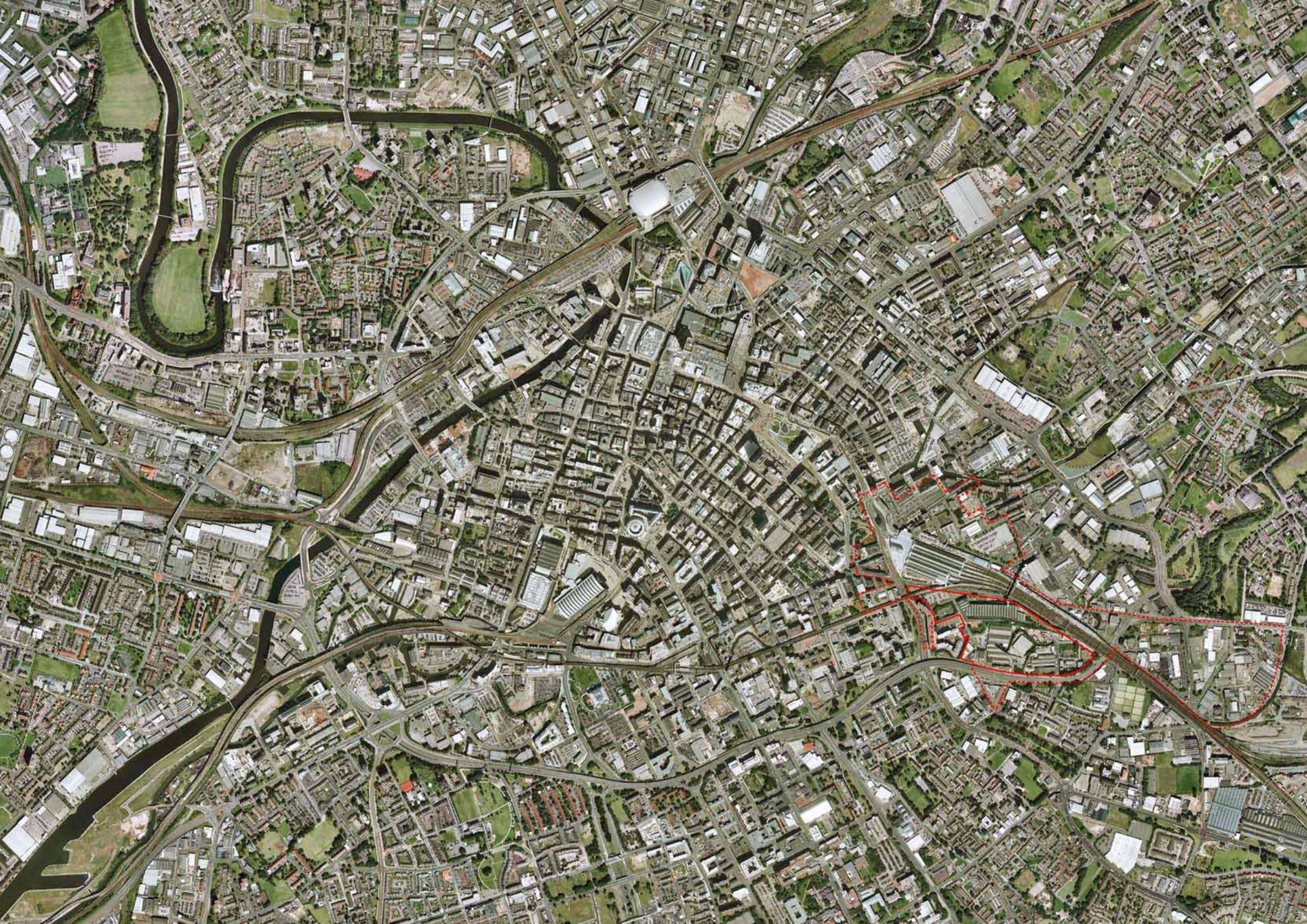
- English Heritage – regarding the status and architectural and historic appreciation of Mayfield Station, together with any issues relating to its demolition and a strategy for possible retention of elements
- the Environment Agency – regarding flood risk assessment of the Mayfield site.
- Network Rail – regarding expansion plans for Manchester Piccadilly Station
- Piccadilly Partnership – regarding integration into initiatives for the area

Other sessions will be held with key groups prior to the consideration of the SRF by Manchester's Executive Committee in December 2009, including:

- CABE / RENEW – regarding the qualities and comprehensiveness of the SRF
- other landowners and occupiers – as noted above
- Ward Councillors - for surrounding communities.

Following consideration by the Executive in December 2009, the SRF will be the subject of a further programme of public consultation in line with a Stakeholder Engagement Plan which has been developed in partnership between BRBR and Manchester City Council to guide the community engagement process and ensure that information on this SRF reaches the maximum businesses, services and members of local communities. A significant amount of feedback will be sought from the community and other stakeholders to inform the final version of the SRF.

Once the SRF is finalised, it will form an agreed framework within which more detailed proposals for development of the Mayfield campus and wider Eastern Gateway area can be developed.



4.0 Project Background

There is a remarkable synergy between the need to provide a highly efficient and sustainable office campus for the Civil Service and the need for the comprehensive regeneration of significant areas of the city centre comprising largely disused and contaminated land in a prominent location next to Piccadilly station. The key is to ensure that the regeneration impact of the office campus is harnessed to deliver truly transformational change and wide-ranging community benefits.

4.1 The Mayfield Civil Service Campus

At the heart of the Strategic Regeneration Framework (SRF) is the Mayfield Civil Service Campus which aims to provide campus style office development for the co-location of around 5,000 civil servants drawn from the South East and parts of Greater Manchester. It is also intended to deliver a major investment for Manchester City Centre and the region.

The principal aims of the key Government stakeholders leading the project can be summarised as follows:

- to facilitate the effective re-use of Government owned land in the form of the disused British Rail Mayfield Station adjacent to Manchester Piccadilly Station;
- to provide a campus style office development in the North West that is capable of facilitating the relocation of civil service posts from the South East and the co-location of civil servants currently accommodated in numerous smaller offices within the Manchester orbital ring road (M60);
- to provide an office campus that is highly sustainable delivering on the Government's sustainability agenda, through greater energy efficiency and reducing carbon emissions;
- to create a development that will encourage the comprehensive regeneration of Manchester's Eastern Gateway by encouraging growth in key economic sectors in a way that complements existing and proposed developments in adjacent areas of the city centre and which connects to the local communities immediately adjoining within Ardwick and New East Manchester.

4.1.1 Status of Mayfield Station and Re-use of Government Owned Land

The Mayfield Station site is owned by BRBR, a limited company wholly owned by the Department for Transport (DfT).

The Station site was last used 20 years ago and whilst in the intervening period a number of rail and non-rail uses have been studied, none has been taken forward.

BRBR disposes of Non Operational Estate land in accordance with published guidance from DfT (The Disposal of BRB (Residuary) Ltd's Land Holdings – DfT – 26th July 2007) which states that sites with a realistic prospect of rail or other integrated transport use in the foreseeable future are either retained or sold for those purposes. The determination on future use is carried out by the autonomous Property Review Group through consultation with the rail industry, DfT, the relevant devolved administrations, local authorities and regional planning bodies.

In October 2007, DfT announced a feasibility study into the enhancement of the heavy rail network in and around Oxford Road, Piccadilly and Victoria stations. This was in response to calls to alleviate perceived major rail capacity bottlenecks arising at Manchester and adversely affecting both local and long-distance services. DfT have been consulted on the potential implications of the 'Hub' study for the development on the Mayfield site. DfT has advised that:

- on the need to retain the former Mayfield Station, reopening would not relieve capacity problems and might actually restrict usage of other elements such as Platforms 13 and 14, by creating additional conflicting train movements;
- only a comparatively small part of the site might be required for the future expansion of cross-Manchester services. This requirement has been fully considered as part of the evaluation of the SRF and the Mayfield Civil Service Campus design.



4.1.2 Co-location of Civil Servants

The Mayfield site has been identified as a preferred location for a new Civil Service Campus bringing together civil servants from across Manchester within the M60 ring road and also attracting departmental relocations and jobs from London as part of the Government's Operational Efficiency Programme ('OEP') initiative. In total there is potential to accommodate around 5,000 staff by the middle of the decade.

The proposals are being considered as part of the Government's 'Civil Service in the English Regions' initiative aimed at strengthening the links between Government departments and agencies to help further develop a professional, well-motivated and skilled workforce that takes pride in and is passionate about delivering better and more cost-effective public services across the country.

Mayfield is the ideal location for many reasons but foremost amongst these are Manchester's pre-eminence as a major city, the availability of a large area of publicly owned, disused land and the proximity to major transport connections linking to London, regional cities and Manchester International Airport.

The potential exists at Mayfield to deliver a new ground breaking civil estate scheme that will set the standard against which other Government Offices will be measured in terms of working environment, sustainability and flexibility.

The co-location into a campus of buildings will enable departments and agencies to maintain a sense of identity while creating a greater feeling of belonging to the wider civil service community by having the opportunity to share conference facilities, staff amenities, support functions and ICT infrastructure.

4.1.3 A Benchmark of Quality, Sustainability and Flexibility

The Mayfield Civil Service campus will be a groundbreaking scheme and will set a new standard against which other Government offices will be measured, in terms of working environment, sustainability and flexibility.

Designed to achieve BREEAM "Outstanding" (2008) specification and an 'A' rated Energy Performance Certificate, the Mayfield Campus will drastically reduce carbon emissions compared to other civil service property and provide a high profile demonstration that the Civil Service is leading from the front in making the investment necessary to deliver the Government's 80% reduction in CO2 emissions by the 2050 target.

4.1.4 Comprehensive Regeneration

The Strategic Regeneration Framework seeks to place the Mayfield Civil Service Campus at the heart of a new mixed-use quarter, including high quality streets and spaces and a new riverside park in the Medlock Valley.

The Civil Service Campus would help secure the regeneration of 9 hectares of the city centre at a prominent gateway location. This is an area of railway structures and industrial buildings that are largely obsolescent and underused. A significant proportion of the Framework area either side of the river is contaminated and derelict. It would provide the critical mass of occupiers and investment to act as a catalyst to the accelerated transformational change of regional and possibly national significance. The SRF provides a strategy for connecting Mayfield to the city centre and coordinating an accelerated programme of high quality regeneration focussed on the hub of Piccadilly Station and the office campus.

The city centre's success is also critically dependant on 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 and New East Manchester which adjoin the site.

A challenge and objective of the SRF is to ensure that the sustained economic growth and competitiveness of the city centre translates into real quality of life benefits for all residents. A fundamental underlying principle for the masterplan is to establish good publicly accessible connections to these communities including traversing the barrier formed by the Inner Relief Route (Mancunian Way), creating a public realm and a park that can be used and enjoyed by the working and resident communities of the city centre and inner areas such as Piccadilly and Ardwick.

Mayfield Strategic Regeneration Framework - Draft Revision A

Drivers Jonas / Bennetts Associates / Buro Happold / Davis Langdon / KM Heritage / Ekosgen
November 2009

MCC EXPECTATIONS	BRBR/OGC REQUIREMENTS FOR MAYFIELD CAMPUS	WRATHER GROUP REQUIREMENTS FOR MAYFIELD	URBAN DESIGN ASPIRATIONS
MCC holds a long-term aspiration for major new urban park within the City Centre – Mayfield is the ideal opportunity	The Park is an amenity space safeguarding views, sunlight and breathing space for campus A high-quality aspect south-ward (ie: not over a semi-derelict Industrial Estate, nor at a cliff of taller buildings)	A viable traffic strategy to allow vehicle access from Piccadilly into the southern area of the masterplan site	Buildings which step in height from lower in east to higher in west; this enables south easterly views toward Pennines; allows higher building cluster (Piccadilly Point, campus and Marker building) to city gateway and bridge over Mancunian Way; creates buildings which 'self-shade' to south west
The creation of an economically viable quantity of development that relates to the character, grain and scale of Manchester and forms a distinctive mixed-use urban centre	The park as a vibrant, public place bound by a broad mix of different uses	Strong connections into city centre and Manchester Piccadilly station, including the closure of Travis Street (between London Road and Fairfield Street) to enable pedestrian access from Piccadilly	'Blocks which enclose park edge and mitigate effects of the traffic and railway noise off Mancunian Way and rail line; the prevailing winds
To work with all landowners and stakeholders to create a comprehensive and widely supported proposal	Traffic free edge between park and buildings, permitting campus spaces at park level to potentially extend out into park	A development framework which permits a flexibility in the subdivision of building blocks and floorplate sizes (ranging from 5,000ft ² to 40,000ft ² GIA)	Blocks which maximise sunlight penetration and provide active terraces, edges, balconies to enliven the park
A careful assessment of the master plan area edges and their treatment to ensure that it can accommodate and encourage regeneration of the surrounding districts	Restricted third-party uses under campus buildings – concession spaces on the north side of the park should be a safe distance from the campus	A flexible framework that enables the deliverability of the scheme incrementally and within the context of Manchester, a cognisance of phasing and of a need to reduce the critical mass of the first phase before the commencement of development	Blocks which have active frontages at park level
The development is initiated and led by the Civil Service Campus	Limited car parking on campus (with a possible 500 spaces provided within a multi-storey car park within the wider masterplan)	A low proportion of privately managed space and a high proportion of high-quality adoptable public realm	A diverse, vibrant park with both natural areas to foster wildlife habitat and landscaped area with associated concessions to promote human use – akin to a North-American 'pocket park'
The adoption of a management regime for the master plan and park which supports the creation of a destination location through the promotion of events and maintenance of standards	Campus buildings to be contained within current BRBR Land ownership	The park as a vibrant, public place bound by a broad mix of different uses. The park to be as 'self-managing' as possible and not rely on commercial 'events'	A plan and massing envelope which aims at each building block having a clear view of the park – with the park being a key 'reason for choosing to be here'
That the quality of the park (sunlight, landscaping and amenity space) is the key driver of the development and that the massing of the surrounding blocks supports the aspiration for the park	Pedestrianisation of Travis Street and controlled access to Baring Street to support good pedestrian connectivity and campus security.	The size and nature of the park has to be economically viable	Establish agreed sun, wind and acoustic criteria for the park that developments respect in the short, medium and long term
The strengthening of north-south and east-west pedestrian routes and the wider connections with Ardwick, Ancoats/New Islington and beyond	Exemplar; green campus achieving BREEAM 'Outstanding' 2008	An overall development density across the entire site that is appropriate for a scheme adjacent a major transport hub	A master plan that addresses sustainability in a profound manner through shared commitments to carbon reduction and other related aspects. – such as via a commercially viable district energy system
The inclusion of adjoining land in need of regeneration into the SRF	Strong connections into city centre and Manchester Piccadilly station	A massing and scale commensurate with the scale and height of Piccadilly and the railway viaducts	The reuse of materials and elements from the Mayfield Station within the master plan (ie bricks and cast iron canopy structure) as possible pavilions
The minimisation of traffic junctions onto Mancunian Way and the formation of a clear traffic system	High-quality, safe, secure and attractive external spaces	The relocation of the substation adjacent to Wyre Street/Travis Street	Entire development should be a beacon for Manchester for both the inhabitants and those arriving in Manchester
Some local traffic to the southern edge of the park to generate movement, activity and security		A development that is attractive to the market	Seek to provide justification for the early redevelopment of the poor-quality domain around the Unite (student residence) sites
The resolution of site levels		To investigate the potential of a district-wide energy strategy that is economically and legally viable (ie: avoiding energy provider monopolies)	Be a good neighbour to the surrounding districts
A clarification as to how the river Medlock will contribute to the park		Car-parking density (on the south side) of 1 car per 2500ft ²	To connect to Ardwick and New East Manchester by forging links across the inner ring road, through the railway arches and along the river Medlock valley
That an appropriate and economically sustainable quantity of railway arches be retained (along Temperance and Amory Streets)			Strong connectivity to the city centre both physically and psychologically

Matrix of aspirations - as expressed by key stakeholders early in the process of preparing the SRF and used to inform the guiding principles

4.2 Stakeholder Objectives

The table opposite identifies the key aspirations for the area that were expressed by BRBR/OGC, Manchester City Council and the Wrathier Group teams early in the process of preparing the SRF and have informed the guiding principles. Clearly many other stakeholders and landowners will be involved in the process through the stakeholder engagement and community consultation process. However this analysis demonstrates a remarkable convergence of objectives and aspirations for the regeneration of the Mayfield area.

4.3 Design Objectives

The SRF will provide a robust set of principles within which both diversity and design quality can thrive, where priority is afforded to creating an integrated piece of urban fabric, with continuity, community and human scale as the enduring aspiration.

The design aspirations for the masterplan can be referenced back to CABE's guidelines for successful masterplanning, which can be summarised as aiming toward:

- the rejuvenation of an area of underused buildings and dereliction into one with a strong identity and a unique sense of place where distinct new buildings and spaces are integrated with the industrial and railway heritage of the site;
- a redevelopment that continues the character, grain and scale of Manchester and forms a distinctive mixed-use area;
- the formation of a major urban riverside park with attractive and successful outdoor areas valued by people who use them;
- the definition of continuity and enclosure – a place where public and private spaces are clearly identified;
- the desire to connect acting as a catalyst for a wider regeneration through the ease and legibility of movement;
- a high-quality urban development that acts as an exemplar for the city and the country of thoughtful, long-term redevelopment (ie: not just iconic);
- the key driver of a high-quality, progressive and highly sustainable government campus, housing 5-6,000 employees in a park-like environment;
- a development framework for the southern part of the site that is sufficiently flexible for the speculative Manchester market, yet which is able to contribute to the overall, long-term urban quality of the neighbourhood.

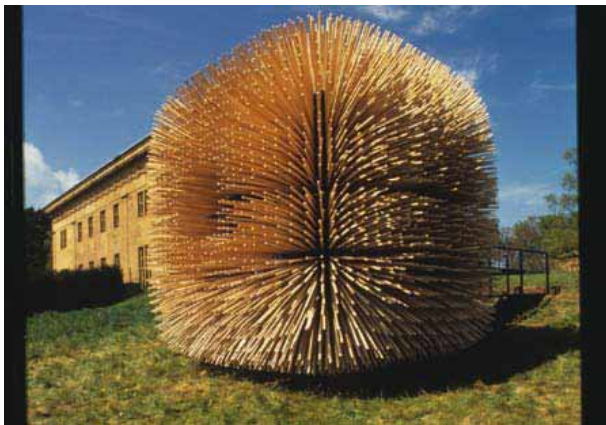
The images on the following pages, together with those adjacent to section 3.2, are intended to act as a reference for the character comprehensiveness and quality aspired to.



