Mayfield

STRATEGIC REGENERATION FRAMEWORK

MAY 2018

LCR

MANCHESTER CITY COUNCIL

Transport for Greater Manchester

u+i

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View of the interior of the Mayfield Depot

EXECUTIVE SUMMARY

The vision for Mayfield is to deliver a world class, transformational, distinctive and imaginative commercially led neighbourhood, anchored by Mayfield Park, which will become a powerhouse of socio-economic productivity.

The Mayfield Partnership proposes to capitalise on the site's existing assets: the Mayfield Depot; the River Medlock; and its gateway location at the heart of an extensive transport network, to become a destination for work, play and living for all.

This Strategic Regeneration Framework (SRF) has been prepared in order to guide the future comprehensive regeneration of the Mayfield area of Manchester city centre. It supersedes the 2010 and 2014 SRFs, which have been previously endorsed by Manchester City Council (MCC), following public consultation.

In December 2016 LCR, MCC, and Transport for Greater Manchester (TfGM) appointed U+I, through a competitive tender process, as their preferred development partner to bring forward regeneration of the site, forming the Mayfield Partnership (the 'Partnership').

Through the tender process a revised vision evolved, particularly in regards to retention of the Mayfield Depot and the character of the public park. A new SRF, reflecting this refreshed vision and the changed market and regeneration context since, has therefore been produced. The 2018 SRF will form the basis for the Mayfield Partnership to bring forward the transformational regeneration of the site.

The updated proposals are in line with the key development and urban design principles set out in the 2010 and 2014 SRFs. The proposals are further refined, and regeneration outcomes are maximised in line with the City Council's strategic objectives and the current context.

Capitalising on HS2 as a key strategic objective for the City, the Mayfield site is also part of the Manchester Piccadilly SRF (the 'Piccadilly SRF', endorsed in 2014 and updated in 2018). A key purpose of the Piccadilly SRF is to identify and strategically plan for the fact that HS2's arrival into Manchester will be the catalyst for a 'once in a century' opportunity to transform and regenerate the eastern side of the city.

The 2018 Mayfield SRF has therefore been developed alongside a revised 2018 Piccadilly SRF to ensure that strategic regeneration continues to be planned holistically, and the opportunities and linkages are maximised.

Regeneration and Economic Benefits

The Mayfield area will deliver a series of significant regeneration benefits, which in turn will help drive wider economic growth within Manchester city centre and adjacent neighbourhoods, including Ardwick and the communities of East Manchester, as well as improving connectivity to these areas.

High quality workspaces: Delivery of 154,800 sq.m. of office space, meeting the growing demand for high quality commercial floorspace in the city centre, and strengthening the city's inward investment offer, in a location which will capitalise on the economic benefits of investment at Piccadilly Station, including HS2.

New Jobs: Creation of up to 10,000 jobs accommodated in the new commercial and business space, the majority of which will be in business and professional services and digital industries[1], adding high value roles that will address the city's key strategic objective of enhancing productivity.

New Neighbourhood: Delivery of up to 1,500 new high quality homes and creation of a new inclusive neighbourhood with provision of local community amenities. These new homes are essential to attract a professional and skilled workforce that will support the continued economic growth of Manchester, and the range provided will be attractive to different groups, including families.

Natural Capital: Creation of a new 6.5 acre city centre park and an additional 6.5 acres of public realm, restoring the River Medlock and increasing biodiversity and public access to green space.

Leisure & Tourism: Two new hotels and an important leisure and retail offer, linked to the city's growing visitor and tourism economy, as well as the needs of local residents.

Functional Connectivity: Mayfield is in a pivotal location and will physically, socially, and economically connect key regeneration areas and transport hubs, including: Corridor Manchester and Ardwick to the east and south; Piccadilly SRF area and Piccadilly Station transport hub, New Islington and Ancoats to the north; and North Campus and the remainder of the city centre to the west.

Local Socio-Economic Impact: Mayfield will open up a range of economic, social and environmental benefits to residents in nearby wards. This will include the provision of apprenticeships throughout the construction programme.

Economic growth from clustering of economic activity adjacent to transport infrastructure: Mayfield is one of the city's leading locations to capture the economic benefits from the potential substantial transport investment at Piccadilly Station, including the Northern Hub proposals and Northern Powerhouse Rail. It will also act as a precursor for the City's plan to capture the full benefits of the HS2 station at Piccadilly, which will open in 2033.

Economic Benefits from Construction: The proposed construction programme will sustain a 700 person workforce each year, while the associated supply chain expenditure will support an additional 1,000 jobs in the Greater Manchester economy by 2025, increasing to 2,500 jobs by 2029, initially through construction works and subsequently through businesses accommodated in the commercial space[2].

Key Principles

Quality of Place: The standard of buildings at Mayfield will aspire to be exemplary, and will meet the highest architectural and urban design standards. A site wide management regime for the buildings and landscape is absolutely integral to creating a high quality place and will be developed as part of the detailed design process.

Place Making, Park and Public Realm: The 2018 SRF will build upon the existing character of the Mayfield area, retaining the Mayfield Depot and many of the existing structures around the site, and restoring and enhancing the River Medlock before adding new layers to the existing built and natural assets. In total 13 acres of public realm will be delivered. Active frontages are fundamental to the quality of place and a myriad of outward-facing uses will inhabit the street and lower levels of the buildings, creating a hustle and bustle of activity in key areas throughout the day. The environment created will be welcoming and inclusive.

Form and Layout: The 6.5 acres Mayfield Park lies at the heart of the Mayfield area with five distinct neighbourhoods located around it, all demonstrating their own unique character. Several buildings of historic and architectural interest are proposed for retention within the Mayfield area, most notably the Depot, and these help guide the surrounding form of development.