City



Nature



Art





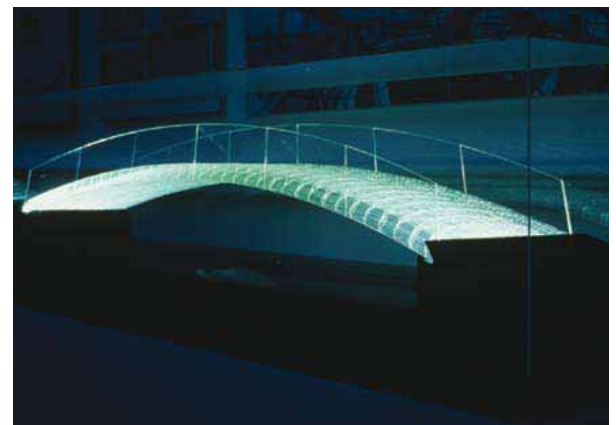
Public realm



Activity



Connectivity





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:

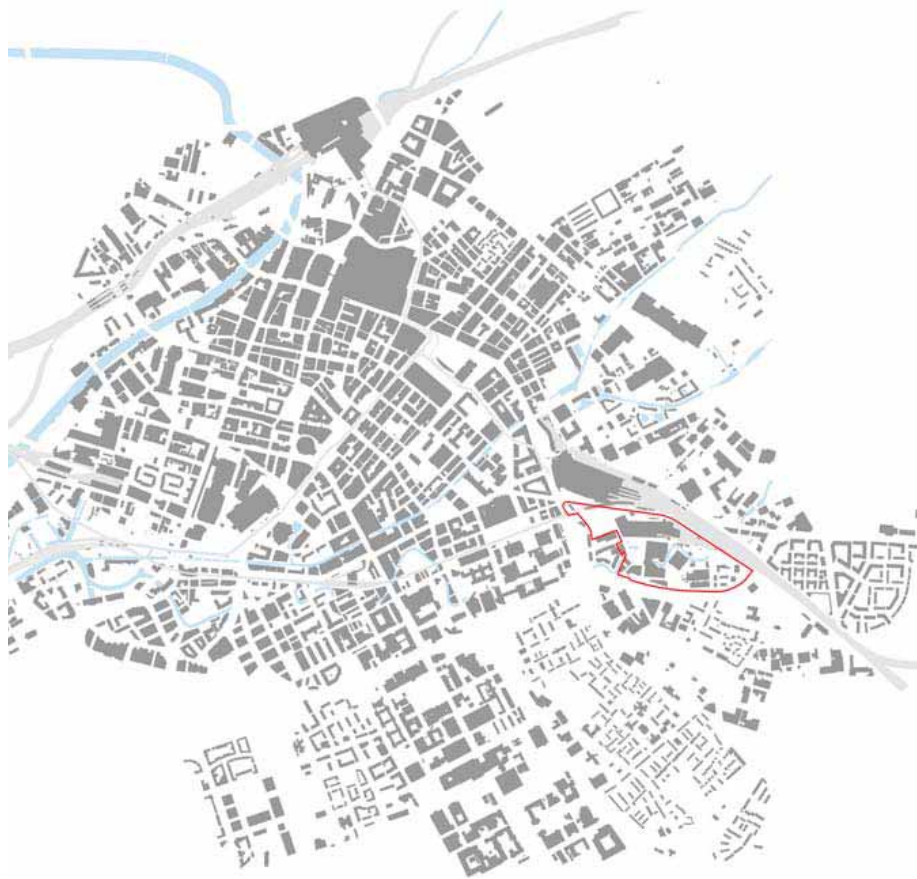
- develop the role of Manchester as a national public transport gateway to the region and enhance the accessibility of the Regional Centre by public transport to support economic growth and enable the benefits of its wide range of economic, cultural and other opportunities to be shared;
- focus environmental 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

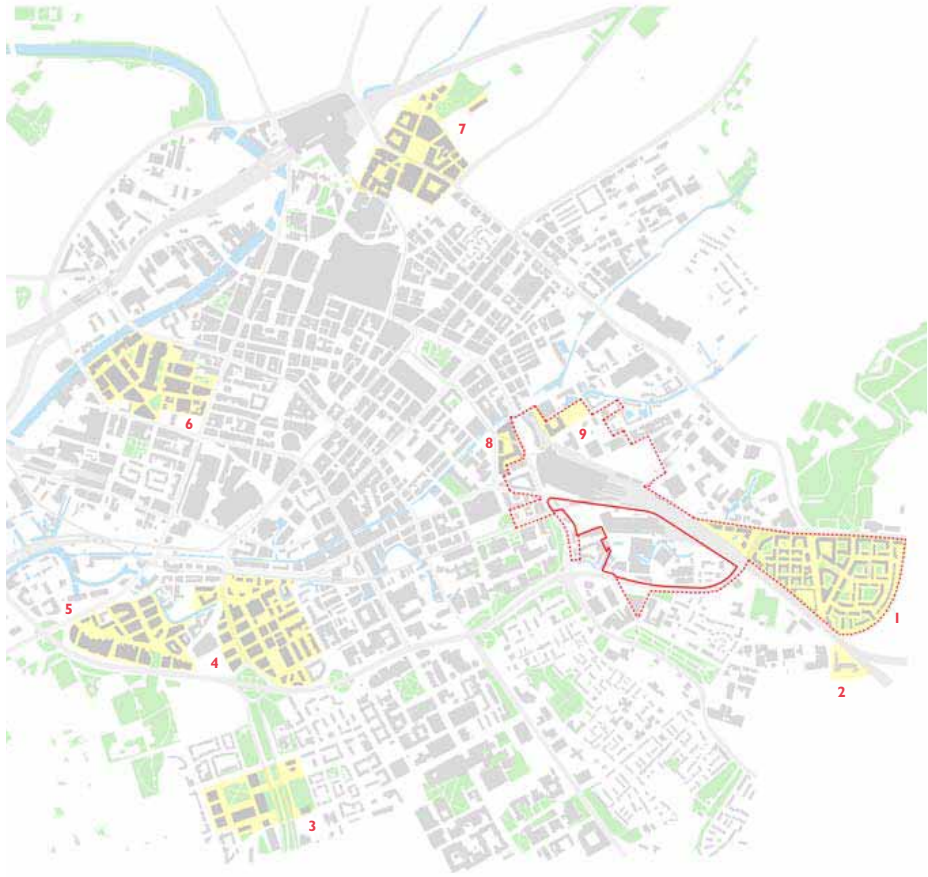
The city centre as the primary engine of economic growth and opportunity is key to the successful implementation of Manchester’s Community Strategy which provides an overarching framework for the regeneration of the whole city and has three core aspirations:

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

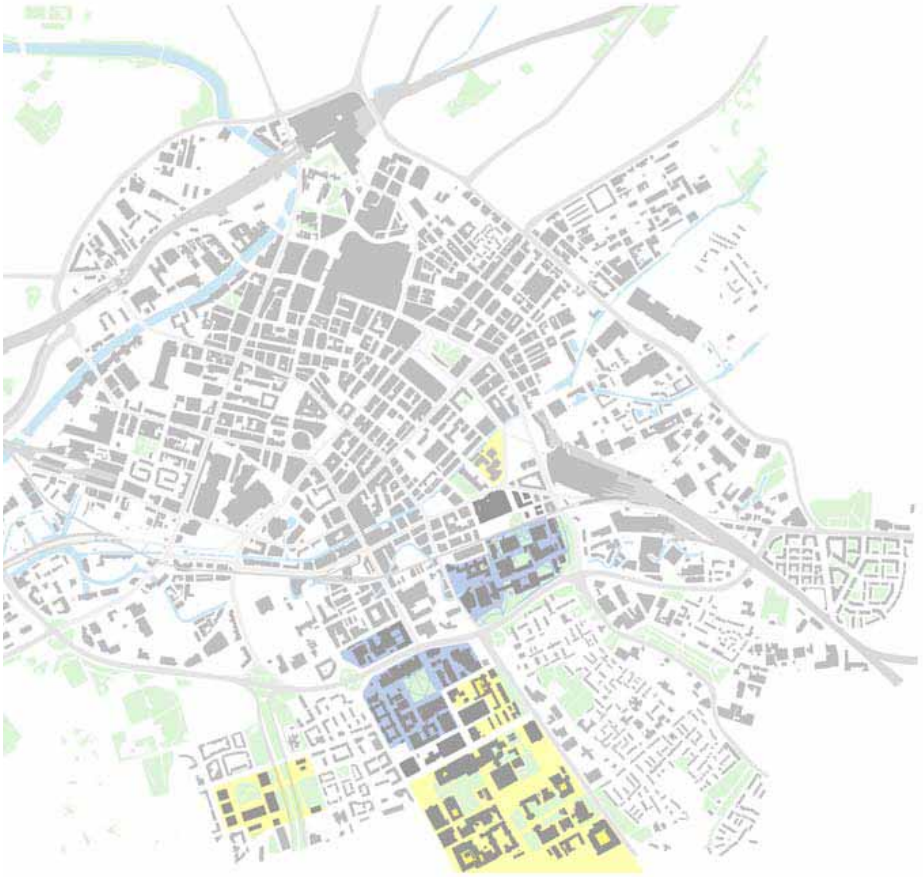
The Mayfield SRF, with the Civil Service Office Campus at its heart, will provide job opportunities for residents of Manchester. There will be a need for partnership between BRBR/OGC/future occupiers and the agencies responsible for training, skills and putting people onto a career path. The potential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

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.

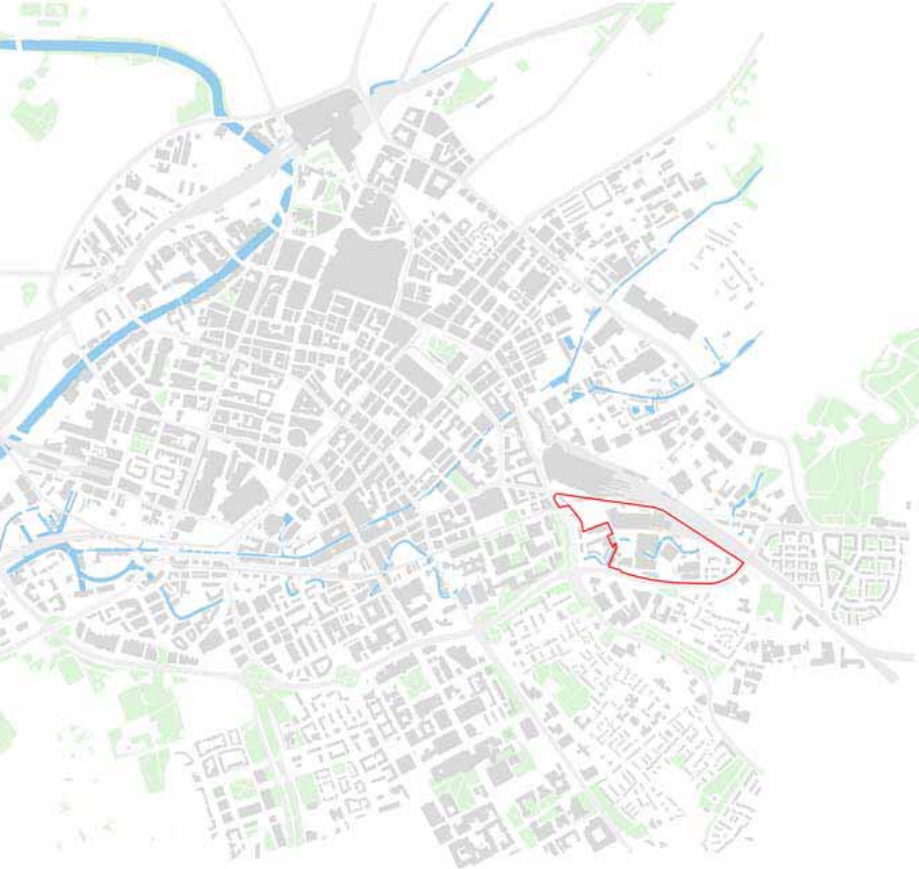
The Central Business District – The central business district is the focus of the largest concentration of financial and professional services in the UK. It provides a diverse commercial product within the city centre and has expanded in recent years, to connect with emerging areas such as Spinningfields. 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.

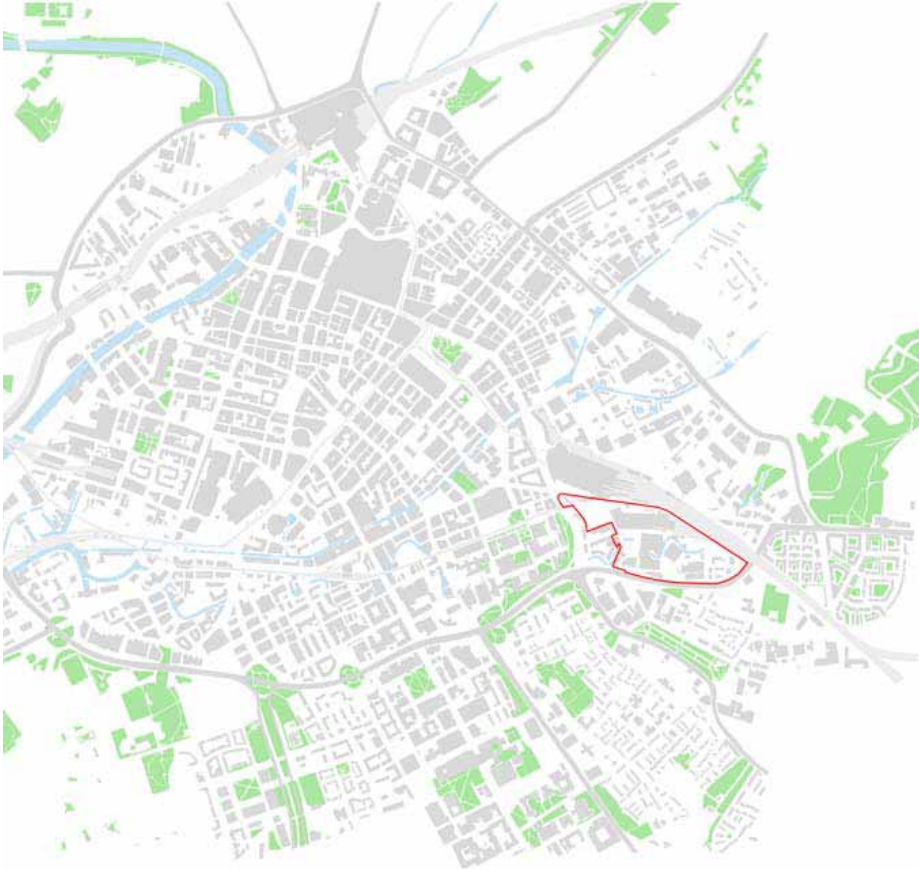
Whitworth Street West – Whitworth Street West is an area which has suffered from a lack of high quality or sustained investment. The Whitworth Street West Development Framework, published in September 2008, seeks to encourage a well integrated and connected development opportunities which are needed 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.

- Key
- 1 River Inwell
 - 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.

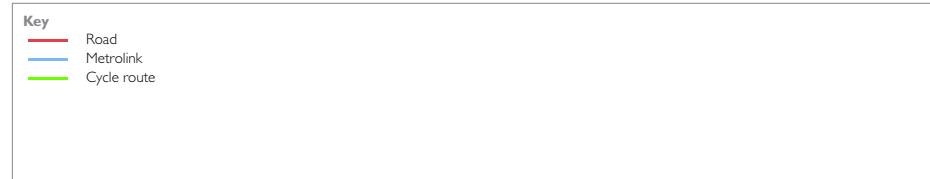
To the north of the site, the Ashton Canal Corridor offers the potential for a new canal side mixed use neighbourhood utilising existing mill buildings where feasible and key sites in between. There is scope for improved pedestrian linkages and an enhanced environment along the canal together with better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

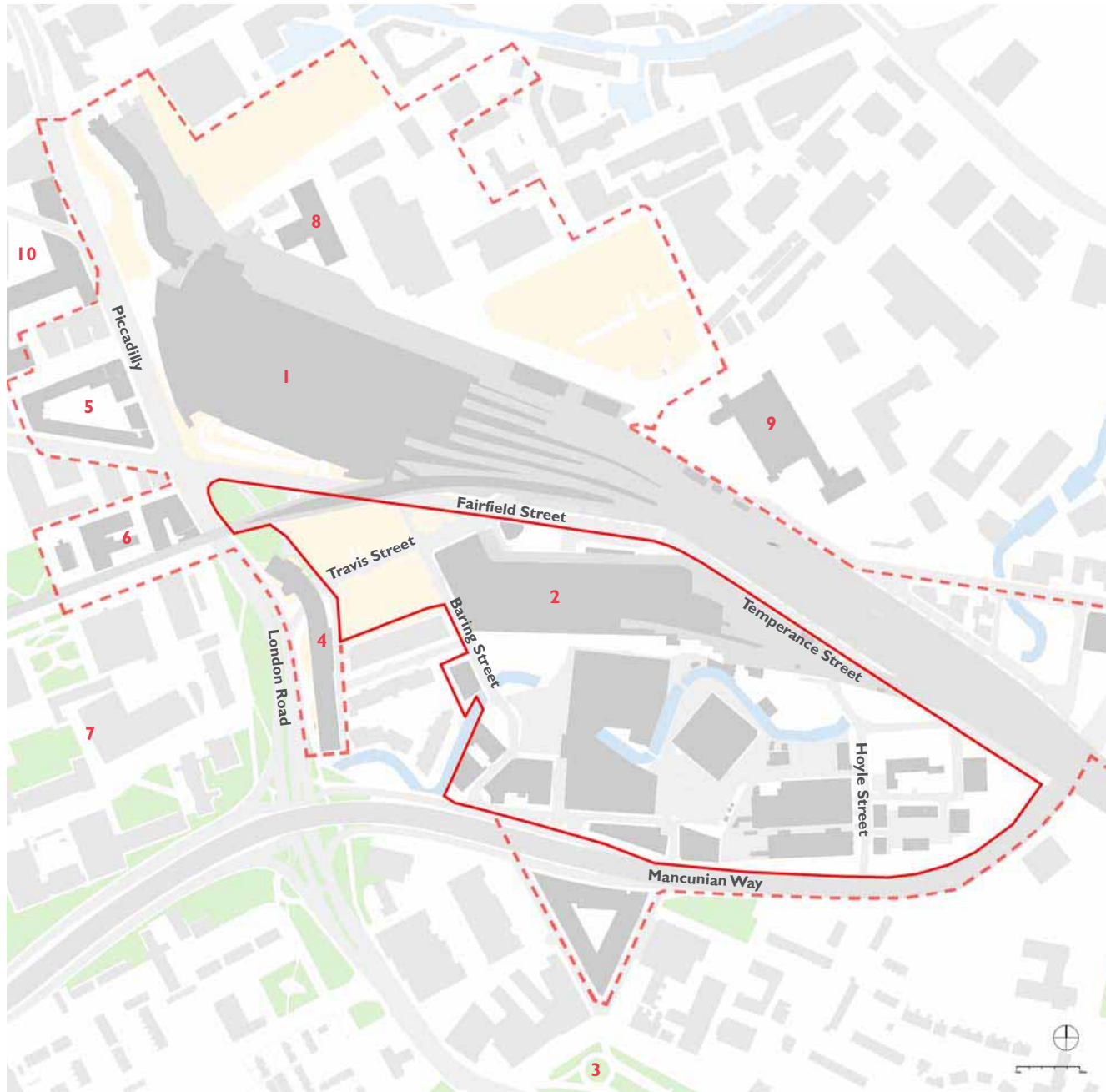
Manchester City Centre is relatively compact and its many assets are easily accessible on foot or by other means. Metro Shuttle, the free City Centre bus, provides a regular efficient service connecting the transport hubs of Piccadilly/Victoria as well as the major shopping, cultural, heritage and business 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

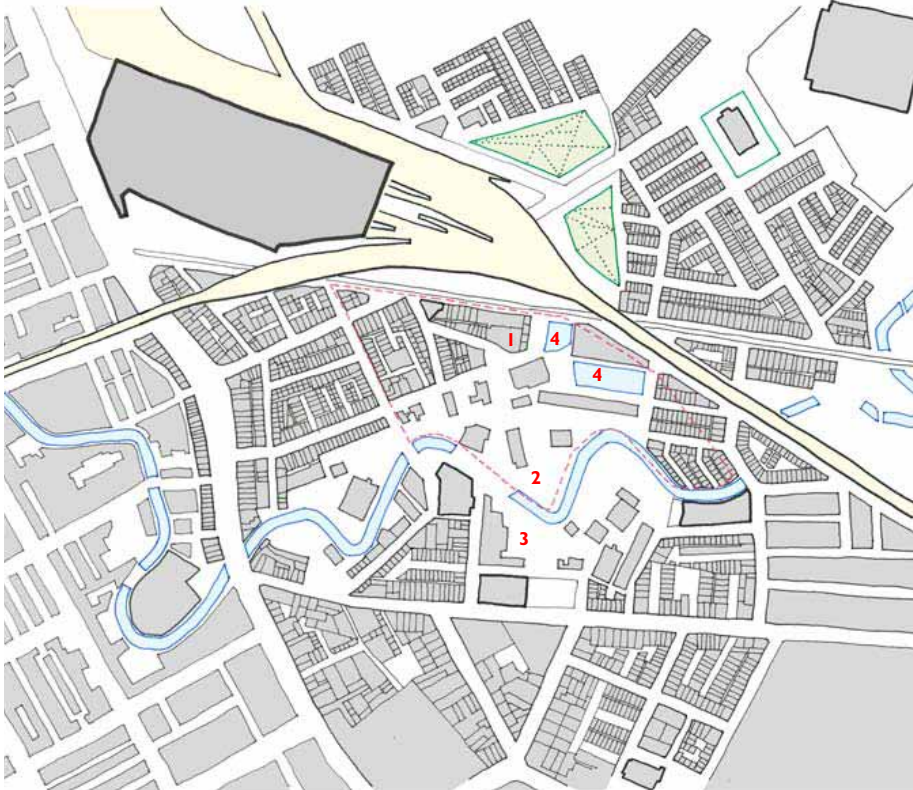
Because of the importance of improving and creating connections to the city centre, Ardwick, New East Manchester and The Corridor a 'wider study area' has been defined.

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.

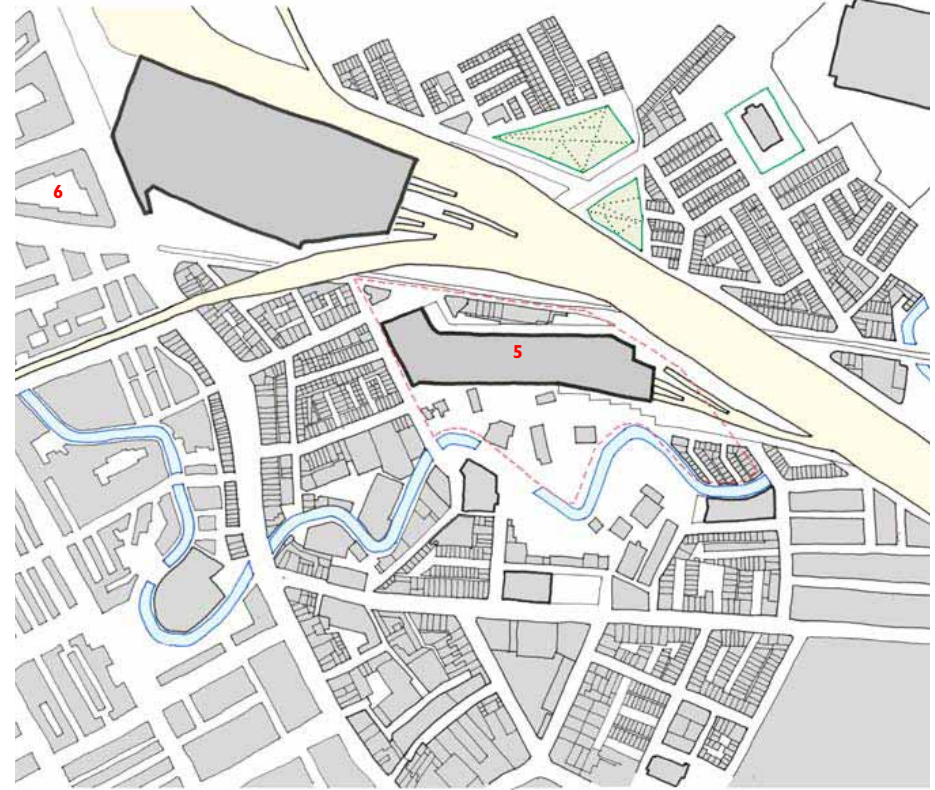
To ensure that links for pedestrians and cyclists are made to New East Manchester and the proposed Chancellor Place regeneration area, the study area extends to the north of the railway viaduct. The streets and spaces in the viaduct provide opportunities to improve connections to existing and new communities.

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.



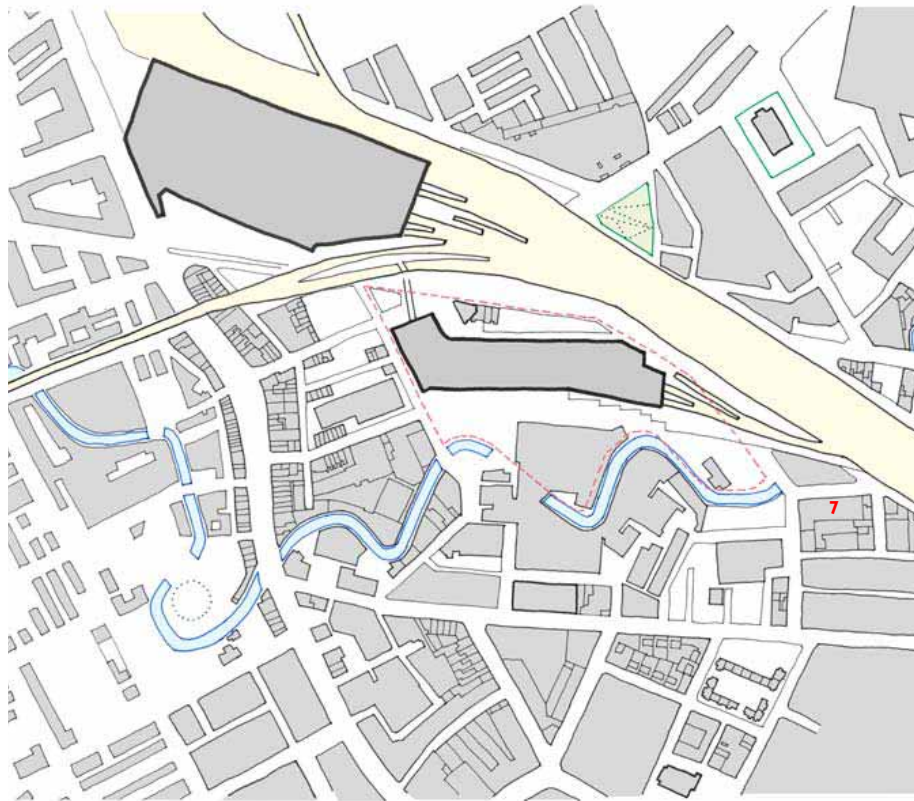
Plan 1893 - The site comprises housing, a police station (1) and the Mayfield Dye and Printworks (2). To the south of the Medlock lie a number of breweries, and tanneries (3). There are two small reservoirs on the Mayfield site (4).



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

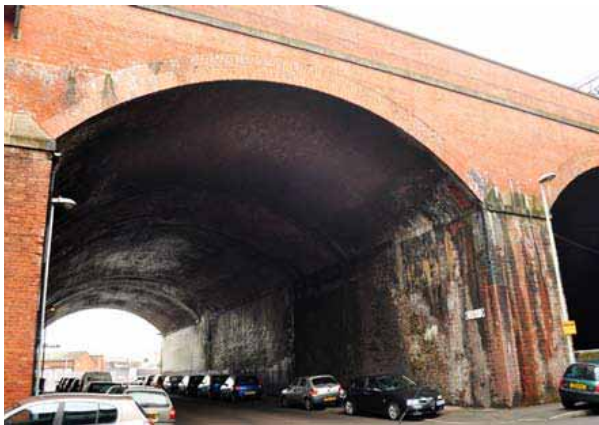
Manchester Mayfield Station was opened on 8 August 1910 by the London & North Western Railway. Initially it was connected to the then London Road (later Piccadilly) Station via a high-level footbridge. After a busy period as the temporary overflow station during the modernisation of Piccadilly in the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

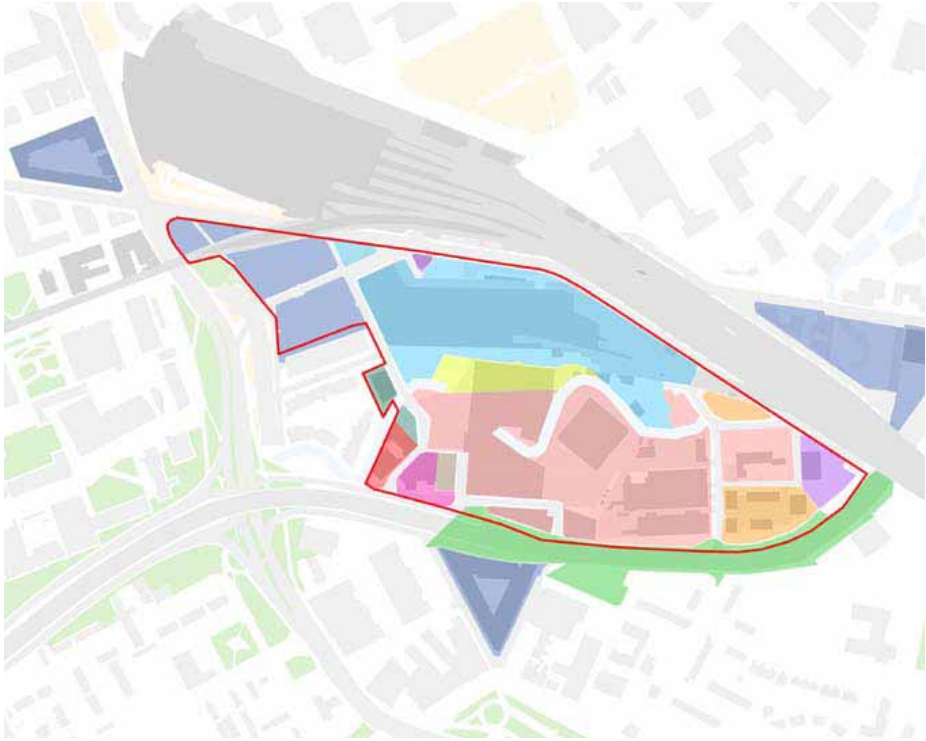


Images of the site as it exists today

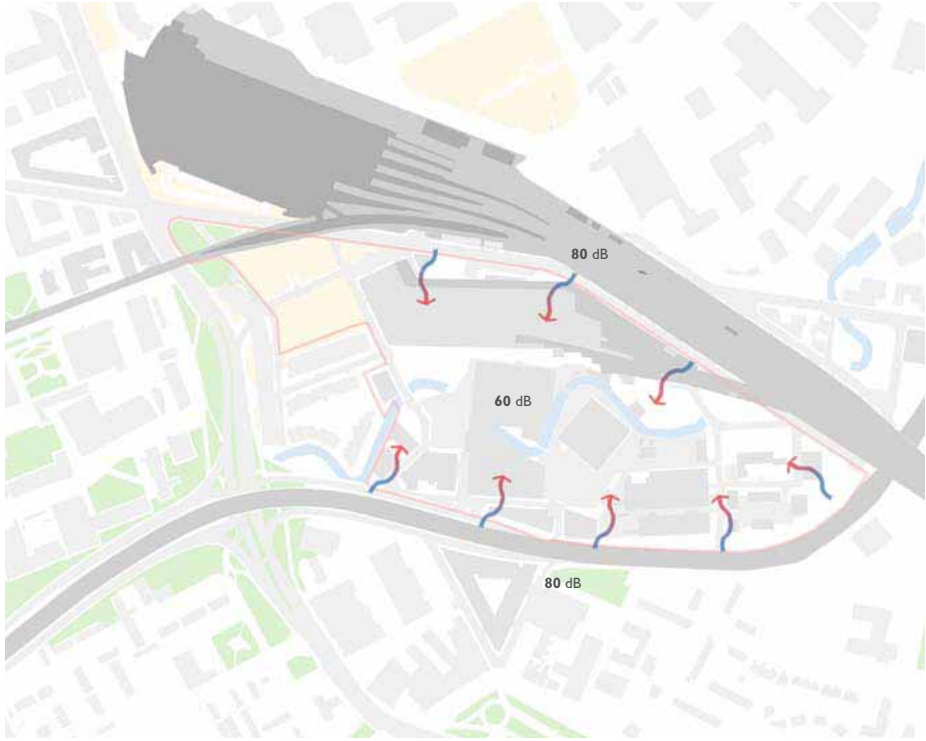


Photograph of SRF Study Area Model

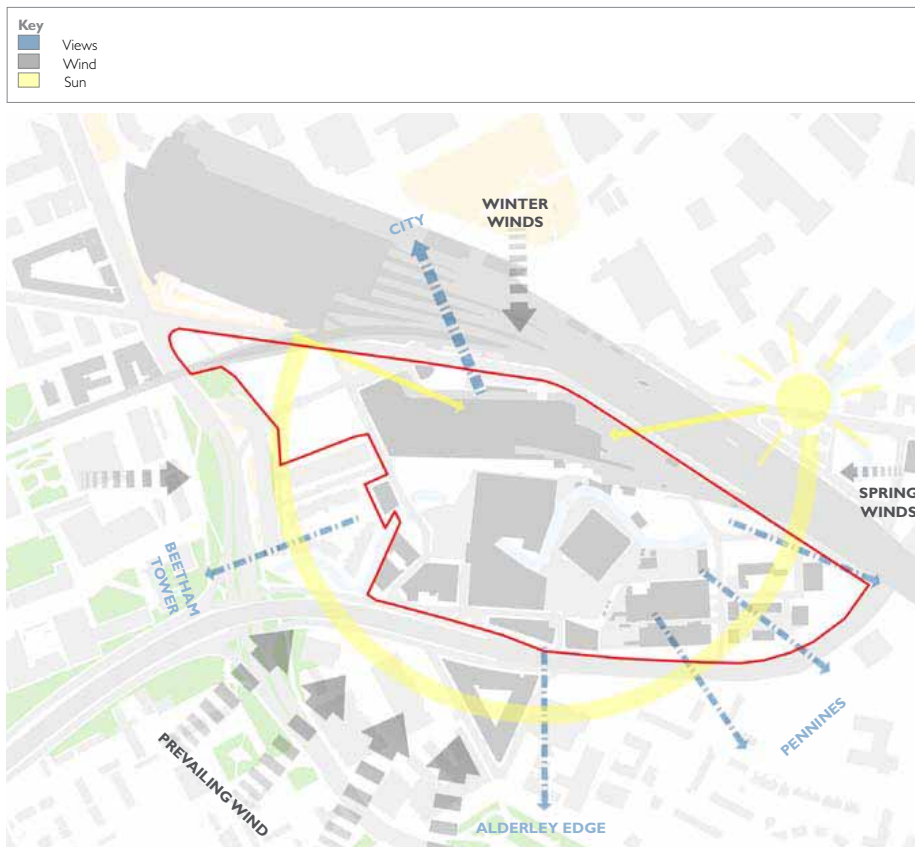
Key							
	BRB		Network Rail		A+FJ Majid		Other
	MCC		Mayfield Manchester Ltd		CP Ryder		
	GMPTE		UMIST		Z+R Klyne		



Site ownerships



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 predominately owned by 'public' bodies, BRBR, MCC and GMPT. Land south of the river is generally private. The largest interest in the southern section is that of MML, which either owns or has control over most areas.

Environmental Factors – Noise

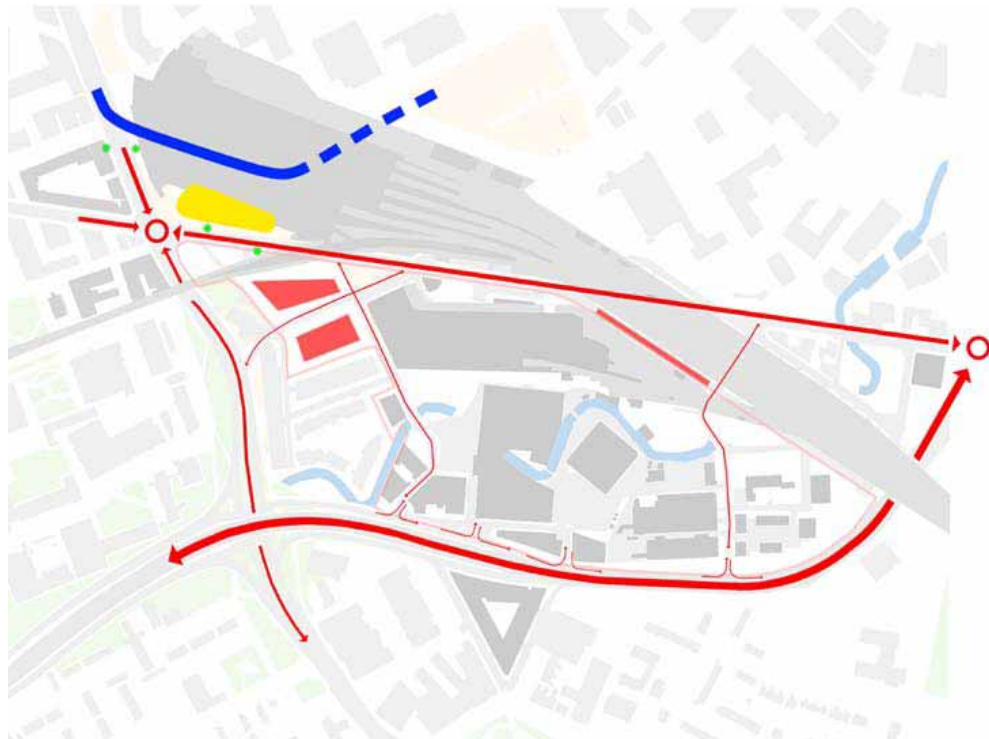
The presence of the Mancunian Way and London Road result in high levels of continuous background noise, while the railway station and viaduct to the north and east introduce high-levels of 'event' noise such as station announcements, brake noise and sirens associated with the railway. The findings of 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

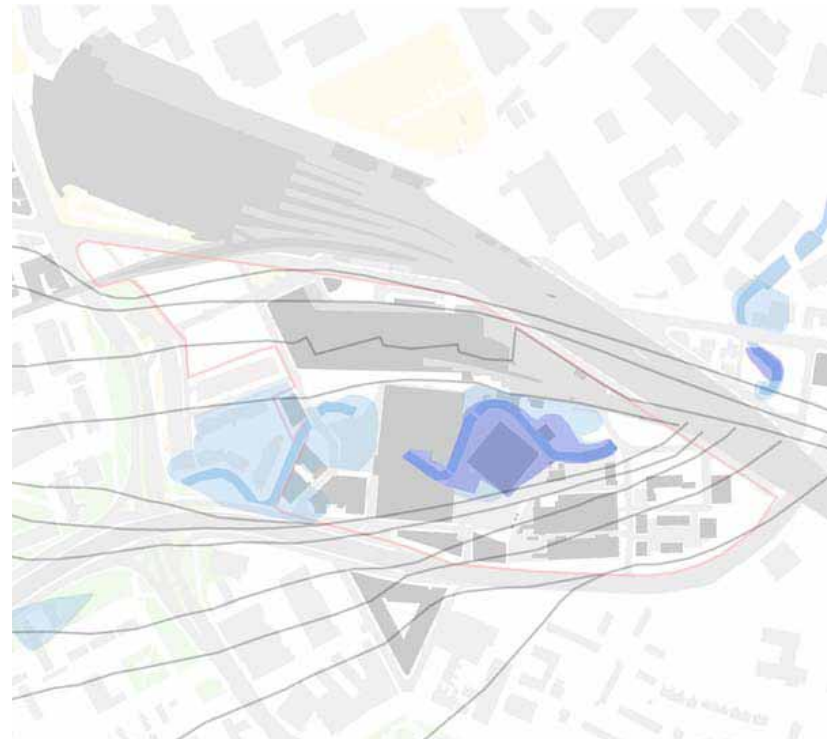
-  Road
-  Metrolink
-  Surface car parking
-  Taxi drop-off
-  Bus stop



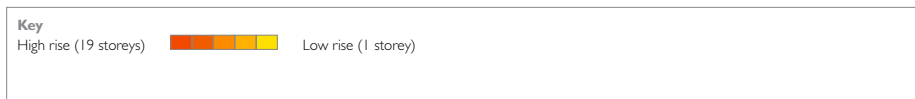
Transport

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.

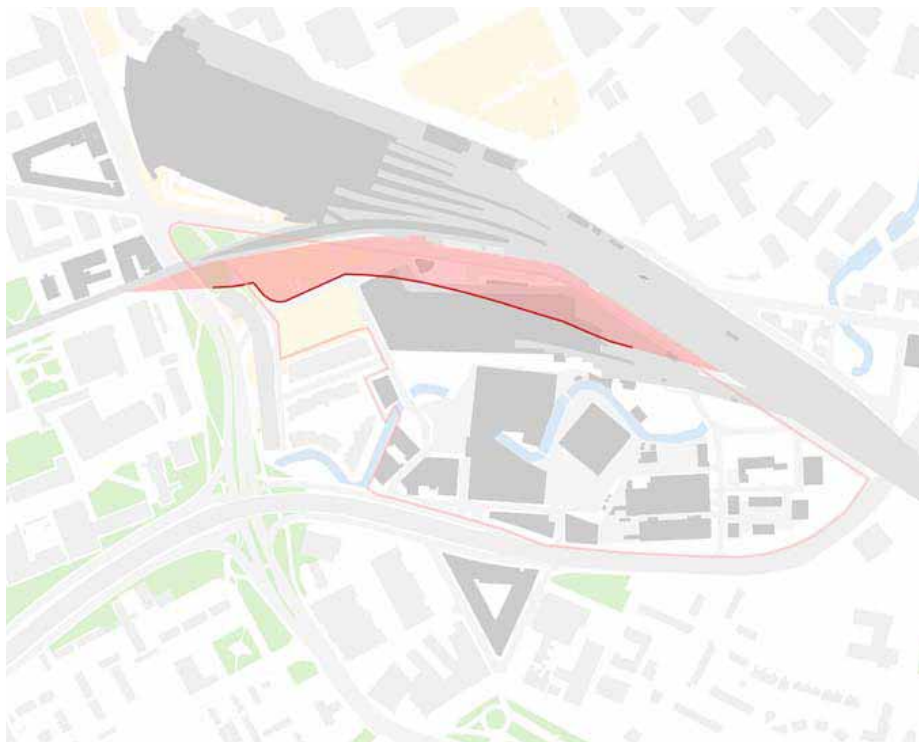
Levels and Flood Risk

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

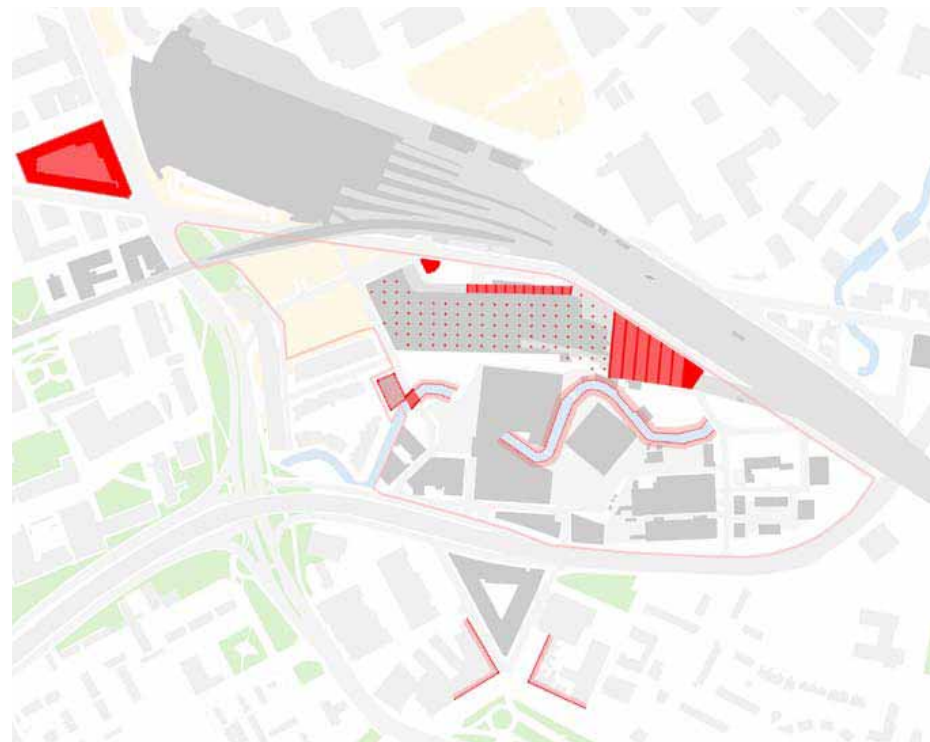
The site is characterised by a considerable variety in building heights, from the single-storey industrial units through to the 8-10 metre high railway infrastructure. More recently student residential developments have pushed building heights, with Piccadilly Point being notably higher at around 19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