Scale and Massing: Scale and massing has been influenced by a number of factors, particularly achieving optimum daylight-sunlight levels to the Park, with larger buildings situated to the north. This approach creates a bowl-like skyline that steps down to celebrate the park at the centre, and steps up towards the east and the west, with two landmark towers to demarcate the two gateways to the site.

Use and Quantum: Although commercially led, Mayfield will layer a range of other uses, creating a truly mixed use neighbourhood, which will extend in to the Park. The Mayfield framework area is split in to five distinct areas. The Mayfield Depot and Baring Street Campus areas will deliver the majority of office accommodation. Hoyle Street East and West will be residential-led mixed use neighbourhoods. Wyre Street will provide additional mixed use development to complement the existing offer. Leisure, cultural, creative and amenity uses will be spread across Mayfield.

Site Frontages: Given the zones of influence of the Mayfield framework area and the potential for it to act as a catalyst for further regeneration the site frontages are extremely important. Key gateways will be enhanced, such as the Fairfield / Wyre Street and Fairfield / Baring Street junction. Barriers, such as the Mancunian Way, will be softened with new planting.

Transport, Movement and Connectivity: The Mayfield framework area is in a pivotal location and will enhance connectivity east-west and north-south, particularly making new connections through to Ardwick; the remainder of the city centre; Piccadilly Station and the Piccadilly framework area; North Campus; and the Oxford Road Corridor. The Mayfield Park and public realm will be key to this successful enhanced connectivity. The intention is to bridge, landscape and forge connections wherever possible to firmly establish Mayfield as a keystone within the areas it interfaces, improving and prioritising pedestrian and cycle connections to and from the Mayfield area, and consolidating vehicular access from the perimeter.

1 Ekosgen, 2017

2 Ekosgen, 2017

Sustainability: Mayfield has the opportunity to be the most sustainable district in Manchester. The rejuvenation of brownfield land and the ability to create new ecological habitats to educate and inspire, bringing back to life a once thought derelict building, in close proximity to a major transport hub, with associated public realm improvements, gives the scheme a highly sustainable foundation. This will be built upon with a holistic approach to building design to minimise energy use and emissions of CO_2, and to have a positive impact on the wellbeing of all who experience Mayfield.

Progress

There has been notable innovative and creative economic growth in this part of the City in recent years. This includes the very popular Pollen Bakery opened in a railway arch on Sheffield Street in 2016; small craft brewing company, Alphabet Brewing Company, located on N. Western Street; and the highly successful, Cloudwater Brew Co, which opened in 2014, and was named fifth best brewery in the world at the RateBeer awards in January 2017.

Mayfield is building upon this existing innovation and creativity. The Partnership has already invested in temporary 'meanwhile uses' to help kick-start regeneration and facilitate economic and social activity, particularly in the local community. For every £1 that is invested in the 'meanwhile' uses at the site, the local economy is benefitting by £6.30[3].

In 2017 the Baring Street site, 'Gatehouse', was opened with the arrival of a temporary pop-up food market, which included a collaboration with Alphabet Brewing Company, attracting many visitors to this previously vacant site adjacent to the Mayfield Depot. A three storey timber structure has been built on site to host the U+I office, along with further markets, creative events and installations.

The depot itself has hosted a multitude of events, such as Manchester International Festival and Street Food Awards 2017. A commitment to public events in this space will continue.

The Temperance Street arches have also been animated with Grub moving indoors to Arch 6 in October 2017, and creative spaces and workshops planned for 2018. Mayfield will continue to support temporary "meanwhile" uses to ensure the Mayfield regeneration story continues.

View of the Mayfield Depot northern façade and access ramp

3 Real Worth, The Sustainable Value of Worthwhile: Mayfield (2016)

1 INTRODUCTION

DOCUMENT PURPOSE

Mayfield has the potential to not only transform the immediate neighbourhood, but to also act as a catalyst for regeneration and growth of the neighbourhoods around it, particularly Ardwick to the south. Mayfield will truly capitalise on its strategic location adjacent to Piccadilly Station and the city centre to become a world class, transformational and distinctive commercially led neighbourhood that becomes a Powerhouse of socio-economic productivity.

PROJECT PARTNERS

The Partnership comprises:

LCR

MANCHESTER CITY COUNCIL

Transport for Greater Manchester

U+I

Manchester City Council (MCC) originally endorsed a Strategic Regeneration Framework (SRF) for Mayfield in 2010 which set out a vision for a new mixed-use urban neighbourhood, characterised by a high quality environment (including a new city centre park). Enhancing connectivity within the Mayfield / Piccadilly area and maximising the wider regeneration benefits was central to this vision.

The 2010 SRF was predicated upon a major relocation of public sector services which was not then enacted. In 2014, the Mayfield SRF was updated via an addendum to set out a new vision for a comprehensive mixed-use scheme (comprising office, residential, hotel, leisure and amenity uses) which sought to create synergy with Network Rail's Northern Hub programme of improvements. The 2014 SRF aimed to unlock the full potential of the Mayfield site by creating a strong connection to the adjacent Piccadilly mainline railway station, and forming a gateway to the city.

In December 2016 LCR, MCC and Transport for Greater Manchester (TfGM) appointed U+I as their preferred development partner to bring forward regeneration of the site, forming the Mayfield Partnership (the 'Partnership').

U+I was selected following a competitive tender process. Through the tender process a revised vision evolved, particularly in regards to retention of the Mayfield Depot and the character of the public park.

A new SRF reflecting this refreshed vision and the changed market and regeneration context has therefore been produced. The 2018 SRF will form the basis for the Mayfield Partnership to bring forward the transformational regeneration of the site.