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

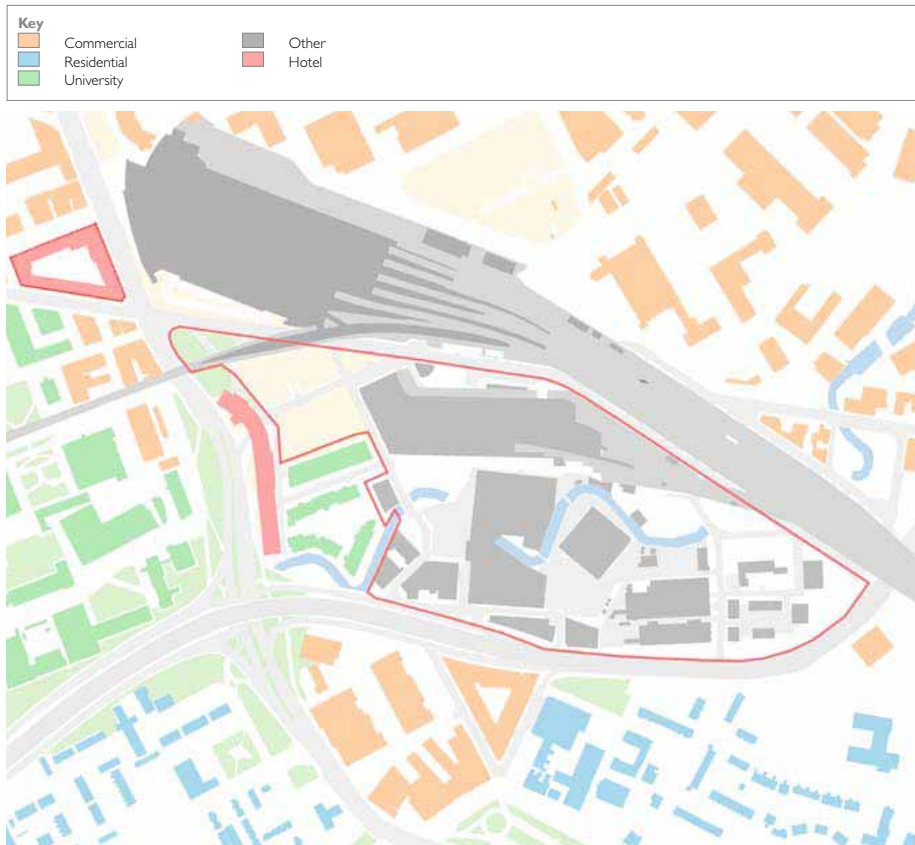


Possible NR track and station expansion zone

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

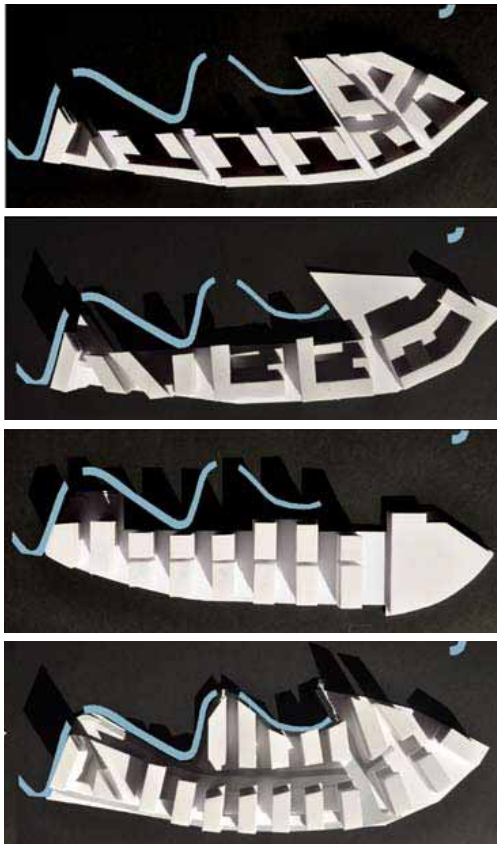
Historical structures include the Mayfield Railway Station, the Temperance Street viaducts and girder bridges, the Fairfield Street arches, the listed Star and Garter public house, the Baring Street Bridge. While studies have shown that retention of the Mayfield Station is not possible if the brief for 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.



Evolution of the masterplan from the existing situation (left) through an early feasibility study (centre) to the current SRF proposal (right)



Option studies for the land to the south of the river

6.1 Project Evolution

The initial Feasibility Study of March 2009 led by Bennetts Associates focussed on how the new Civil Service Campus could be located upon the site of the former Mayfield Station. One major conclusion of the Study was that the campus could be the catalyst for the regeneration of the wider area now identified in the SRF. An outline proposal was therefore established as a thought-provoking proposal for how the remainder of the quarter could be redeveloped with a new park at its heart.

Since that Feasibility Study, the primary focus has moved toward the evolution of a more robust framework for the redevelopment of the entire quarter that is able to address the objectives of all stakeholders and respond to the needs of adjoining communities.

As a result of design development and technical studies, together with frequent stakeholder consultation, the masterplan has evolved through a number of iterations and alternative approaches have been tested. One scheme has been established that best answers all of the original aspirations of the various parties. The principle developments that are contained within the current proposal can be outlined as:

- it has been agreed with MCC/GMPTE that a coach station could not be accommodated on the Mayfield Site and is not proposed in the SRF area
- the retention of the existing viaducts along Temperance Street together with the diminishing arches to Fairfield Street
- the evolution of the campus from the initial, strong and repetitive geometry to a series of radial blocks that more successfully resolve the difference between the orientation of Baring Street and the retained viaducts
- the development of the masterplan for the south development zone as a series of complementary radial blocks, that focus onto the park and are able to develop incrementally
- the definition of a building height strategy for the southern development zone blocks that balances reasonable commercial considerations with a form and massing that allow maximum sunlight penetration into the park, whilst also reducing wind and traffic noise

- the extension of the park so that it reaches from the eastern to western edges of the masterplan and incorporates a number of different types of external space. The park now reads as a green corridor along the river and therefore the continuation of the Medlock Valley back into the city
- the site levels have been explored and the valley-like topography of the site has begun to inform the park and the buildings
- retail and other active third-party uses have been introduced to create a lively street scene and to provide essential services and amenities to support the new population in the Mayfield quarter
- connections into Piccadilly have been explored with options developed that would ensure that access to the quarter is at grade and in a safe and pedestrian friendly way
- a connection to Ardwick has been introduced via a pedestrian bridge that lands close to the heart of the park, together with improved existing or new 'at grade' crossings
- traffic routes into the site have been addressed as has vehicle circulation and cycle/pedestrian routes through the site. The key to this has been to ensure that the civil service campus can be in a largely vehicle-free zone without impacting upon vehicle access to the southern development zone.



7.0 Proposals - Guiding Principles

The masterplan builds upon the ethos that cities develop from building blocks that are sufficiently flexible for use to change over time, whilst also being suitably deterministic and so able to ensure that variety and individuality are possible within a coherent structure.

The masterplan for the north side of the SRF is predominately within the ownership of BRBR with the aspiration to deliver a major Civil Service Office Campus within the next five years. The sites to the south of the River Medlock are in a variety of ownerships where development is likely to be prompted by the demands of the market with the result that the timeframe for realisation is less certain (particularly given the prevailing economic conditions).

Therefore the principles of a simple, clear and 'timeless' block structure that is nevertheless intrinsically embedded into the 'logic' of the site guides both sides of the development. This is to ensure that both sides develop in a mutually supportive way.

It is expected that the aspiration and success of the campus to the north will engender a comparable quality of development in the south.

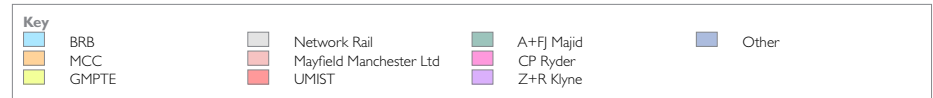
These principles are explored in the following section and then elaborated in greater detail in Section 8.0.

Development Zones

The basic concept of the masterplan is clear and simple – the east-west meander of the river that splits the site into two sections, north and south also provides the key to defining the form of development. A building zone to the north and a zone to the south are unified by a common park with the river flowing through it at its heart. The northern part of the site is defined within a zone that takes the possible Network Rail expansion of Piccadilly as its limit to the north and the line of BRB land ownership as its southern edge. The southern part of the site is defined by the Mancunian Way to its south and by the park edge to the north. Refer to images overleaf.



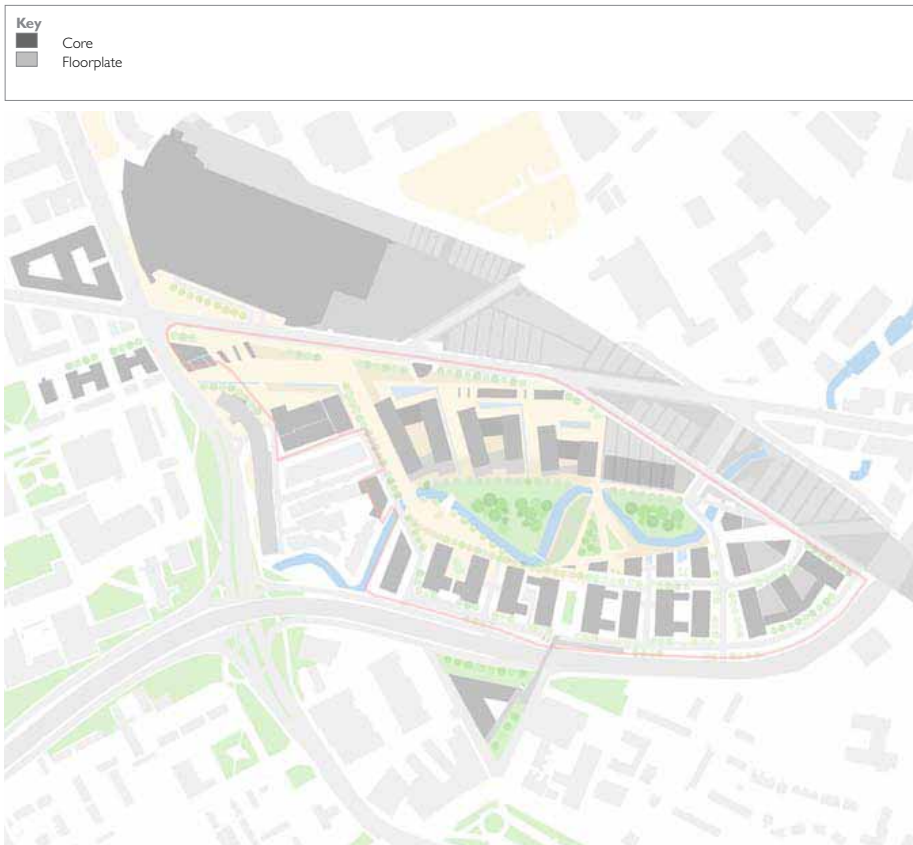
Development zones



Grid (with site ownership overlaid)



I Piccadilly Gardens, the Hive and 3 Hardman Street at comparable scale



Building blocks

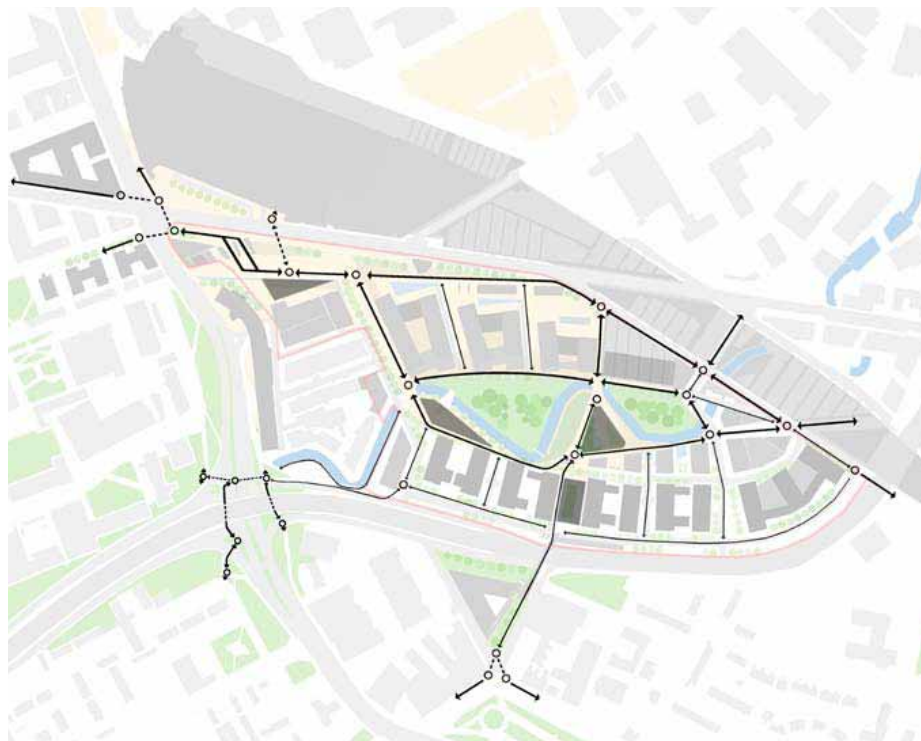
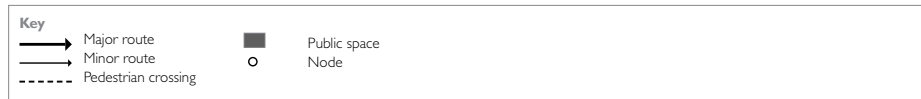
Grid

The two development zones are subdivided by a structure of buildings interspersed with spaces. The layout of the grid, particularly in the southern part of the site, is defined by a regular rhythm of buildings and intervening spaces. The buildings are sized at 15-18 metre floorplates such that they are able to accommodate both mid to deep plan office buildings as well as residential, hotel or institutional uses. The positions are laid out so as to work as far as is practicable with existing land ownership boundaries.

Building Blocks

Using the individual buildings noted above as a basis, it is proposed to group them onto defined urban blocks that are comparable with the urban grain elsewhere in the city centre (e.g. Chinatown). The intention is to create an urban structure of appropriate scale and rhythm whilst allowing a degree of flexibility in the way the individual buildings are brought forward in response to prevailing economic conditions. This clustering or grouping of buildings also has the benefit of helping to address the wind and acoustic mitigation relative to the park. The spaces on the inside of the urban blocks could be treated in a variety of ways ranging from open courtyards or service areas through to enclosed atria. The key in evolving the blocks over time will be to balance the desire for commercial flexibility with the need to create an urban design solution that is coherent and of a suitable character to sit comfortably in the context of central Manchester and preserve the qualities of the park.

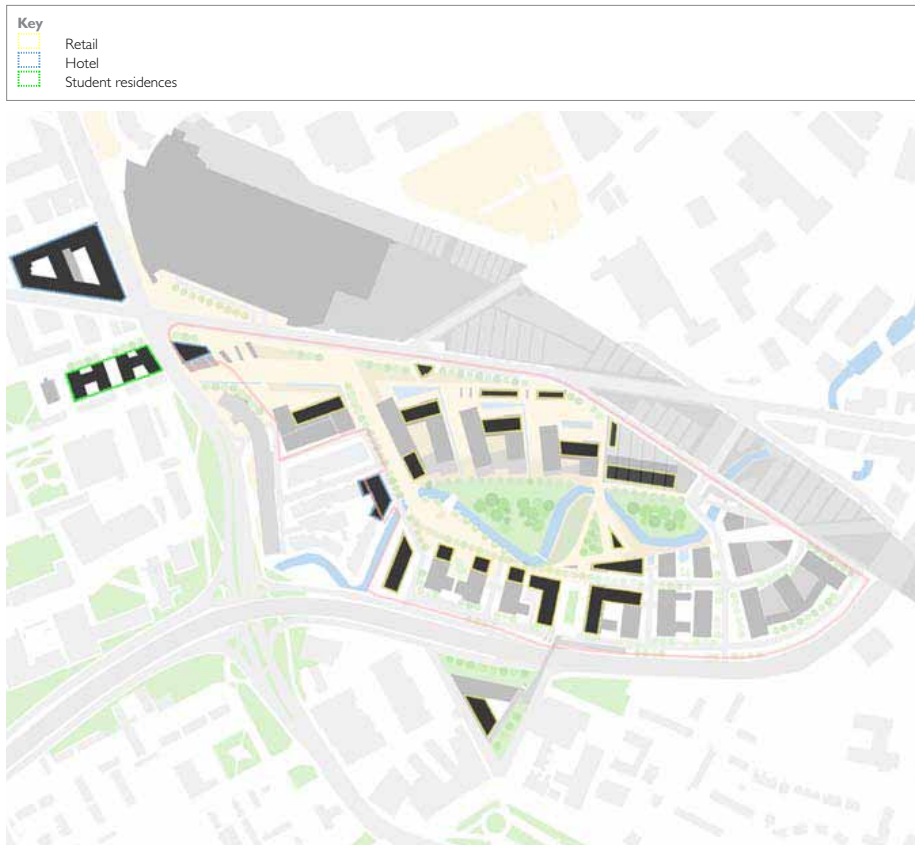
The blocks to the south are sized to provide flexibility. They could be built individually or paired to accommodate larger blocks such as those of Piccadilly Gardens and Spinningfields and the density is able to be increased further by the creation of atria and enclosed courtyards. In this sense, the Campus is offered as an example of how the southern development zone could be built out to achieve a higher density without driving building heights such that they would begin to have a detrimental effect upon the microclimate of the park.



Pedestrian connections



Functions



Park and ground floor uses / active frontages

Functions

It is expected that the blocks within the southern zone of the site would be developed out predominately as commercial office or potentially hotel or institutional space. The thinner, inner band of accommodation fronting the river is in a more sheltered location and the size of building blocks is more suitable to residential use. The marker block to the east of the park is able to be residential and the adjacent blocks, car-parking. The infill blocks to the western edge of the site are also proposed as either residential or small (boutique) hotel. The block adjacent to the former Travis Street is intended to rehouse car-parking spaces as well as retail.

Park and Ground Floor Uses

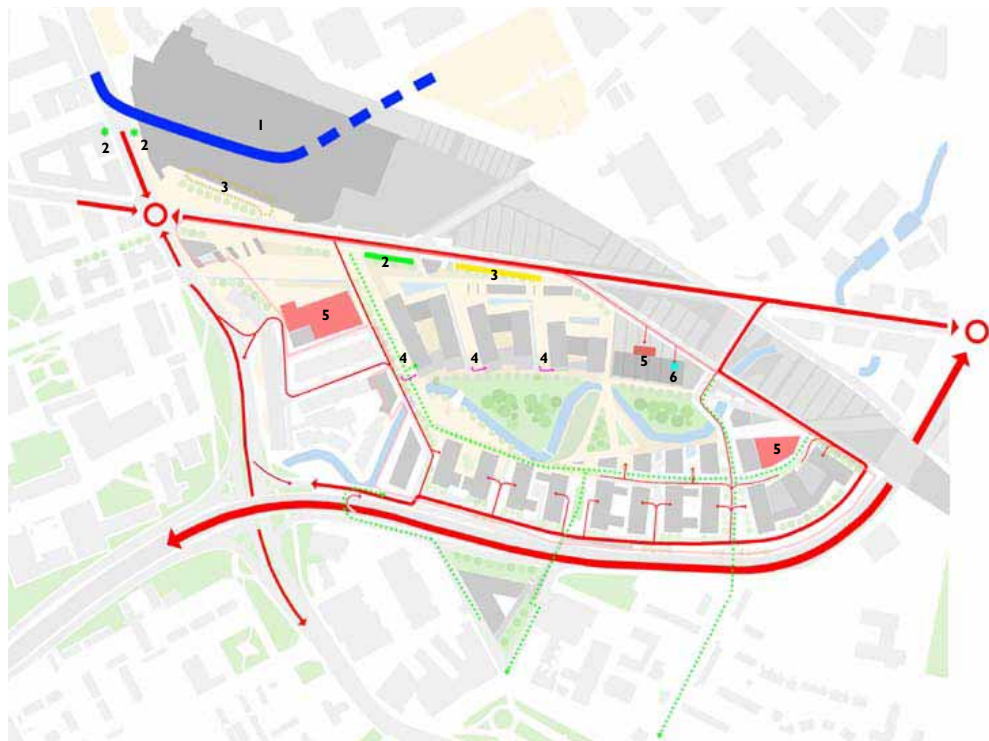
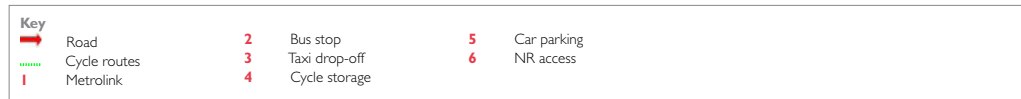
The park and other public realm areas are intended to be enlivened by the provision of retail space for the 10,000+ inhabitants of the redeveloped site. The campus buildings to the north are essentially mono-functional with the possibility being explored of some limited areas of retail and amenities space being accommodated at ground level (although this is ultimately dependent upon security requirements of the tenant organisations). This would help enliven the northern edge of the park, which is likely to receive more sunlight and the areas to the north where the campus abuts Fairfield Street. The diminishing arches to the north of the campus are intended to be refurbished as commercial units with retail and leisure, such that they provide easy, low-cost units that can remain until such time that the Piccadilly expansion occurs.

Pedestrian Connections

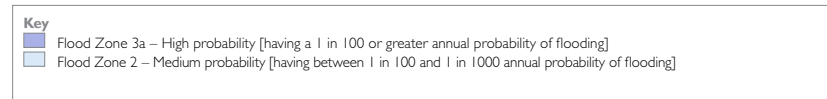
A number of pedestrian routes can cross the site in both the east-west and north-south directions. The primary connections into the site are explored in more detail in the later sections, where the possible interfaces with Piccadilly, Ardwick and Chancellor Place are investigated.

Accessibility

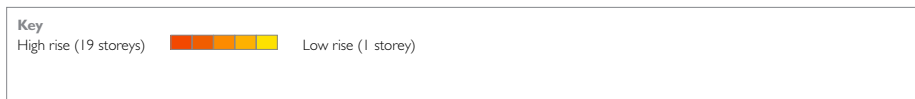
Full consideration has been given to creating an environment that provides ready access to all. Improvements to road crossings, ramped access to navigate site levels and the potential new bridge all demonstrate incorporation of this key requirement. More detailed consideration will be given in due course.