The updated proposals are in line with the key development and urban design principles set out in the 2010 and 2014 Mayfield SRFs. The proposals are further refined and regeneration outcomes are maximised in line with the City Council's strategic objectives, and the current context.

The Mayfield site is also part of the 'Manchester Piccadilly Strategic Regeneration Framework (Piccadilly SRF), which was endorsed by the Council in 2014 with an update endorsed in June 2018. This followed the UK Government's announcement, in January 2013 of their commitment to Phase 2 of High Speed 2 (HS2).

The 2018 Mayfield SRF has been developed alongside a revised 2018 Piccadilly SRF, to ensure that strategic regeneration continues to be planned holistically and that opportunities and linkages are maximised. The revised Piccadilly SRF was endorsed by the Council at the Executive meeting in June 2018.

MAYFIELD FRAMEWORK AREA

The Mayfield framework area lies to the south of Fairfield Street in Manchester city centre, in close proximity to Piccadilly mainline railway station.

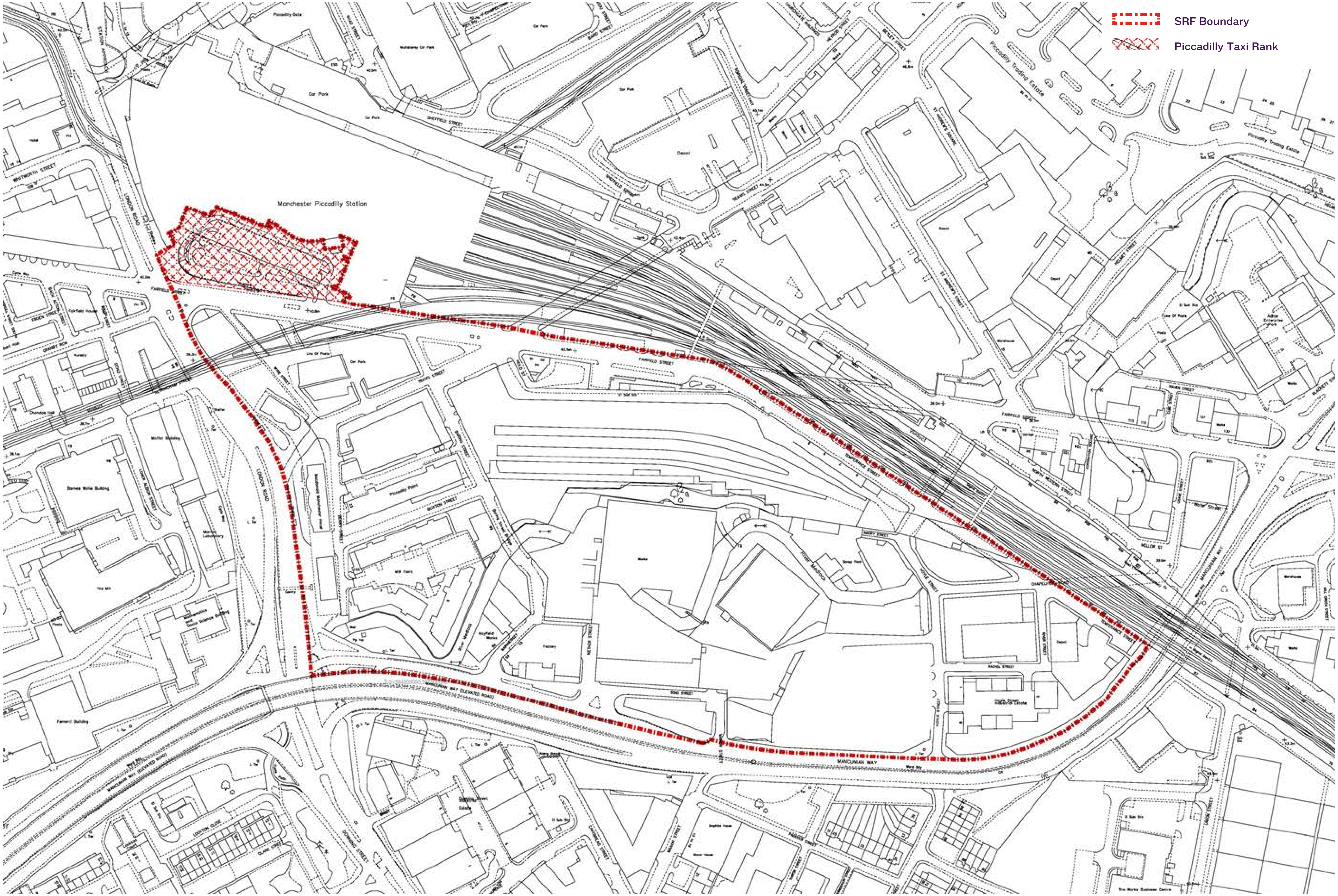
The Mayfield area is bounded by Fairfield Street to the north; Temperance Street to the north-east; the Mancunian Way Ring Road (A635) to the south; and London Road (A6) to the west. The site extends to approximately 30 acres.

The Mayfield area has been extended since the 2014 SRF to include the existing buildings on the western edge, including the MacDonald Hotel and several student accommodation blocks. The area has been extended in recognition of the important east-west links across the site, particularly with the adjacent North Campus SRF area to the west, and to ensure connectivity is maximised in this area of the city.

The Mayfield area includes the Piccadilly Station taxi rank in recognition of the importance of connectivity with Manchester's main train station on the northern boundary of the site. Any proposals for the taxi rank area (hatched red on the plan on page 13) are on a temporary medium-term basis and will be superseded by the proposals in the Piccadilly SRF 2018.