Traffic (including cycling routes and parking)



Levels and flood risk



Building heights

Traffic

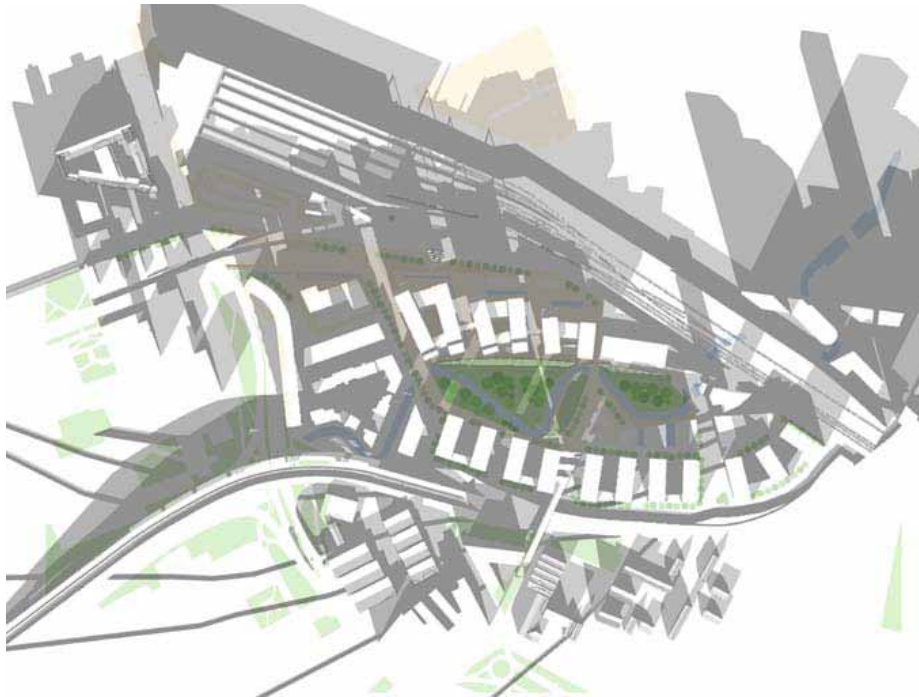
The traffic regime is intended to be clear and efficient and offer a balance between the requirements for car-access on one hand and the demand for restricting unregulated vehicle access around the campus on the other.

The masterplan proposes that the route via Baring Street is retained but access is controlled either to certain times of day only (e.g. off-peak) or certain types of vehicle only (e.g. taxis and service vehicles). The surface of the road along its length is to be changed to one that suggests pedestrian priority. These measures are to ensure that the pedestrian route from Piccadilly into the site is not overly inhibited by traffic.

As an alternative or if Fairfield Street is ever closed by the proposed expansion of Piccadilly Station, access into the southern part of the site could be achieved by a reworking of the road junction that runs under the Macdonald Hotel so that it can accommodate access as well as egress. This has been studied in principle at this stage and the possibility of limiting its usage, as noted for Baring Street above, could be explored.

The number of junctions from the quarter onto Mancunian Way has been reduced from four to two. The junction of Mancunian Way and Hoyle Street could be upgraded to a traffic-light controlled junction to allow access to and egress from both carriageways and to allow for a possible grade-level pedestrian crossing to Ardwick. This could be a useful flexibility if the pedestrian bridge proves too technically challenging or costly when studied in more detail. Other adjustments are proposed to the junction of London Road and the Mancunian Way slip road to allow the flexibility for alternative access arrangements.

The campus buildings do not include any parking spaces bar a limited number contained within the Temperance Street vaults, while the southern zone is assumed to include a basement level of parking under each block. Further multi-storey car parks at the east and west end of the site are proposed to take some of the unregulated car-parking spaces along Temperance Street and also replace the surface car parks near Travis Street and the Macdonald Hotel. The bus stops and taxi waiting areas along Fairfield Street are incorporated into new laybys along Fairfield Street, such that they may also serve the new development.



Sunlight studies
21 December
- only the terraces along the northern edge of the park would receive sunlight throughout the day



21 March
- the majority of the park and the northern square all receive sunlight throughout the day



21 June
- the park and northern square all receive sunlight for large parts of the day

Levels and Flooding

The park offers the opportunity that the site topography is once more revealed and the landscaped areas led down to the banks of the river. This has the added benefit of providing new areas of flood compensation for the river. Building heights are described overleaf.

Building Heights

The northern side of the development steps in height from the lower elements of the retained railway viaducts up to the higher, denser corner that signifies the connection into Piccadilly and the city centre. This also offers long-distance views toward the Pennines in the south-east.

The southern development zone is organised such that building heights 'grow' from smaller, lower blocks that line the park up toward higher, marker blocks that form the arrival point for the new bridge connecting to Ardwick. A single, taller block in the east fixes that end of the park and signals the scheme as one approaches on the train. The infill block to the west is kept predominantly low (equivalent in height to the neighbouring student residences) so that it does not restrict the entry of lower angle evening sun into the block. However, the northern part of this plot is shown 'stepping-up' to temper the height of Piccadilly Point.

Sunlight

The blocks in the southern zone in particular have been developed so that they offer the best complement to the microclimate of the park – their height is limited so that sunlight is ensured in the park from spring through to autumn. Heights also step down toward the west so that afternoon and evening 'setting' sun can reach the spaces in the park and so ensure that it becomes a place to be at all times of the day.

Key

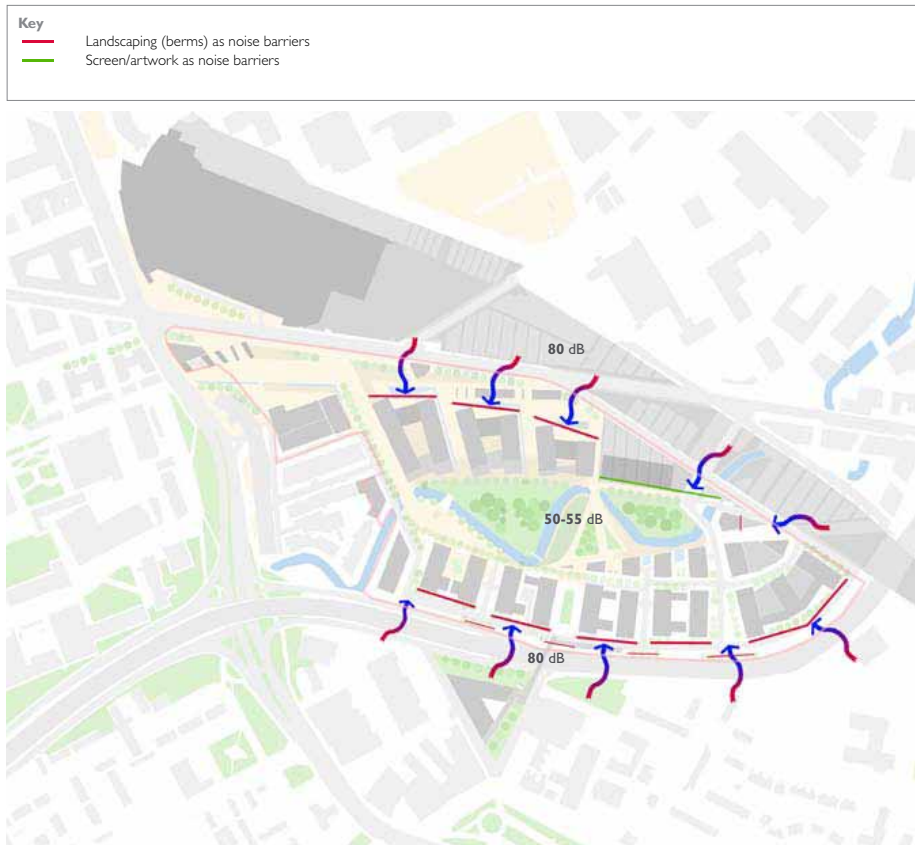
- Possible funnelling (to be resolved)
- Sheltered areas



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.

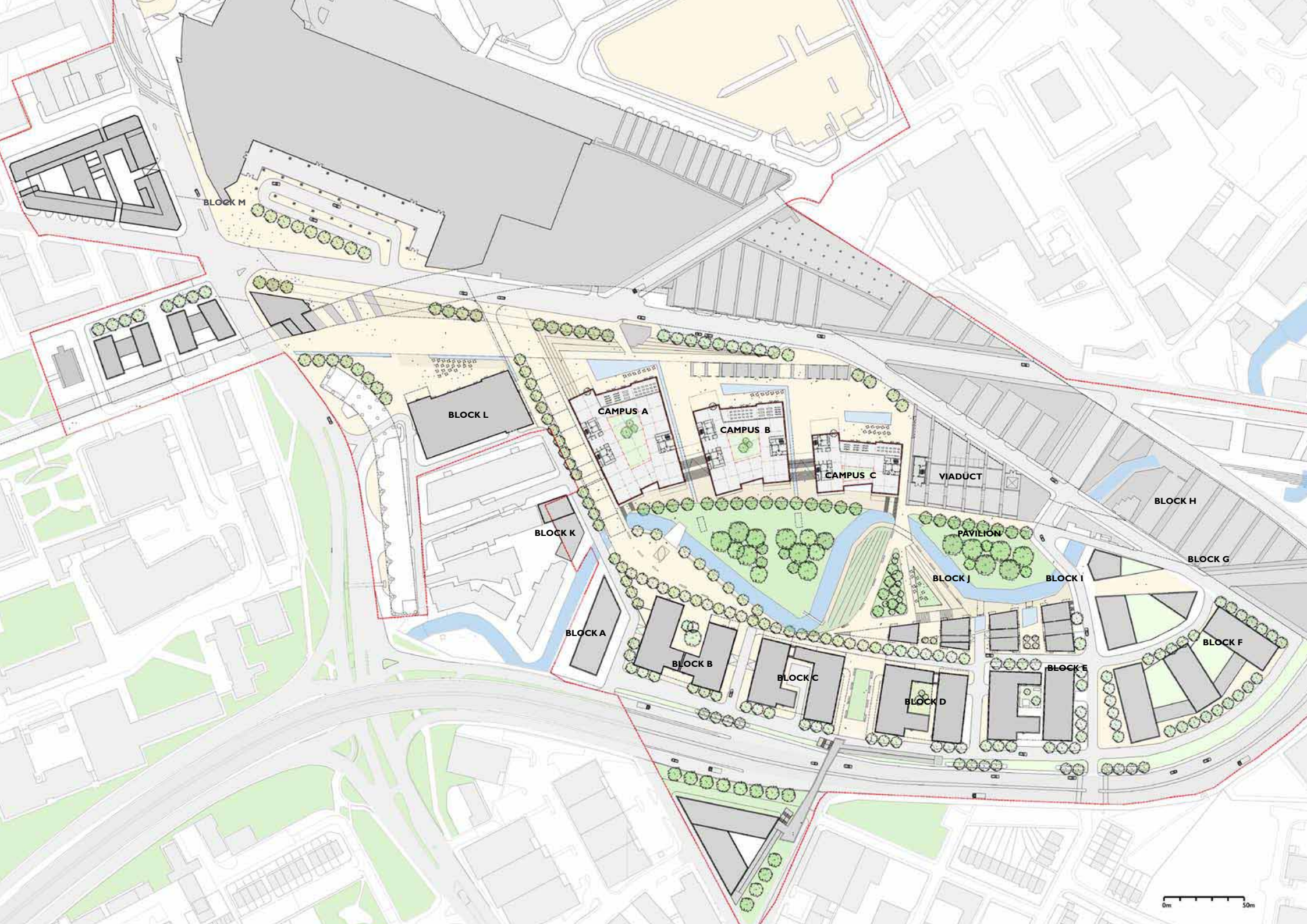
- North-easterly winds could create wind acceleration under the link bridges between the campus buildings. This effect is likely to be most felt during winter. Further design studies would need to be undertaken at the next stage to overcome this issue
- Easterly and westerly winds could cause corner 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.



BLOCK M

BLOCK L

CAMPUS A

CAMPUS B

CAMPUS C

VIADUCT

BLOCK H

BLOCK G

PAVILION

BLOCK J

BLOCK I

BLOCK F

BLOCK K

BLOCK A

BLOCK B

BLOCK C

BLOCK D

BLOCK E

0m 50m

DEVELOPMENT PLOT	Floors	Floorplate (m2)	Possible Use	TOTAL GEA (m2)	TOTAL GEA (ft2)
CIVIL SERVICE CAMPUS			Commercial	64,520	694,487
CAMPUS A	10	3500		30,545	328,784
CAMPUS B	8	2675		19,525	210,165
CAMPUS C	6	1700		10,680	114,959
VIADUCT	3	3185		3,185	34,283
ARCHES	1	585		585	6,297
PLOT A			Commercial	9,300	100,104
A1	10	930		9,300	100,104
PLOT B			Commercial	18,890	203,330
B1	9	810		7,290	78,469
B2	5	178		890	9,580
B3	1	570		570	6,135
B4	5	570		2,850	30,677
B5	9	810		7,290	78,469
PLOT C			Commercial	18,989	204,396
C1	10	810		8,100	87,188
C2	4	178		712	7,664
C3	1	555		555	5,974
C4	4	178		712	7,664
C5	11	810		8,910	95,906
PLOT D			Commercial	20,340	218,938
D1	11	880		9,680	104,195
D2	5	178		890	9,580
D3	1	580		580	6,243
D4	5	178		890	9,580
D5	10	830		8,300	89,340
PLOT E			Commercial	17,810	191,705
E1	10	810		8,100	87,188
E2	4	235		940	10,118
E3	1	540		540	5,813
E4	4	235		940	10,118
E5	9	810		7,290	78,469

DEVELOPMENT PLOT	Floors	Floorplate (m2)	Possible Use	TOTAL GEA (m2)	TOTAL GEA (ft2)
PLOT F			Academic	20,276	218,249
F1	8	850		6,800	73,195
F2	3	235		705	7,589
F3	1	500		500	5,382
F4	3	235		705	7,589
F5	6	720		4,320	46,500
F6	3	175		525	5,651
F7	1	456		456	4,908
F8	3	175		525	5,651
F9	7	820		5,740	61,785
PLOT G			Residential + car parking	6,240	67,167
G1	7	580		4,060	43,701
G2	1	930		930	10,010
G3	5	250		1,250	13,455
PLOT H			Residential	4,340	46,715
	14	310		4,340	46,715
PLOT I			Residential	5,000	53,820
I1	6	500		3,000	32,292
I2	5	400		2,000	21,528
PAVILION			Pavilion	180	1,938
P1	1	180		180	1,938
PLOT J			Residential	1,650	17,760
J1	4	300		1,200	12,917
J3	3	150		450	4,844
PLOT K			Hotel	6,810	73,302
K1	10	606		6,060	65,229
K2	3	250		750	8,073
PLOT L			Hotel + car parking	13,744	147,939
	4	1,906		7,624	82,064
	3	1,460		4,380	47,146
	3	580		1,740	18,729
PLOT M			Hotel	2,880	31,000
	6	480		2,880	31,000
TOTAL (gross)		35,783		0	210,384
					2,264,555

Areas

The tables opposite outline the areas contained within the masterplan.

The quantum of floorspace within the northern zone is essentially determined by the brief established for the Civil Service Campus of a 55,000m² net office building. This is then balanced with a aspiration to retain the railway structures to the east (which lowers the possible height of accommodation to one storey - the maximum load which is expected to be able to be supported upon the vaults) and the desire to match the height of the Piccadilly Point housing block in the west, so as to create a group of similarly sized blocks at this important 'marker' point for the quarter.

The area for the southern zone is established via a maximum number of building blocks of approximately 7-10,000m² with a single floor of 'retail' or service space at park level and a low 'link' block between each pair of blocks. The height of these blocks is then determined by the need to maintain adequate sunlighting provision within the park. The density of the overall development is able to be increased if required to meet occupier demands by infilling the courtyards of these blocks with atria or by closing off the open ended courtyard via link blocks to the park-edge. Increasing the height of the blocks should be resisted to ensure the micro-climate of the park is appropriate to providing an attractive natural environment, a place for quiet enjoyment, play and a range of events or recreation activities.

CDM

Consideration has been given to this important topic as relevant and appropriate to the stage of design.

Areas - Mayfield

- All areas are indicative
- Blocks are assumed to have one or more basement parking levels (these have not been included in the areas table)



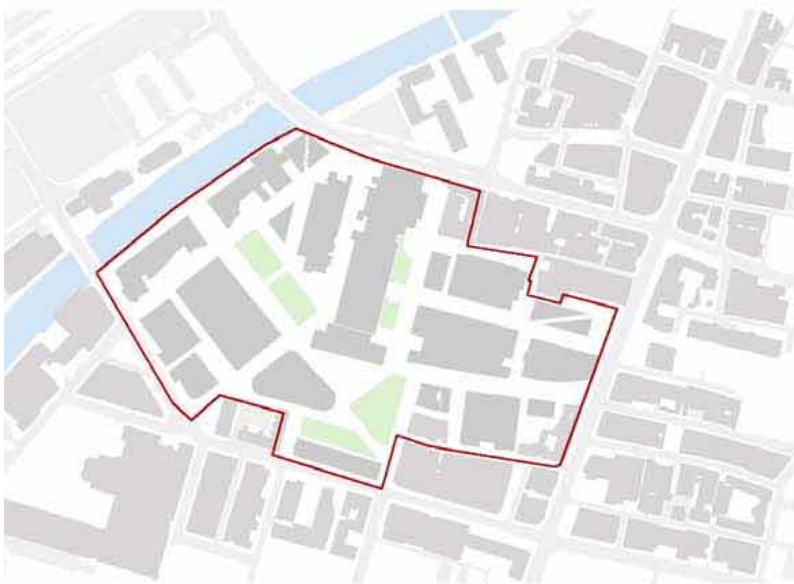
Spinningfields



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 ft² GEA over a site of 27.4 acres which is equivalent to Mayfield's 2.5 million ft² 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 ft² over sites of approximately 20 acres and achieve an FSI of closer to 4.5:1**.

However it has been agreed with the MCC Planning Department that First Street is a more appropriate comparator for Mayfield for a variety of reasons.

* 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 (35,700m² footprint on a 82,200 m² site)

- Key
- | | | |
|---------------------------------|---|-------------------------------------|
| 1 New pedestrian footbridge | 4 Possible stormwater attenuation pools/fountains as water features | 7 Retail pavilion concessions |
| 2 Square with sculpture/artwork | 5 Grassed amphitheatre | 8 Square with footbridge to Ardwick |
| 3 Terrace | 6 Possible event space | |



Park plan

8.0 Proposals - Further Detail



Potential precedents: Vondelpark, Amsterdam (top) and Canal Street, Manchester (below)

It is vital that the new campus drives the masterplan for the wider site and clearly sets out the level of ambition for it. It is equally vital that the masterplan for the southern quarter be realised in such a way as to compliment the campus and support the park setting.

8.1 The Park

The new public space proposed as the focal point of the Mayfield regeneration measures almost 6 acres (20,000m²), which would make it the largest in central Manchester, equivalent to Piccadilly Gardens and Sackville Gardens combined.

It is intended to be a public park for use by all and so it accommodates a range of different activity zones. In spirit, it is akin to the pocket parks of north American cities, such as New York, which combine a dense and diverse variety of hard and soft landscaped spaces, are able to support social and individual leisure uses (events, markets, artworks, picnics, games and so forth) and with the potential to be both vibrant and tranquil. Public art should animate the park and the public realm connecting to it.

The river meanders through the park and as its proximity to buildings increases the banks steepen from gentle, landscaped slopes to squares and canal side/towpath edges. In this way, the river has 'urban' and 'wild' conditions that would foster a variety of activities and ecologies.

The park is thereby an opportunity to re-reveal the topography of the Medlock valley and reintroduce this once important and historic river back into the space, activity and consciousness of the city and its inhabitants. This should enhance other initiatives along the Medlock Valley, both within the city centre and in New East Manchester, and form a major natural amenity 'corridor'. There could be parallels with the work on the River Lea in London associated with the Olympic Park, albeit at a smaller scale.

The Environment Agency has commented that an adequate buffer zone is to be provided along the river for maintenance purposes. As the proposals allow for continuous access along each bank we anticipate that a dimension of 2–3m will be adequate instead of the normal target of 10m. This will need to be discussed and agreed with the EA.

It is possible that the parts of the park north of the Medlock (that abut the Campus) could be gated so that they can be closed after the hours of darkness, while the parts south of the Medlock are able to remain open 24 hours per day. This will be discussed with MCC in resolving the management of the park.



Piccadilly Gardens



Sackville Gardens





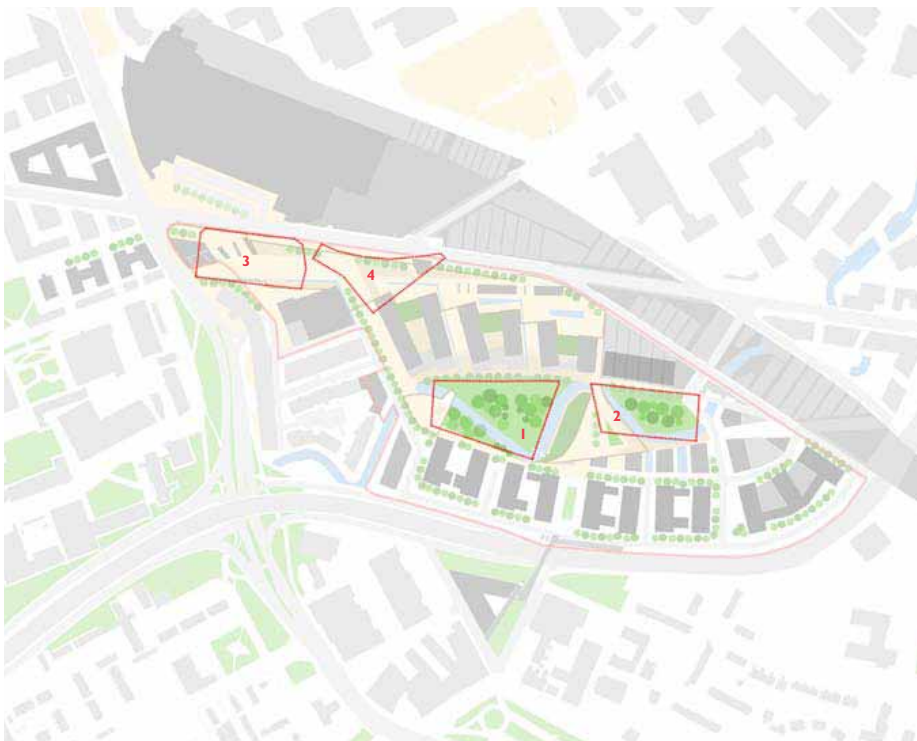
Exchange Square



Albert Square

Key	
1	Piccadilly Gardens (6400 m ²)
2	Sackville Gardens (4200 m ²)
3	Albert Square (5300 m ²)
4	Exchange Square (5300 m ²)

Key	
	Soft landscaping
	Hard landscaping



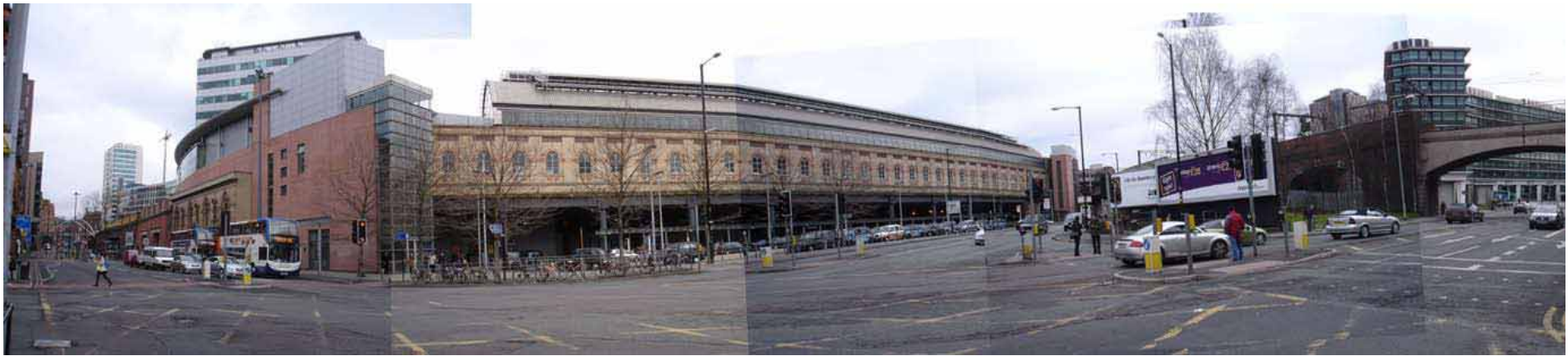
Park with other Manchester parks overlaid at same scale (the areas noted are approximate)



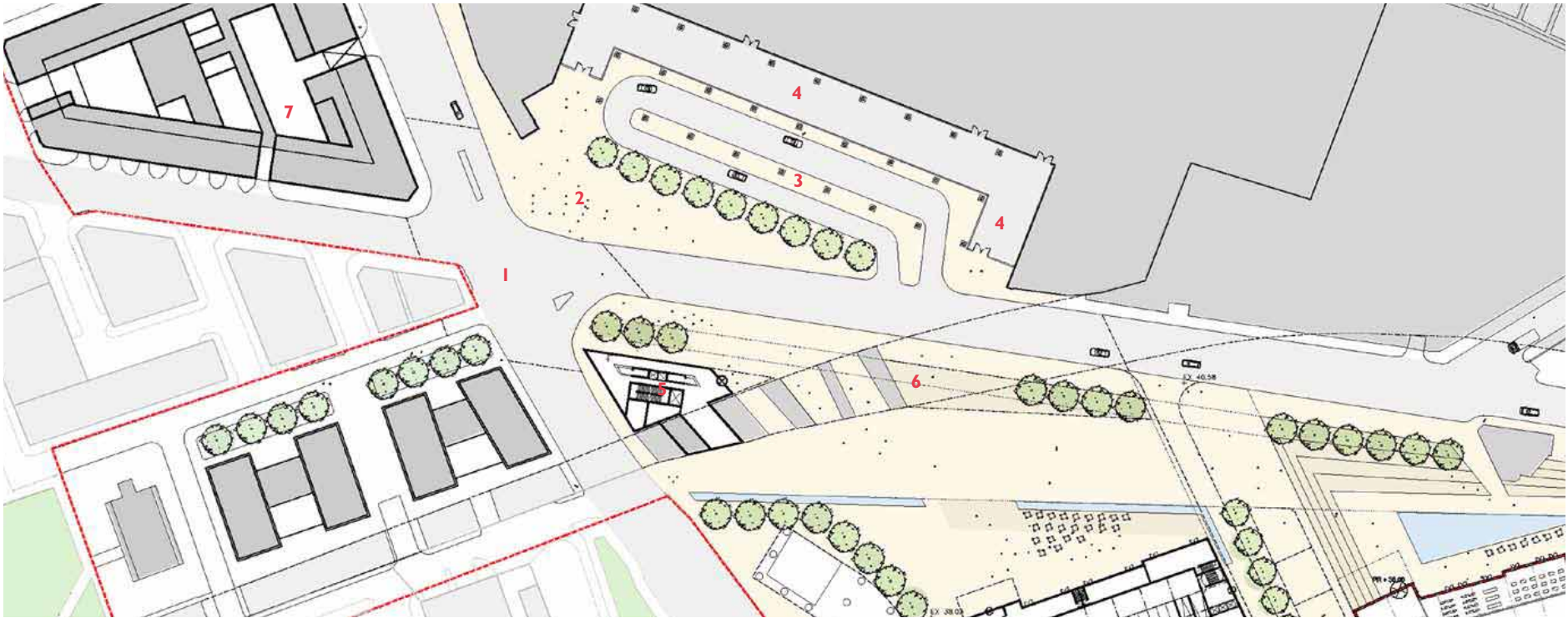
Park 'zones'



Park view with the event space and pavilion in the foreground



- Key
- | | | |
|-------------------------------------|--|----------------------------|
| 1 New 'Shibuya' crossing | 4 Pedestrian concourse with connections into Metrolink and upgraded lifts providing access to station platform level | 7 London Road fire station |
| 2 Reconfigured pedestrian forecourt | 5 Possible future redevelopment plot/artwork | |
| 3 Rationalised taxi drop-off | 6 Section of non-loadbearing viaduct to be removed | |



Piccadilly and Fairfield Street junction



Possible building or sculpture to hold the corner (top and centre left), Shibuya crossing in Japan (bottom) and Oxford Circus, London, before/after (centre right)

8.2 The connection with Piccadilly

Piccadilly Station is a key entry point into the Mayfield Quarter, both for those approaching from central Manchester and those arriving by train or Metrolink. However, the urban environment to the south of the Station currently presents a series of obstacles to permeability that need to be resolved in order for Mayfield to be successful and feel fully connected to the city centre. It is also dominated by utilitarian traffic engineering and a fractured townscape which undermine its importance as a key city intersection.

These physical obstacles and visual deficiencies include the railway viaduct carrying the tracks into platforms 13 and 14, the taxi rank serving the Station, the traffic levels on Fairfield Street, the road engineering of the Fairfield Street/London Road junction and the lack of definition to some edges of the space. The following proposals aim to remedy these issues:

- Fairfield Street/London Road junction – the improvement of this junction is key not only to enhancing the connectivity between the city centre, Piccadilly and Mayfield but also to creating an appropriate context for proposed developments such as the Fire Station refurbishment. Currently traffic dominates pedestrian movement and road engineering overrides spatial quality. The proposal is to give the former much greater priority and capacity by replacing the existing small pedestrian islands and tortuous routes with a 'Shibuya-style' crossing (named after an installation in Tokyo). This type of intersection has recently been adopted with great success at Oxford Circus in London (refer adjacent) and allows large-scale pedestrian movement in multiple directions choreographed into a single 60-second 'crosswalk' as traffic movement is halted. It also gives the space itself visual priority over the routes passing through it and in so doing creates the 'sense of place' so plainly lacking at present. The proposal has been reviewed by MCC Highways and is felt to be workable in principle although detailed evaluation would be required.
- Fairfield Street railway viaduct – removal of the non-loadbearing section of the structure could open up the pedestrian approach from Piccadilly and make the new masterplan area much more visually and physically connected to the city centre. The impact of this on the visibility of Mayfield is shown overleaf.

- Taxi drop-off and short-stay car parking – the area at street level outside the escalators serving the upper concourse is currently congested with taxis and cars which create visual clutter and block potential pedestrian desire lines to Mayfield. Hence the proposal opposite shows relocation of car parking elsewhere in the station undercroft and simplification of the taxi drop-off. This creates a more generous and welcoming pedestrian space and a direct route to Mayfield. This proposal would need discussion with Network Rail.

- Alternative access to/from Piccadilly Station – a series of potential measures could be investigated to enhance connectivity between the Station and Mayfield. The lift serving platforms 13 & 14 and the eastern ends of the main platforms could be replaced by a pair of faster lifts. A new concourse at low level could then connect these lifts to the Metrolink entrance and the existing escalators serving the upper concourse. While this would require modification of the current taxi-drop-off and parking area, it would provide a greater presence for Piccadilly station at street level and a powerful connection for Mayfield into the transport hub. Again this would need discussion with Network Rail.

- Vacant plot to the south east of the London Road Fairfield Street junction – this site is currently vacant and, together with the backdrop of the utilitarian railway viaduct, creates an undefined and unprepossessing aspect when emerging from Mayfield Station. In developing the SRF, a series of options have been considered for redefining this corner. A building was located here until relatively recently and a scheme for a new 'Sleeperz' hotel (submitted for Planning by others) has been reviewed. The image adjacent shows that the latter could have a strong and welcome presence but its location would need to be adjusted westwards to preserve the objective of opening up routes through the viaduct to/from Mayfield. Another option explored is a major public artwork which could 'hold' the corner, act as a city landmark and denote a major entrance to the Mayfield Quarter. For the purposes of the SRF drawings the Sleeperz Hotel is shown in the revised location.

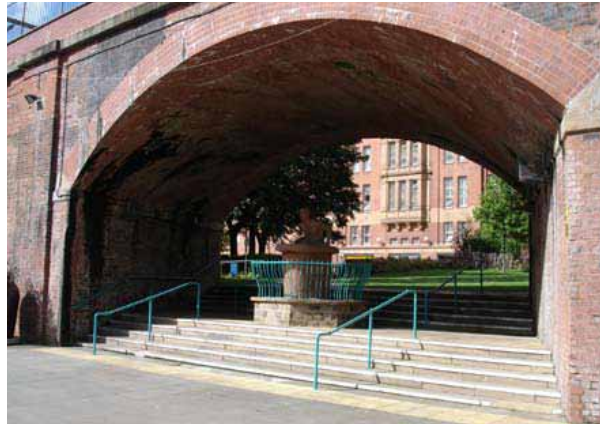


Visualisation of approach from Piccadilly with viaduct and taxi rank 'as is' (above) and after removal of the non-loadbearing section of brickwork and creation of a new public space (opposite). The 'Sleeperz' hotel has been relocated westward to the possible redevelopment site on the corner of Fairfield Street and London Road.



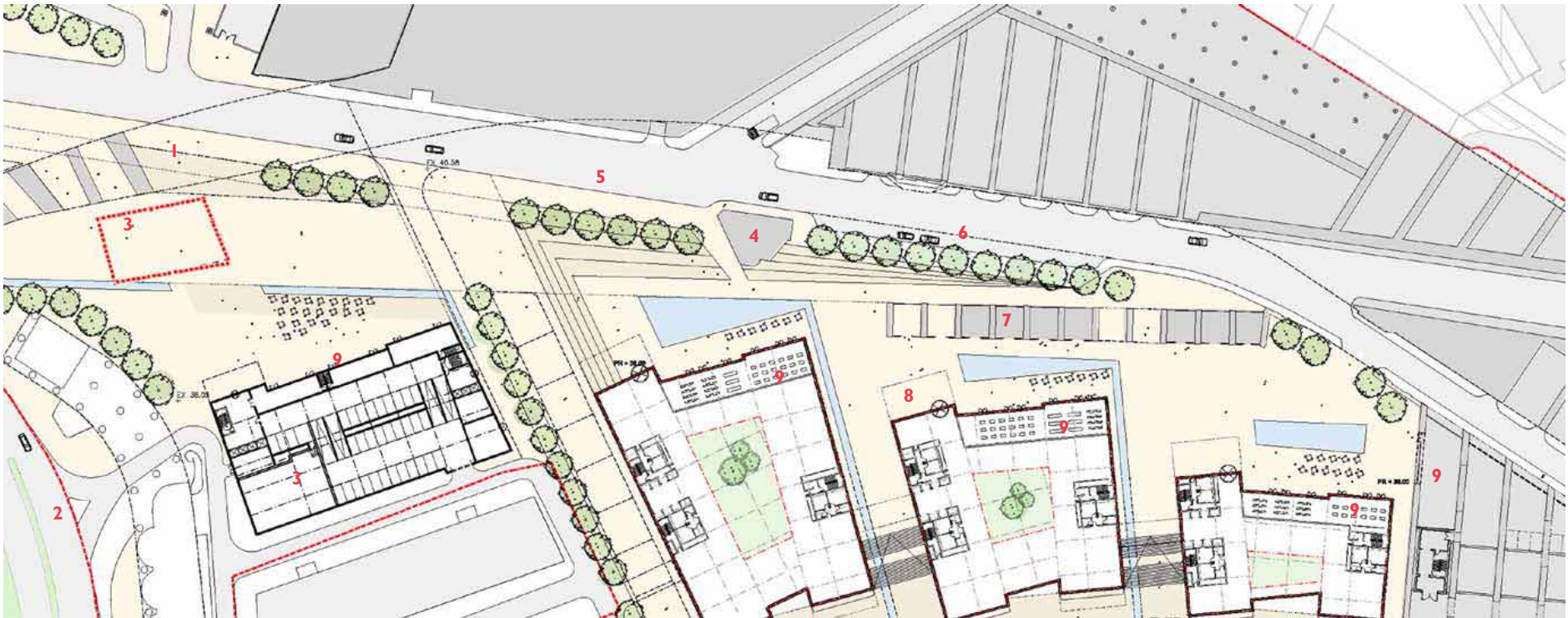


Reuse of railway arches - Altrincham Street



Piccadilly Place substation

- Key
- | | | |
|---|------------------------------|--|
| 1 Section of non-loadbearing brick viaduct | 4 Star and Garter pub | 7 Diminishing arches with retail units |
| 2 Adjusted road junction | 5 Bus stop | 8 Entrances to campus blocks |
| 3 Substation relocated into base of new block | 6 Taxi drop-off/waiting area | 9 Retail units |



Fairfield Street and north development zone



Precedents for the pedestrian zone to the north of the Campus

8.3 The Northern Development Zone

This zone houses the new Civil Service Campus, the retained railway structures and the listed Star and Garter Pub. The major limits of the north zone are set by the civil service brief for a major, highly sustainable campus of at least 3 discrete buildings (BREEAM Outstanding 2008) totalling 500,000ft² net and offering quality working accommodation for 5,000 employees. This campus is intended to be deliverable solely on Government-owned land and has important security requirements.

A major influence of the north zone is the potential zone of expansion that Network Rail is considering for Piccadilly Station. This expansion zone pushes southward into the masterplan area so delimiting the northern edge of the campus and restricting the viability of any new structures that can be constructed within this zone. For this reason, the diminishing arches of the Fairfield Street access ramp are proposed to be retained and refurbished so as to provide economical small commercial units until such time as the railway expansion happens. It is also proposed that the ground floors of the campus building should contain some retail and third-party uses to bring activity to the area. These commercial units, together with new landscaping along Fairfield Street, would establish a large pedestrianised zone along the northern edge of the site, which could be tied into street improvement initiatives being considered by the Council, could significantly upgrade the urban and social quality of Fairfield Street.

The campus comprises three separate blocks that are linked together by a band of accommodation at lower ground (park) level and by the possibility of connecting, enclosed bridges at upper floor levels. This creates a sense of discrete buildings that generate a series of north-south pedestrian routes through to the park.

The blocks themselves vary in size such that they are variations on the model of an urban-office building with a central, landscaped courtyard and so offer the civil service a variety of sized floorplates and building blocks able to house various sized departments. The blocks also step up in height from the lower, retained railway arches in the east to the higher collection of buildings to announce the presence of the scheme when approached from Piccadilly. It is proposed that the southern facades of the campus blocks contain some sections of external terraces and/or balconies as well as landscaped terraces set-back at roof level, so that they bring life and activity to the north edge of the park.

As well as retain the existing and imposing section of railway viaduct at the eastern end of the site - for the campus' servicing and also as potential third-party units - the scheme is also investigating the potential re-use of the construction materials, such as the engineering bricks as cladding.

As noted in section 7.0, it is proposed that Travis Street is closed and controlled vehicle access to the campus and the southern masterplan area is provided by retention of Baring Street (albeit pedestrian priority), the road under the MacDonald hotel and Temperance Street.

To improve pedestrian accessibility through the Fairfield street viaduct it is also proposed that the electricity substation, recently constructed for Piccadilly Place, should be relocated. An alternative location in the base of the new block M has been proposed and needs to be investigated further.



Precedents for the new NR station and pedestrian concourse: maximising daylight, views, volume, levels and expressing the engineering

Key
NR zone of 'land take' + 5m offset



Fairfield Street and north development zone



Model photograph with NR expansion zone superimposed

8.4 The future expansion of Piccadilly

There is a long-term proposal being considered by Network Rail, which would expand the track and station capacity on the Mayfield side of Piccadilly station – the so-called Manchester Hub.

This expansion would use a section of BRB's land and so the current proposals make allowance for this expansion, as a 'safeguarded' zone. This zone contains the pedestrianised, landscaped northern square as well as the retained railway arches and Star and Garter public house. The expansion of Piccadilly would require the removal or significant reworking of these.

As the Manchester Hub study has not been concluded, the current proposals are based on consultation with Network Rail and establishment of a safeguarding and maintenance access zone.

The impact upon the Mayfield Quarter is not yet fully understood, so these pages describe a series of suggestions and considerations as to how the extension should be implemented so that it protects the quality of the proposed Mayfield Quarter and this part of central Manchester in general. The proposals are that:

- the new viaduct structure should be considered as a piece of high quality, integrated urban design rather than just a purely utilitarian engineering intervention (refer precedent images opposite);
- consideration should be given to extending any new low-level concourses that serve the expanded station along the northern boundary of the Mayfield site to create an active and vibrant frontage as a companion to the main campus entrance space;
- Fairfield Street should be kept open to preserve its key east-west connectivity function.



Section / elevation showing maximum building heights for SDZ

- | | | | |
|-----|---|---|---|
| Key | | | |
| 1 | Car parking contained within (semi-)basements | 4 | Square with footbridge to Ardwick |
| 2 | Entrances to blocks | 5 | Entrances to parking garages |
| 3 | Retail units along park edge | 6 | Access/egress points onto Mancunian Way |



Southern Development Zone - ground plan (internal layouts are indicative only)



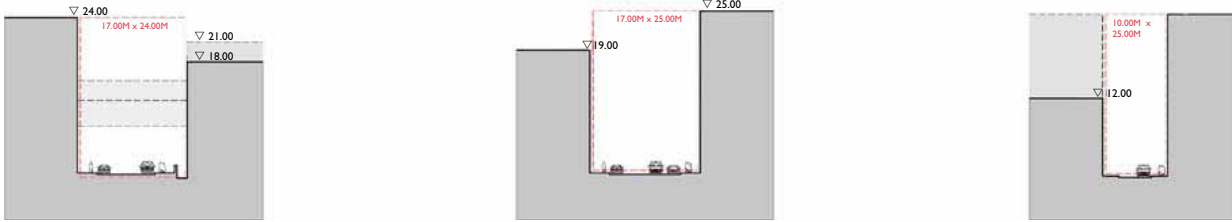
Lloyd Street



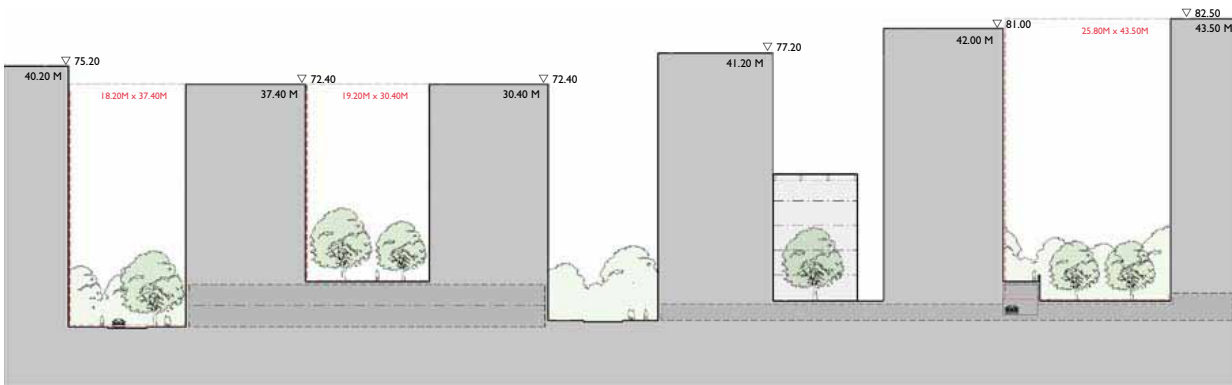
Whitworth Street



Murray Street



Comparable Manchester streets - Lloyd Street, Whitworth Street and Murray Street



Southern Development Zone street section studies

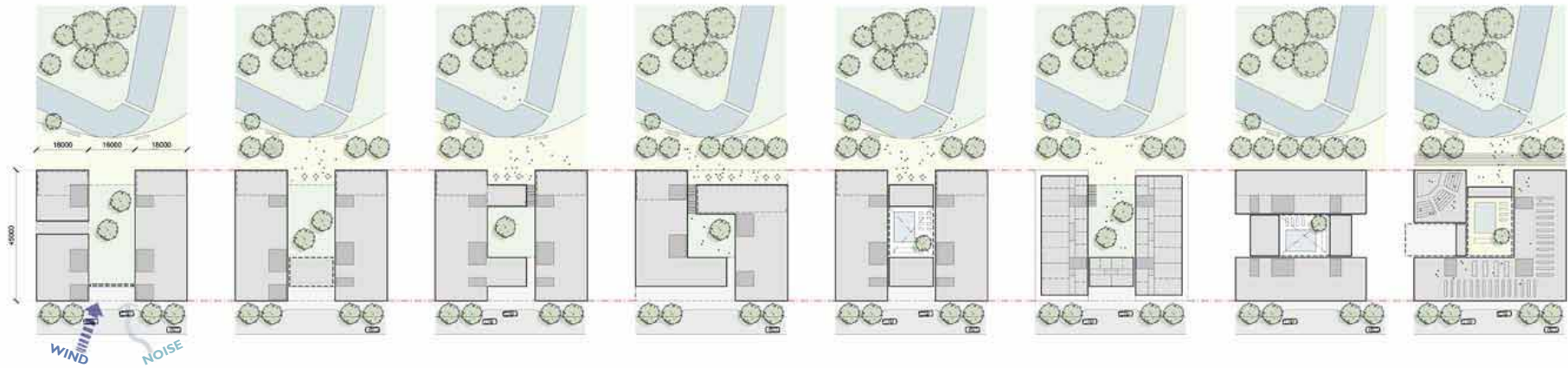
8.5 The Southern Development Zone

The band of new buildings lining the southern edge of the park is defined by a framework. This is able to offer a structure for development, which may occur over a long period of time and be undertaken by a number of different landowners.