A significant tranche of the northern part of the Mayfield area is occupied by the Mayfield Depot building and associated railway infrastructure, which was formerly in use as a passenger railway station, and latterly as a Royal Mail depot.

The River Medlock flows through the Mayfield area, rising from a culvert under Hoyle Street in the east. A further section of the river is culverted beneath warehouses and surface car parking around Nether Street to the west. The Mayfield area has a varied topography with the lowest levels forming a valley along the meandering course of the Medlock, with the land rising towards the periphery of the site. A number of footbridges cross the river along the river's path.



The Mayfield SRF boundary

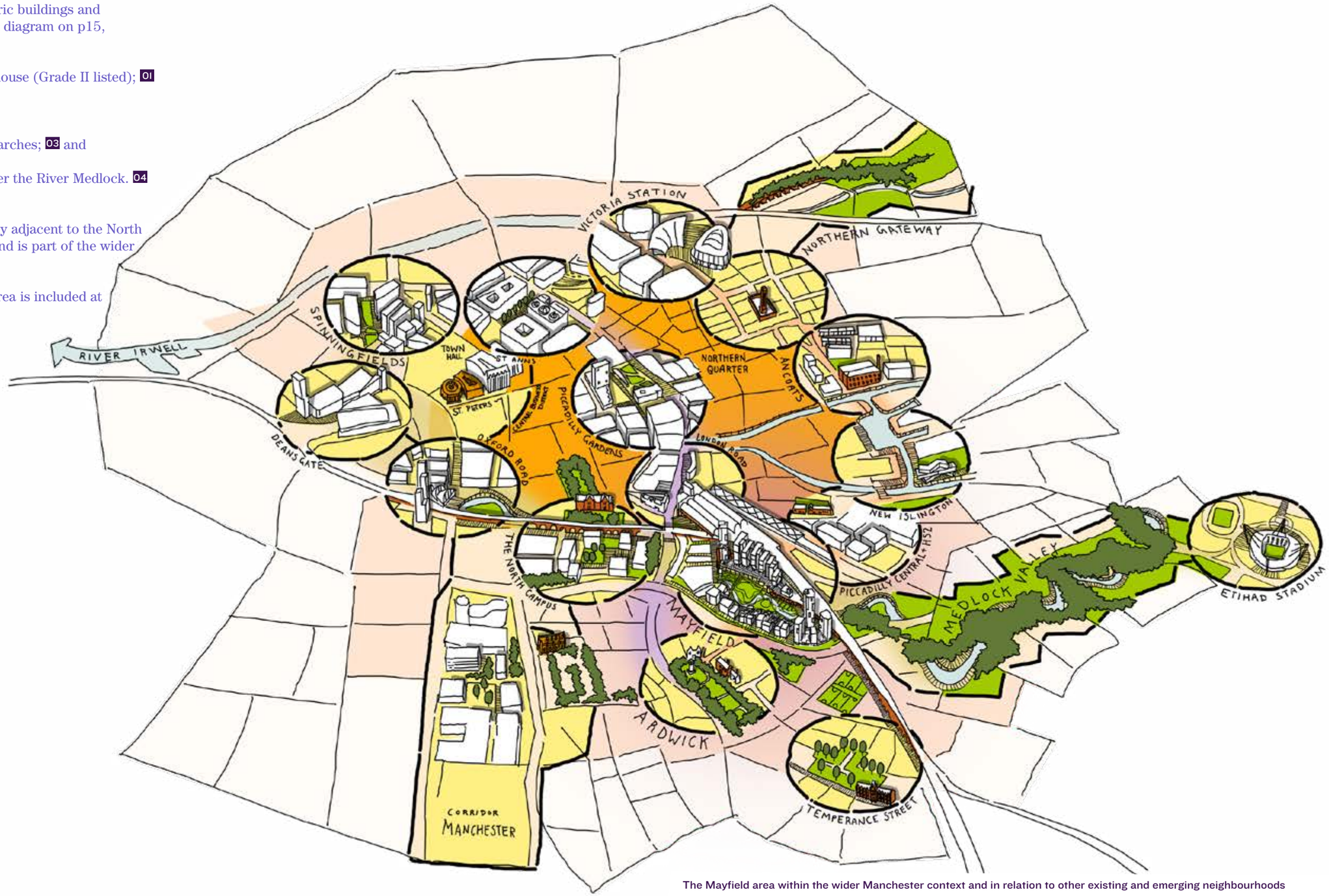
The western part of the Mayfield area is occupied by the MacDonald Hotel and a number of blocks of purpose built student accommodation. The remaining land is occupied by low rise warehousing and industrial units, interspersed with open scrub land and surface car parking.

The Area contains several historic buildings and structures as highlighted on the diagram on p15, including:

- the Star and Garter public house (Grade II listed); 01
- the Mayfield Depot; 02
- Temperance Street railway arches; 03 and
- the Baring Street Bridge over the River Medlock. 04

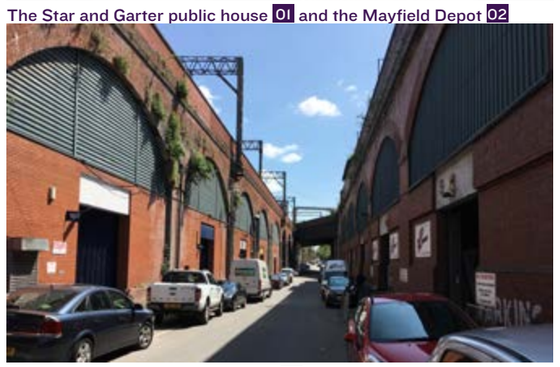
The Mayfield area is immediately adjacent to the North Campus SRF Area to the west and is part of the wider Piccadilly SRF Area.

A full analysis of the Mayfield area is included at Appendix B: Site Analysis.



The Mayfield area within the wider Manchester context and in relation to other existing and emerging neighbourhoods

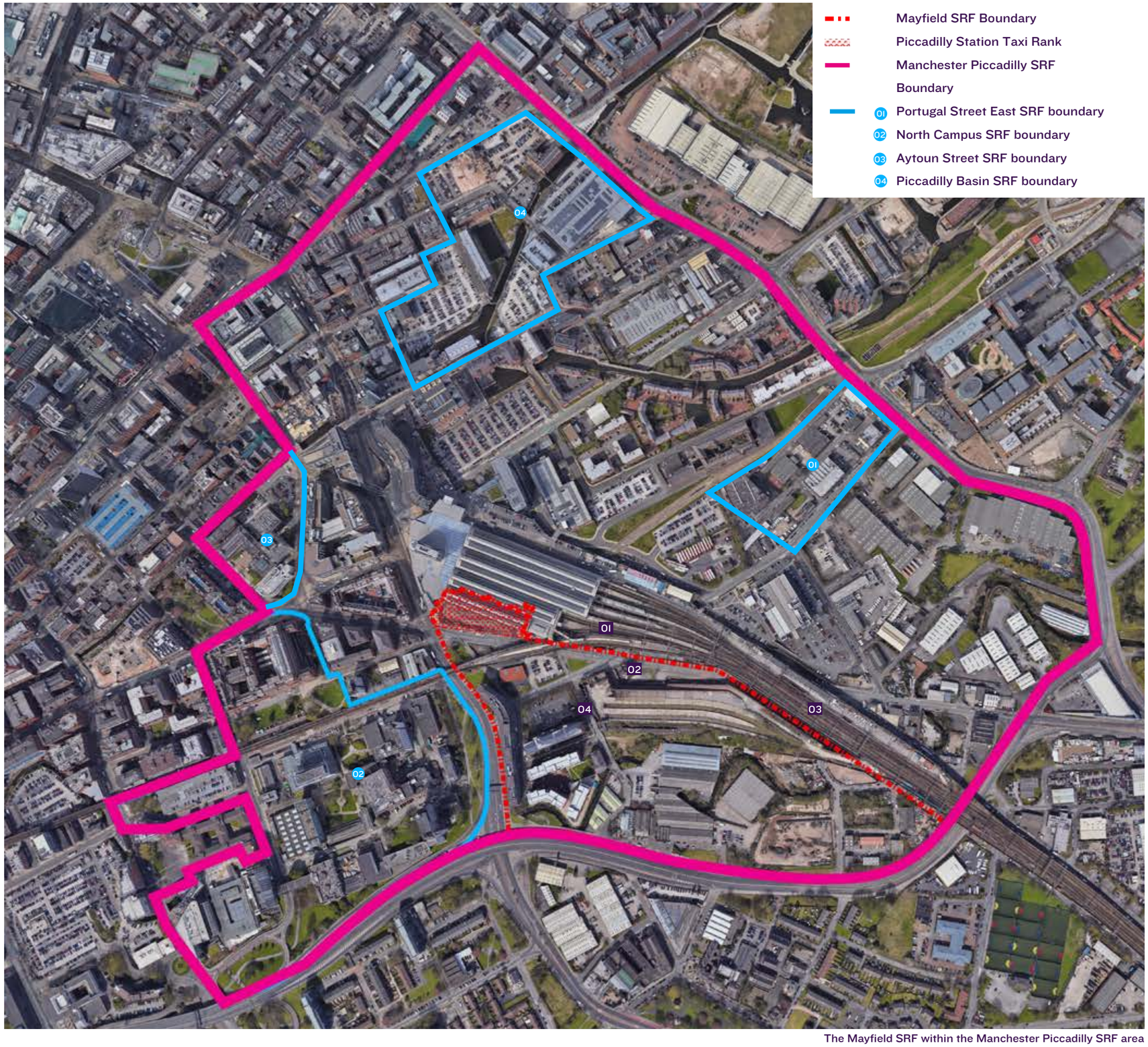
The Star and Garter public house 01 and the Mayfield Depot 02



Temperance Street railway arches 03

Warehousing/industrial units with student housing in the background

The Baring Street Bridge over the River Medlock 04



The Mayfield SRF within the Manchester Piccadilly SRF area

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REAL WORTH
Valuing sustainable change

SRF STATUS

After consideration by the Council's Executive in February 2018, formal consultation was undertaken by MCC.

Following final endorsement of the framework by MCC in May 2018, the SRF is a material consideration in the determination of any planning applications within the Mayfield area.

The proposals described in this document are intended to be understood within the context of a 'framework' and hence are indicative rather than definitive. They establish key guiding principles but will inevitably evolve as individual plots are brought forward to detailed design and planning application stage.

SRF STRUCTURE

This SRF is structured as follows:

- Chapter 1 – Introduction: setting the scene for the SRF;
- Chapter 2 - 2014 Framework: presenting a concise summary of the 2014 vision, objectives and development principles for the Mayfield area;
- Chapter 3 – 2018 Framework: setting out the new vision, design evolution, key objectives and core development principles for the Mayfield area;
- Chapter 4 – 2018 Flexible Framework Plan: detailing the place-based approach to key locations within the Mayfield area;
- Chapter 5 – Phasing and Delivery: outlining the key principles and rationale for the phasing and delivery of the scheme;
- Appendix A - Strategic Context: explaining the economic and strategic context underpinning the vision and guidance for the Mayfield area;
- Appendix B - Site Analysis: an overview of the area, site history, and key issues for the Mayfield area today (including flood risk and other considerations); and
- Appendix C – Microclimate Analysis: including sunlight, daylight, wind and noise.