The starting principle is a series of simple, regularly spaced parallel blocks that subtly radiate around the fulcrum of the park. These blocks are based on a floorplate size of approximately 10,000ft², which may build up (over 7 to 11 storeys) into buildings of 70-110,000ft². The block heights are all based on commercial 3.8 metre floor-to-floor heights with a potential for a higher (4-5 metres) ground floor that could accommodate retail spaces.

However, for the development to become an integral part of Manchester and to bring the necessary definition and urban quality to the southern edge of the park, the buildings that are developed must be refined and evolved beyond this elementary diagram. Pairing or tripling blocks would create larger, atrium or courtyard typologies that would define a more recognisable urban structure and hierarchy of streets and external spaces. It would also allow the building blocks to act as buffers to the traffic noise of the Mancunian Way.

The road network is based on a feeder road looping around the outer edge of the development zone and short north-south 'cul-de-sacs' running up to connect to the edge of the park.



Ideograms - to demonstrate the potential flexibility for the layout of the blocks

1. The basic building blocks would benefit from link blocks on the south to act as barriers to wind noise
2. Paired L-blocks with private courtyard
3. Slab and C-block with semi-public courtyard
4. Shifting blocks to create terraces and entrance spaces at the building edges
5. Blocks connected by an atrium
6. Residential with balconies and courtyard
7. Stepped office block
8. Academic block



Southern Development Zone - upper floor plan (internal layouts are indicative only)





Key

- 1 Fairfield street
- 2 Diminishing arches retained as retail units/concessions
- 3 Building entrances

- 4 Courtyards with visible connections to park
- 5 Terraces
- 6 Retail units to park edges

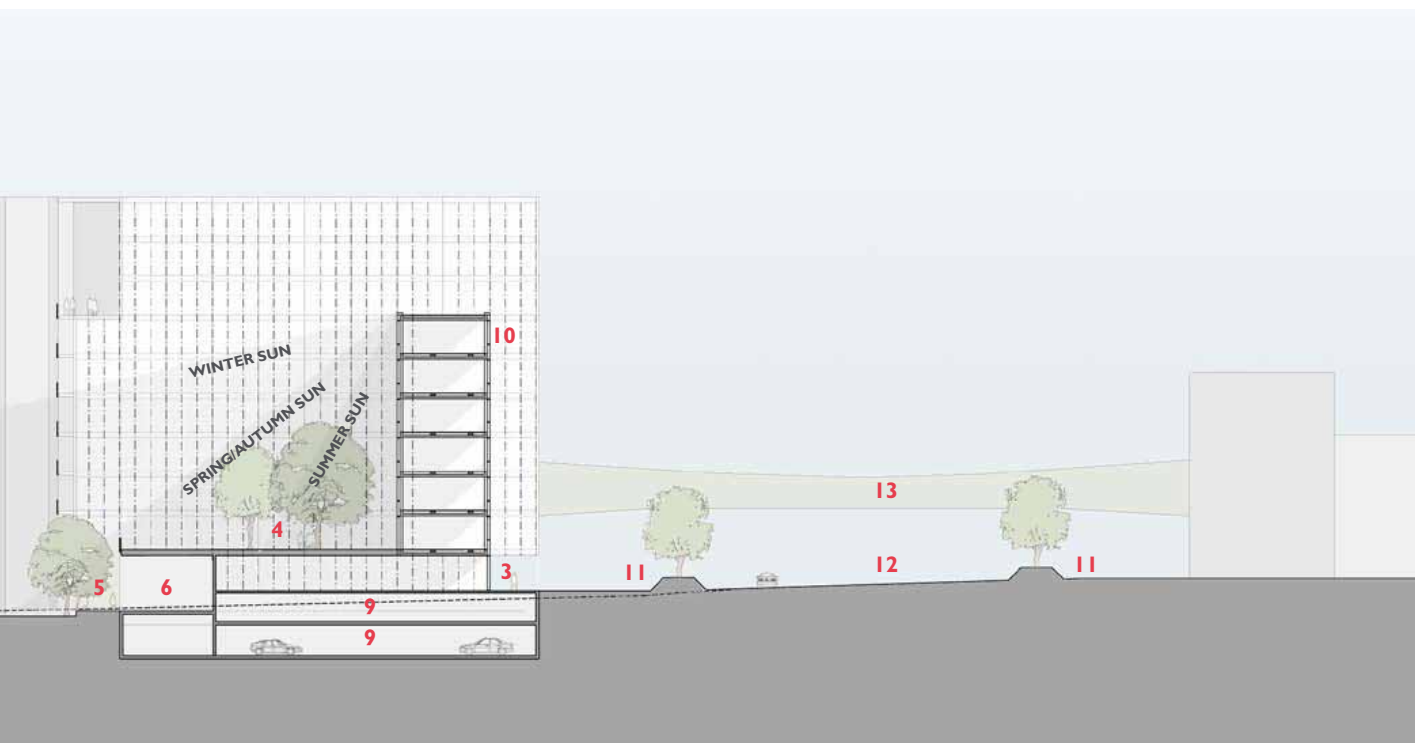
- 7 Park
- 8 River Medlock
- 9 Basement car parking

- 10 Lower height blocks parallel to Mancunian Way to buffer noise and wind but not overshadow park
- 11 Landscaped bunds as noise/wind barriers
- 12 Mancunian Way



Section looking east - with sun angles and proposed height constraints for the Southern Development Zone to protect the quality of the park

13 Footbridge to Ardwick



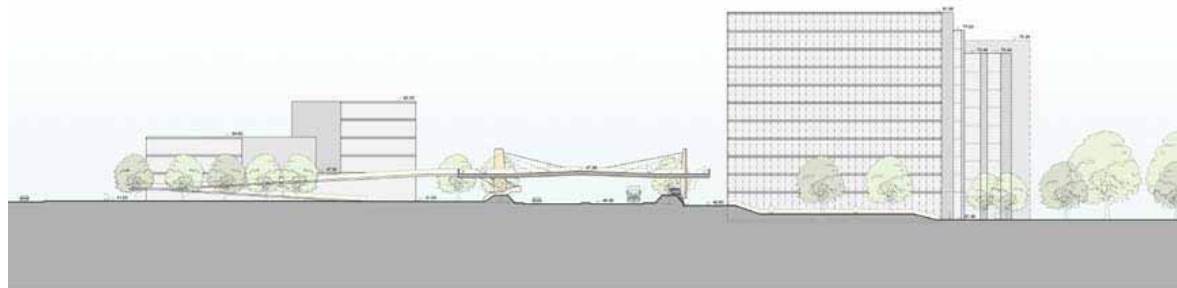
Adjusting the alignment of the blocks and introducing setbacks at roof level (to accommodate balconies or roof terraces) or at ground level (to cover entrances or sidewalk terraces) would bring a three dimensional texture and richness. Balconies and bay windows should project out from the facades or recess back into them at varying intervals to enrich the streets and intervening spaces, add value for the buildings' occupants and connect the life within those buildings with the activities within the park.

These principles, which are described in the evolution of the campus blocks, should also be brought to bear in the realisation of the development to the south.

This section of the SRF thereby shows an example of how these blocks could build upon the principles outlined thus far to generate a distinct quarter of the city, which maximises its location and positively contributes to the activity and microclimate of new significant park adjacent to it.



Footbridge (Knokke, Belgium by Ney + Partners)



Plan and section of Ardwick footbridge

8.6 The Connection with Ardwick

As part of the wider regeneration of the area and to bring Ardwick and Brunswick into closer connection with the city centre, a new pedestrian and cycle bridge is proposed from the southern development zone spanning the Mancunian Way and connecting into Ardwick Green. This would require the redevelopment of the triangular site bound by Cakebread Street and Manor Street, which currently houses single-storey brick industrial units.

The advantage of this site is that it connects directly into the apex of Ardwick Green and is also defined by a number of historic buildings, such as the two-storey Georgian Terrace and the former school. The redeveloped site would be able to create a small square to better present these buildings while simultaneously creating the means to raise pedestrians and cyclists the 6 metres to cross the Mancunian Way.

The bridge has not been designed in any detail at this stage. Discussions with MCC have involved the possibility of it being a green 'land-bridge' in that manner of Hackney Park bridge in East London and similar to those proposed for the other redevelopment sites along the Mancunian Way, at Chancellor Place and Great Jackson Street.

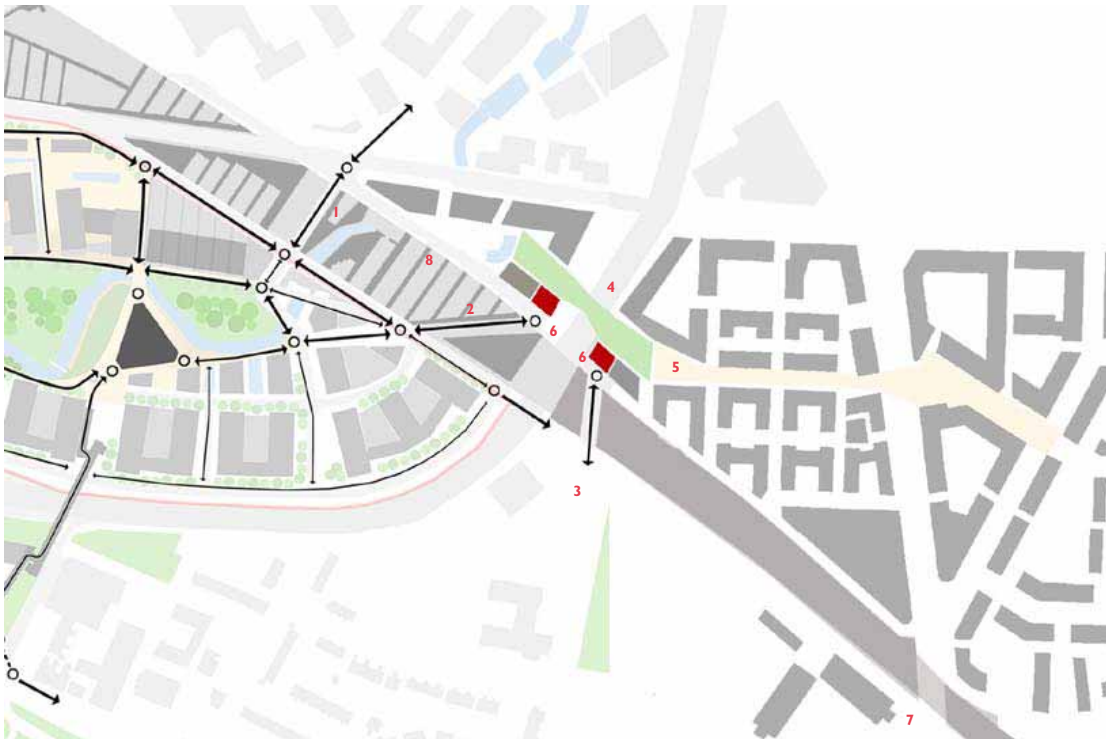
An alternative possibility is a more simple open bridge with ramps such as the precedents shown above.

The bridge should be designed to provide safety and security to both pedestrians/cyclists and vehicles passing below while also enhancing the quality of experience along the route. It would be intended that the bridge be usable 24 hours per day. Hence the access staircases and ramps would be independent of the buildings that they abut.



Images of Chancellor Place - the 'entrance' point (left and bottom right); the land bridge (top)

Key					
1	Hoyle Street	4	Chancellor Place land bridge	7	Connection to Universal Square
2	Chapelfield Street	5	Pedestrian concourse	8	Arches to be refurbished and brought into active use
3	Union Street	6	Proposed new access points to land bridge		



Plan of Chancellor Place / Mayfield connection

8.7 The Connection with Chancellor Place

Chancellor Place is a major mixed use regeneration of 20 hectares of land to the east of Mayfield. It includes a 'health campus', offices and residential. It is separated from Mayfield by the railway viaduct into Piccadilly and connected only by two roads – Hoyle Street and Chapelfield Street.

Hoyle Street would offer a direct connection from the entrance 'point' of Chancellor Place on Fairfield Street with the new park of Mayfield. To do this, the unregulated parking that characterises this route at present will need to be removed. However, the current scheme for Chancellor Place does not create a positive connection with Chapelfield Street, which also leads back into the new park of Mayfield. This would be a missed opportunity. It is therefore proposed that detailed design of Chancellor Place should address:

- a new public space at street level that would connect positively with Chapelfield Street and lead pedestrians from there up to the raised concourse that runs predominantly east-west through Chancellor Place and forms a land bridge over the Mancunian Way over to the residential zone of Chancellor Place (and indeed on towards Great Universal Square);
- that Chancellor Place address the ground level along North Western Street so that the railway viaducts there could be more positively refurbished, even to the point where some of these are opened up as connections into Mayfield;
- that a second access point up onto the Chancellor Place concourse be formed at the north end of Union Street to create a more positive connection to Ardwick



View from within the 'super-green' Civil Service Campus showing sustainable design features and views to the park and Pennines

9.0 Sustainability

The impetus for the redevelopment of the Mayfield Quarter is provided by the creation of the new Civil Service Campus. It provides - uniquely - the opportunity to showcase the combined ambition of Government and of the City of Manchester to deliver world-class sustainable development as a model for low-carbon business and living.

Manchester is the original modern city. It provided the blueprint for the contemporary urban experience by shaping trade, technology and politics. Indeed, Manchester's entrepreneurialism and its radicalism helped to shape the modern world.

The global economic transformation that followed the industrialisation of Manchester and other major UK cities has delivered improved quality of life and wealth to billions around the world. However, it has simultaneously eroded the natural resources on which economic activity and human survival rely. The global population now lives beyond its environmental limits, consuming natural resources at a greater rate than is able to be sustained by the regenerative capacity of the planet.

The emergence of climate change and global resource depletion as issues for urgent action has brought a challenging new dimension to the role of property and the built environment. Reducing emissions, creating the conditions for a step change in resource efficiency and adapting cities to the unavoidable impacts of climate change have become frontline concerns.

The Mayfield Quarter has the potential to become a local, regional and national benchmark for what is achievable. In particular, the Civil Service Campus could drive the establishment of low carbon infrastructure to enable the whole SRF area to achieve exceptional levels of environmental performance.

The Campus will demonstrate Government's leadership in meeting its target for zero-carbon new non domestic buildings by 2019, whilst simultaneously reinforcing its vision for modern, resource-efficient workplace at the heart of the civil estate.

The year is 2020: the landscape of government work is transformed. Traditional associations between work and place have gone. The link between person and desk has been broken but many people now have wide access across the regions to better quality space and resources for undertaking work. A flexible and sustainable estate strategy has evolved, delivering greater savings and giving employees more freedom of choice over where they work and live.

Taken from "Working Beyond Walls" (Office of Government Commerce, 2008)

Mayfield and the Campus will also make an important and potentially catalytic contribution to realising the objectives of Manchester's emergent Climate Change Action Plan: an ambitious manifesto for low-carbon transition presented at the UN Climate Change Summit in Copenhagen.

The Plan 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 41% (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 and prosperity, and a Plan that incorporates actions necessary to adapt to a changed climate.

By combining the leadership of the public sector with the innovation of leading commercial property advisors, Mayfield and the Campus take their cue from Manchester's vision for sustainable property to put in place the conditions for realising a climate-adapted, productive and inspiring new Quarter, delivering regenerative benefits for the whole of the City.

This is Manchester: a global location of choice for property investors and occupiers seeking climate-adapted, productive and inspiring buildings; a City where the property sector and public authorities work openly and collaboratively to create the conditions for truly sustainable development and competitive advantage

Taken from "Manchester's vision for sustainable property" (Drivers Jonas LLP 2009)



Global, Local and Internal Environments

- CO₂ emissions reductions on site wide scale
- Local air pollution minimised (e.g.NO_x)
- 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



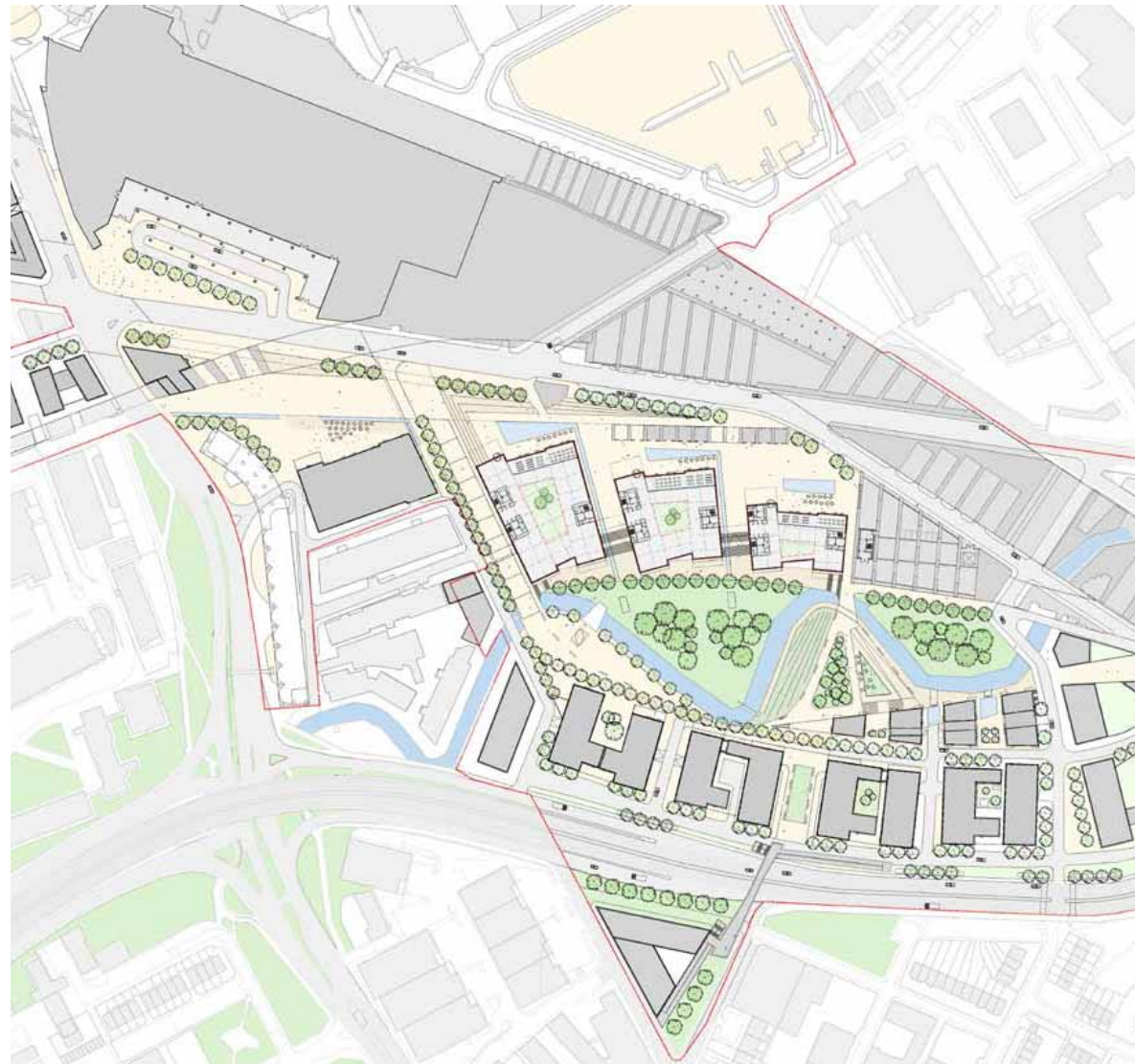
Land, Water and Air

- 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

- Potential to include high-quality residential and hotel uses



Culture, Heritage and Built Form

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

Key features of the sustainability strategy

Sustainable Design

Principles

Consideration of sustainable design principles at concept stage is crucial to ensure that the needs of all users are met throughout the lifetime of the building, whilst contributing to Government's priorities for sustainable development and Manchester's aspirations for low-carbon transition.