View of the Mayfield Depot platform brick wall and former canopy structure

2 THE 2014 FRAMEWORK

VISION AND PURPOSE

The 2014 SRF for Mayfield was produced as an Addendum to the 2010 SRF and set out to establish Mayfield as a "distinctive new urban quarter", and a gateway to Manchester.

The ambition was to create a destination neighbourhood with a mix of uses around a major new 6 acre park, the impact of which would create a ripple effect in the surrounding area and help to facilitate further regeneration within Manchester's eastern neighbourhoods.

The key purpose of the 2014 SRF was to help deliver a design led approach to the scheme, responding to known market requirements and to guide investment in major developments, public realm and infrastructure in the Mayfield area. It was drafted to help ensure that development would be designed, implemented and managed in a comprehensive and co-ordinated manner through collaboration between landowners and MCC.

OBJECTIVES

The ambition was to create a series of significant regeneration benefits to help drive economic growth and initiate transformational change for East Manchester through the delivery of:

- 4,800 – 7,800 new office based jobs plus further job creation in retail and leisure;
- Up to 1,330 new homes;
- 350 hotel bedrooms;
- High quality public realm including a new 6 acre city park;
- Additional parking facilities;
- Initiation of transformational change of East Manchester;
- Spin-off regeneration benefits for surrounding communities such as Ardwick; and
- Maximisation of the opportunities presented by the proposed rail investment in Piccadilly Station.

Sketch of the view towards Piccadilly Station from the 2014 Mayfield SRF

PRINCIPLES

The 2014 SRF was underpinned by a series of key principles:

"Sense of Place"
Creating a distinctive new "destination" that places Mayfield firmly on the map. The park, the retained arches, the mix of uses and landmark buildings would create a distinctive 24/7 contribution to Manchester city life that is welcoming and safe.

Character
Creating a scale and grain of development that was not possible in other areas of the city centre. The 2014 SRF proposed a new place with a new character complementing elements of historic Mayfield.

A New Public Park
A substantial publicly accessible amenity that focused on the remediated River Medlock, providing opportunities for recreation and enjoyment by all, connected into the fabric of the city by safe and attractive routes. Surrounding built form was carefully controlled in scale and massing to create a pleasant environment in the park.

A Mix of Uses
A diverse range of uses aimed at creating a city district that was active 24/7. The 2014 SRF supported a mix of uses including offices, new homes, hotels, cafés, bars and retail as well as a reworking of the Piccadilly Station viaduct to accommodate speciality markets, retail, arts and performance.

Commercial Viability
A design led approach that was commercially viable and responding to market requirements.

Connectivity
Improving the area's connectivity and functionality by transforming existing routes to the city centre, Piccadilly Station, Medlock Valley, Corridor Manchester, Ardwick and East Manchester. The improved connectivity aimed to alter the perception of Mayfield as a peripheral location, transforming it to a fully integrated part of the city centre.

Transport Connectivity
Utilising the rail, tram, bus and car connections around Piccadilly and the future HS2 station to provide links to the city centre, the region, central London, the rest of the country and Manchester International Airport.

Potential Expansion of Piccadilly Station
Maximising the regeneration potential of the Northern Hub scheme to unlock the full potential of Piccadilly Station and create a strong connection to Mayfield.

Design Quality
Delivering buildings, streets and spaces that meet high quality architectural and urban design standards.

Contextual Response
A development that relates to the rich and diverse characteristics of Manchester.

Sustainability
Facilitating a site-wide strategy that addresses all aspects of sustainability and that supports Manchester's drive towards being an exemplary low carbon city.

Accessibility
Creation of an environment that is fully accessible to all.

Flexibility
A regeneration framework that captures the overall objectives for the development, but in a way that allows for flexibility in responding to changes in policy and market conditions.

The 2014 Mayfield SRF

DESIGN EVOLUTION TO THE 2018 SRF

The selection of a preferred development partner by the Mayfield Partnership naturally led to a review of the 2014 SRF, as potential development partners expressed their vision for Mayfield. At the bid stage U+I tested the 2014 SRF, particularly in regards to the retention of existing structures on site.

Since the selection of U+I, the Partnership have continued to develop the vision for Mayfield, and the masterplan has progressed to include updated input and ideas from stakeholders, the appointed design team and review processes, in order to capture as many aspirations as possible. These ideas have been tested, refined and consolidated into an illustrative masterplan that forms the backbone of the 2018 SRF.

The retention of the Mayfield Depot is the key alteration to the 2014 SRF. This encompasses the reworking of the ticket office, the grand columned volumes of the depot, the Temperance Street arches and the railway platforms above, with the potential to create an elevated park.

Key to the discussions of how the 2018 SRF should be laid out has been the mix of uses and typologies. In conjunction with this, going forward, the visual nature of the buildings should be varied and diverse in both scale and articulation, reflecting the streetscape of a city which has grown and evolved over time.