Throughout the preparation of the masterplan, the Team has pursued the combined objectives of outstanding environmental performance and resource efficiency, commercial viability and public benefit, resulting in a flagship opportunity to exemplify sustainable approaches to the design, construction and operation of new development.

In particular, the environmental performance of the design has been continually assessed using BREEAM, an established environmental assessment methodology and a cornerstone of Government policy for the procurement of new buildings for the civil estate. The Team is striving to achieve BREEAM 'Outstanding', the highest possible rating.

Approach

A hierarchical approach to design is required to ensure a cost – effective and sustainable development. Examples of this include:

Energy - A 'mean, lean, green' low carbon design hierarchy to ensure CO₂ emissions associated with the operation of the development are minimised using cost effective design and technology.

Water - Installation of water efficient fixtures such as aerating taps & shower heads, low flow toilets and urinals may result in demand reductions of up to 40%. Further reductions can be achieved through intelligent water use, and leak monitoring equipment. Alternative sources such as harvested rainfall and site wide recycled greywater will also be considered

Waste - Waste associated with the construction and operation of the hospital will be minimised by applying the waste hierarchy, i.e. 'reduce, re-use and recycle'.

Materials - A 'cradle to cradle' approach will be adopted when advising on the selection of materials, i.e:

Local sourcing:

- Elimination of unnecessary material use
- Re-use of materials (e.g. concrete in engineered fill)
- Use of recycled materials (e.g. use of recycled steel and brick).



Phase 1
Civil Service Campus and Data Centre - whilst being very low energy, significant waste heat will be created

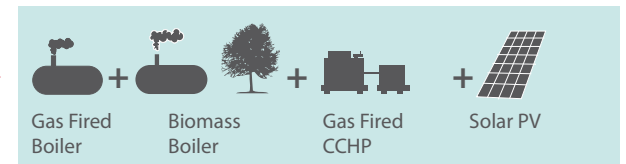
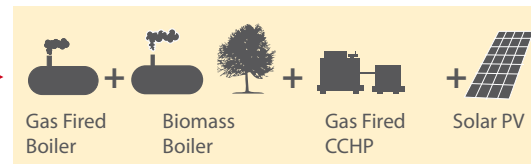
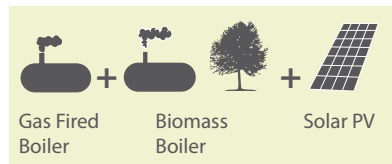


Phase 2
Student housing, hotel and offices - by connecting to existing and initial new building heat can be shared

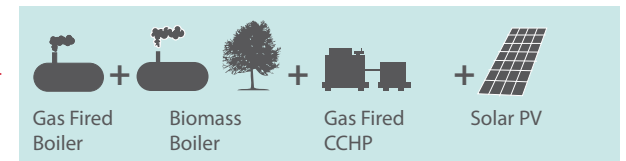
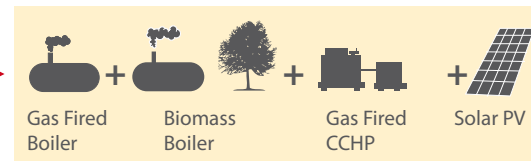
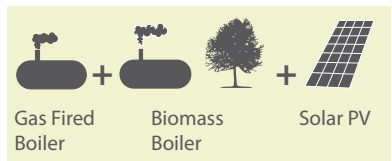


Phase 3
Offices and residential - by creating a fully integrated site-wide strategy with developments working in harmony and sharing renewables, a zero carbon result can be achieved

A phased approach to site-wide zero carbon strategy



Option 1



Option 2

Renewables options related to the phased site-wide zero carbon strategy (abbreviation definitions shown opposite)

2009	2010	2013	2016	2018	2019
MCC SPD REQUIREMENTS PASSIVE DESIGN	NEW PART L 2010 PASSIVE DESIGN	NEW PART L 2013			
-25% reduction on CO ₂ compared with Part L 2006	-25% reduction on CO ₂ compared with Part L 2006	Anticipated 44% reduction on CO ₂ compared with Part L 2006	UK Government target for zero carbon domestic buildings	UK Government target for zero carbon public buildings	UK Government target for zero carbon non-domestic buildings
RENEWABLE ENERGY					
-20% total demand provided by renewable sources					

Timeline of Government climate change targets and legislative evolution relative to the Mayfield project and Civil Service Campus in particular



Potential Masterplan Energy Strategy

As noted in the introduction to this section, MCC is deeply committed to its emerging Climate Change Action Plan and achieving significant reductions by 2020. A key strand of this policy is the exploration of a decentralised city centre energy network. The Mayfield project could play an important contributory role through the principles of the SRF wide energy strategy described below and illustrated opposite.

By connecting buildings of different use together via an energy loop, it would be possible to diversify heating and cooling loads. This would enable large scale low and zero energy technologies to be installed, providing increased on-site carbon savings and facilitating the path towards carbon zero development by 2019. The energy centre will be a modular design to allow for the proposed phasing of the development.

The diagram on the opposite page shows how this could be achieved in a phased manner for Mayfield, with the Civil Service Campus providing a sound basis and increasingly drawing in other existing or new developments adjacent into a site-wide zero carbon strategy. As well as diversifying heating and cooling loads there could be a site-wide approach to renewables including:

- Biomass (Wood Chip) Boilers
- Combined Cooling, Heating and Power systems (CCHP)
- Solar Photovoltaics (PV)
- Ground Source Heat Pumps (GSHP)
- Solar Domestic Hot Water (Solar DHW)

Early energy consumption predictions indicate it may not be possible to generate all of the power from renewable sources on site to ensure a zero carbon development and a large off-site wind turbine (or turbines) may be required to meet the proposed target. However this may change given the fluid state of defining zero carbon, the rapid evolution of renewable technologies and the timescale for realisation of the overall Mayfield project. The strategy represents a robust and flexible starting point to head towards zero carbon (or even carbon negative) based on maximising energy efficiency, carbon compliance and allowable solutions.

Management – plus 2 credits

- Achieve a Considerate Contractor Scheme score of at least 36 of 40 points
- Implement most or all measures to reduce the impact of construction site operations

Health and Wellbeing – plus 2 credits

- Design of ventilation systems to avoid major sources of external pollution and to avoid recirculation of exhaust air
- Provide increased levels of daylight to achieve an average daylight factor of at least 3%

Energy – plus 6 credits

- Further reduce CO₂ related emissions to achieve EPC 'A' rating achieved through improved systems and building fabric performance
- Increased contributions of LZC technologies (at least a 20% on-site reduction in the buildings' CO₂ emissions)

Water – plus 2 credits

- Reduce water consumption to less than 1.5m³/person/year through water recycling and specification of low-flow and low-demand appliance
- Specify major leak detection covering the whole building

Materials – plus 5 credits

- Review selection of materials specifications for all major building elements to reduce environmental impact – refer to the Green Guide
- Use only materials with demonstrable high level environmental certification and timber which is legally sourced.
- Responsibly sourced insulants with low embodied impact

Waste – plus 3 credits

- Reduced generation of waste on site during construction
- Divert waste from landfill through re-use or recycling

Pollution

- Install refrigerant leak detection and automatic refrigerant pump-down to cooling plant or entirely exclude the use of refrigerants

To achieve and retain a BREEAM 'Outstanding' rating, in addition to achieving the necessary BREEAM score, projects must:

- Obtain a BREEAM In Use certificate within 3 years of occupation and carry out regular reviews of that survey (annual)
- Provide the BRE with all necessary data to produce a case study 7 of the project for publication
- If either condition is not satisfied, the rating of the project will be reduced to BREEAM 'Excellent'

Sustainable Design - BREEAM Outstanding

BREEAM

The Building Research Establishment Environmental Assessment Method (BREEAM) scheme provides a robust, measurable rating of a project's overall building, local and global environmental impact. The highest possible rating under the current BREEAM for Offices 2008 is 'Outstanding'.

The BREEAM scheme is constantly being refined and made more stringent. The evolution from the 2006 iteration to the 2008 iteration represents a particularly significant step change. Ratings such as 'Excellent', which were relatively easy to achieve before are now much more demanding, and 2008 'Outstanding' is a particularly challenging target. Most major commercial buildings in Manchester will have been designed to 2006 BREEAM with a number being 'Excellent'. Under 2008 BREEAM these would likely only achieve 'Very Good', which serves to further demonstrate the pioneering potential achievement of Mayfield and one or two other forthcoming developments in the city in targeting 'Outstanding'.

The team has carried out an appraisal of the project and defined what measures are required to achieve an 'Outstanding' rating, compared to the lower ratings of 'Very Good' and 'Excellent'. A particularly significant factor in achieving this is the need to further reduce building energy consumption and corresponding carbon emissions.

To achieve an 'Outstanding' BREEAM rating, additional credits are required across a broad range of assessment headings, with particular emphasis on improvements for energy, materials and waste. Key considerations include:

- high daylight levels and access to external views throughout the office
- EPC A rating through exemplar building fabric performance and deployment of low or zero carbon technologies on site to achieve greater than 20% CO₂ emission savings
- careful water management through specification low-flow devices and water re-use

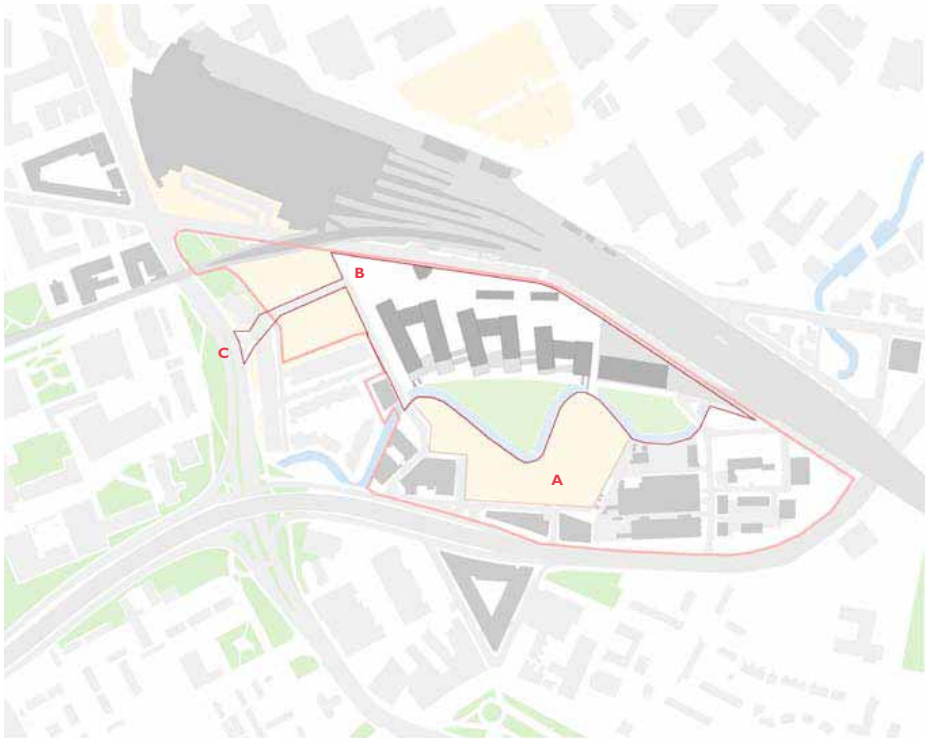
- careful selection of building materials to ensure responsible sourcing and low environmental impacts
- exemplar management of construction site operations in line with the Considerate Contractors Scheme
- minimise construction waste and develop an operational waste management strategy to encourage waste minimisation
- requirement to obtain 'innovation' credits and to complete Post Occupancy Evaluation reviews on an annual basis.

We have estimated that investing in a BREEAM 2008 Outstanding building will reduce operational energy costs for regulated uses by over 60% compared with a BREEAM 2006 Very Good specification.

EPC Rating

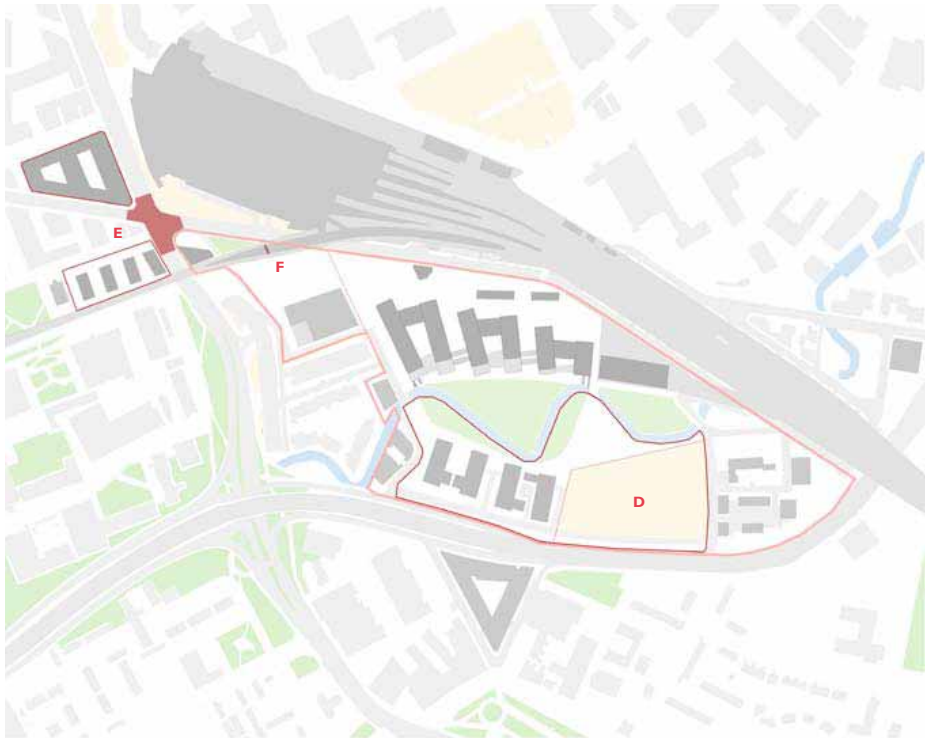
To achieve an 'Outstanding' BREEAM rating the building must achieve at least an A rating on the EPC scale of G (poorest) to A+ (best). The carbon index of an A rating is in the range 0 to 25 where zero represents a building with net zero CO₂ emissions. In contrast, the lowest G rating index is over 150. To achieve an A rating requires significant measures to reduce energy demand and to implement low or zero carbon technologies. The team has carried out an analysis of typical benchmark data and defined how carbon emissions can be reduced and what the equivalent energy cost savings would be.

Key
A Clearance of SDZ begun
B Baring Street (north) pedestrianised above Travis Street
C London Road / Travis Street junction modified

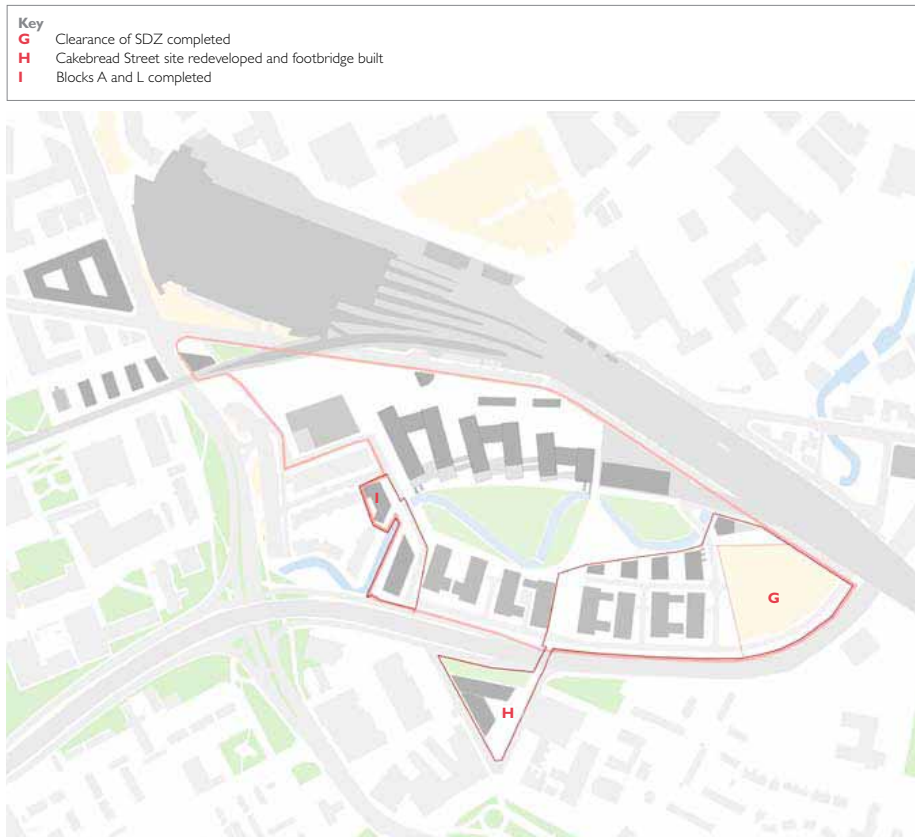


Phase 1 - Civil Service Campus and north park

Key
D Clearance of SDZ continued
E London Road fire station and Granby Row redeveloped
F Shibuya crossing implemented and viaduct opening enlarged



Phase 2 - SDZ blocks, south park and NDZ completed



Phase 3 - build-out of SDZ

10.0 Implementation

This Strategic Regeneration Framework provides a vision for the comprehensive regeneration of Mayfield and a series of agreements and mechanisms will be required to ensure its successful implementation.

The Strategic Regeneration Framework (SRF) creates the potential for a wide range of benefits and establishes a context to enable a number of key vacant and underused sites to be brought forward for the creation of the new Civil Service Campus, a new city park and other mixed-use developments.

For the SRF to be translated into reality there is an acceptance that the various landowners or developers must take the lead in delivering individual developments on a site-by site basis. The development and design principles set out in the SRF would be material considerations when detailed planning applications are assessed. The applications would still be subject to a full planning assessment, including any public consultation and Environmental Impact Assessments required.

The proposals and benefits identified in the SRF should not, however, be viewed as definitive since the development will take a number of years to complete and over time economic conditions will inevitably change and the Council's priorities may alter in response to evolving community needs and emerging policies.



10.1 Securing the Benefits

The accommodation of this level of new development and the realisation of the SRF vision will require extensive investment in public realm and the provision of new or upgraded infrastructure and facilities. The Council, as planning authority, will be responsible for ensuring that the essential benefits/requirements identified are secured and implemented in an appropriate manner:

The fact that developments are likely to be brought forward on a site by site basis, means that it will be necessary to prepare and adopt a masterplan wide Contributions Framework, which will be used as the basis for negotiating individual developer obligations. The Contributions Framework would ensure that the full range of benefits are delivered across the entire Masterplan site to offset any potential adverse impacts. It is envisaged that this Contributions Framework will:

- provide a robust mechanism to ensure that provision is made for the delivery of the full range of benefits across all of the sites that comprise the Masterplan
- confirm the overall infrastructure requirements and other facilities to be associated with the total development proposed by the Masterplan
- identify the phasing requirements of such infrastructure/facilities in relation to the phasing of development
- identify an overall specification and cost for the identified infrastructure requirements
- specify the method of securing/delivering each element of the infrastructure e.g. what actions need to be pursued in order to secure the delivery of each requirement
- set out the site-specific requirements in relation to each site that comprises the Masterplan
- set out a fair and equitable method of apportionment of the off-site provisions amongst each site that comprises the Masterplan
- set out requirements in terms of timing of payment, indexation and process of delivery and implementation.

10.2 Control of Quality and Sustainability

The exciting future of the Mayfield quarter only begins with this Strategic Regeneration Framework. Its eventual realisation by the various landowners and stakeholders will require a shared strategy and realistic structure for implementation. As well as the legal, statutory and financial issues described in the previous section, a number of other commitments and mechanisms will be required to ensure that the quality aspirations and sustainability objectives described in this document are achieved.

These commitments and mechanisms should include:

- establishing a steering group comprising the masterplan team and key stakeholders to maintain ownership of the SRF via an ongoing process of review, such that that the original vision is not only maintained but strengthened
- providing strong leadership and a commitment to quality
- appointing design consultants and development partners of high calibre
- developing high quality designs, with a suitable level of consultation with the local authority, other statutory bodies and the local community
- creating a unified and coherent public realm strategy that binds the development together and contributes to the creation of a distinctive sense of place
- creating an agreed and binding strategy for the site wide sustainability target of carbon neutrality
- balancing concern for quality with reasonable commercial considerations
- using the SRF as a reference document throughout the realisation process and ensuring that all developments adhere to its principles and contribute to the overall success of the quarter.

In the spirit of a 'framework', some of the strategic principles of the SRF are more definitive but other aspects are only indicative. Aspects such as park footprint, overall height constraints and grain are more fixed to ensure that the wider townscape and public realm objectives can be satisfied. Other areas such as the Southern Development Zone will benefit from an evolution that adds richness, quality, modulation and a degree of diversity. It would be prudent to agree an approach to the overall architectural language and palette of materials to ensure a degree of consistency but also allow a degree of flexibility.



Visualisation of the campus blocks from Piccadilly