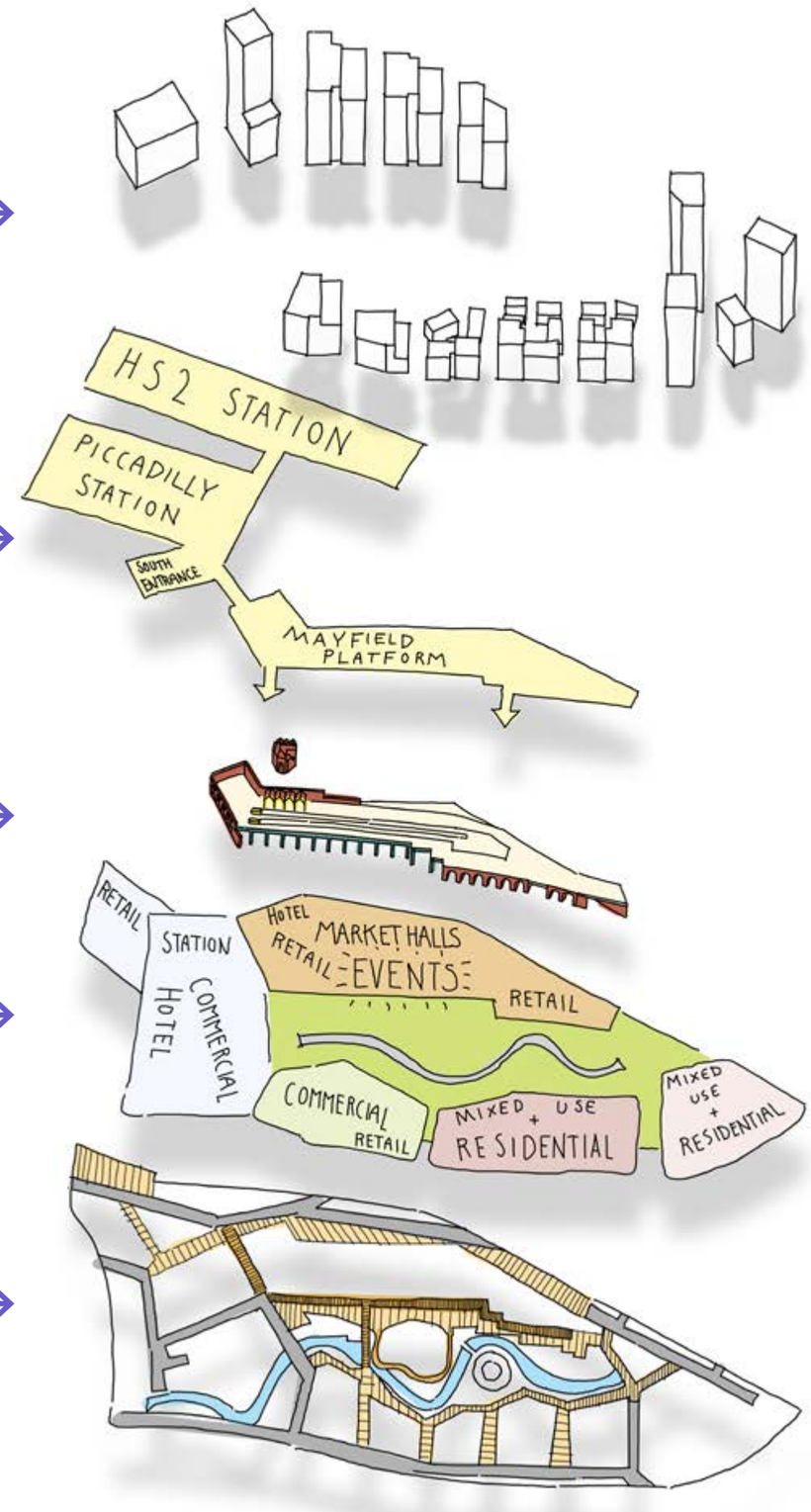
5. The Urban Grain
A new top layer of accommodation with predominant north-south orientation and flexible use

4. The Platforms
Celebrate the Mayfield platform layer with a raised park and establish new platforms with the opportunity for bridge level connections

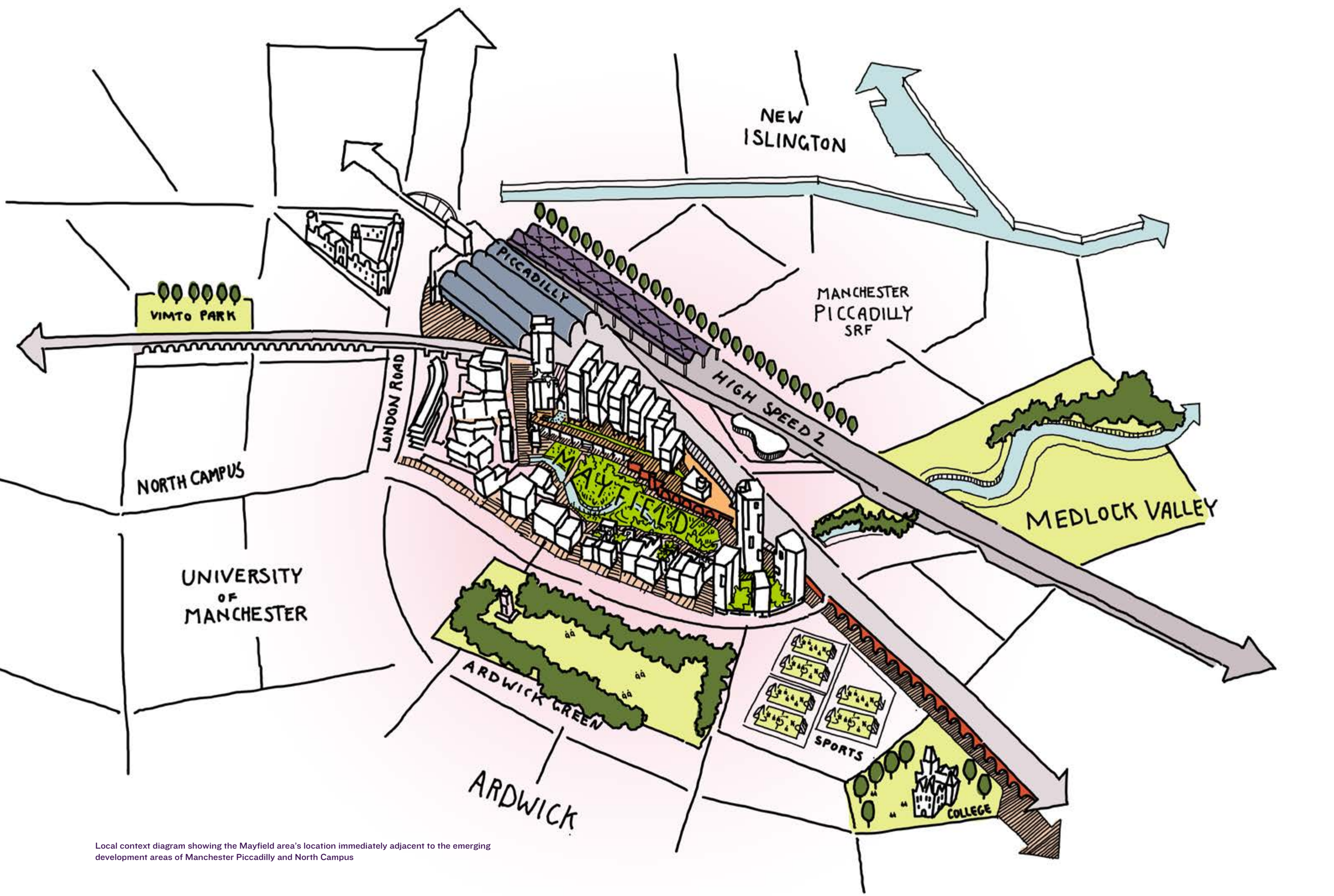
3. Retention of Buildings
Retain and celebrate the existing character defining buildings on the site

2. Use Clusters
Define quarters united by a central layered landscape

1. Unlock and Consolidate the Urban Network
Maintain and enhance the network of existing streets



A layered and flexible framework arranged around a central park



Local context diagram showing the Mayfield area's location immediately adjacent to the emerging development areas of Manchester Piccadilly and North Campus

3 THE 2018 FRAMEWORK

VISION

THE VISION FOR MAYFIELD IS TO DELIVER A WORLD CLASS, TRANSFORMATIONAL, DISTINCTIVE AND IMAGINATIVE COMMERCIALLY LED NEIGHBOURHOOD, ANCHORED BY MAYFIELD PARK, WHICH WILL BECOME A POWERHOUSE OF SOCIO-ECONOMIC PRODUCTIVITY.

THE MAYFIELD PARTNERSHIP PROPOSES TO CAPITALISE ON THE SITE'S EXISTING ASSETS: THE MAYFIELD DEPOT; THE RIVER MEDLOCK; AND ITS GATEWAY LOCATION AT THE HEART OF AN EXTENSIVE TRANSPORT NETWORK, TO BECOME A DESTINATION FOR WORK, PLAY AND LIVING FOR ALL.

PURPOSE

The 2018 SRF is the shared vision of the Mayfield Partnership, and is a bold commercial vision.

The framework will allow Mayfield to be brought forward in a co-ordinated manner, ensuring delivery of world-class development and maximising the regeneration opportunities for the whole of Manchester.

OBJECTIVES

The 2018 SRF will be transformational through its regeneration benefits. It will achieve these by acting as a catalyst for the regeneration of the surrounding areas by building on the benefits of the investment in Piccadilly Station; and by maximising the opportunity of the arrival of HS2 as a 'once-in-a-century' opportunity to transform this part of Manchester, by creating a new gateway and extending the city centre eastwards to the inner ring road and beyond.

The Mayfield area will deliver a series of significant regeneration benefits, which in turn will help drive wider economic growth within Manchester city centre and adjacent neighbourhoods. In order to achieve this, securing the following objectives lies at the heart of the 2018 SRF:

- **Place Making**: To offer exceptional design which respects and restores the Mayfield area's heritage assets, to create well-used and well-loved public spaces and a brand new park, and to strive for an exemplar sustainable development, in order to achieve a vital and viable new city centre district.

- **New Jobs**: Creation of up to 10,000 jobs accommodated in the new commercial and business space, the majority of which will be in business and professional services and digital industries[1], but also within sectors such as leisure and tourism. Jobs will be created at a range of levels, including high value roles that will address the city's key strategic objective of enhancing productivity and will be accessible to local residents.

- **High quality workspaces**: 154,800 sq.m. GEA of office space, meeting the growing demand for high quality floorspace in the city centre, and strengthening the city's inward investment offer, in a location which will capitalise on the economic benefits of investment at Piccadilly Station, including HS2.

- **Townscape & Urban Design**: To create a locality that has its own distinctive character while also feeling like a continuation of the city centre, improving the environment around the Mayfield area and Piccadilly Station, and ameliorating some of the anti-social activities which currently take place in the locality.

- **New Homes in a Neighbourhood of Choice**: To deliver 1,500 new homes. These will comprise a mix of sizes and tenure, to create a diverse and inclusive neighbourhood, in a new and vibrant district close to the heart of the city centre, with considerable green space and local community amenities.

- **Housing pipeline for a growing workforce**: New high quality residential development that is attractive to a professional and skilled workforce is essential to support the continued economic growth and productivity in Manchester. While some recent completions are making up for a shortfall in new developments in recent years, the Mayfield housing developments will be a critical part of the city centre's future housing supply and will contribute to achieving the target of 25,000 new homes in the period 2016-2025 as set out in MCC's Residential Growth Strategy. The under-supply which has affected the city has contributed to increasing rents, which will continue unless new supply meets demand.

- **Natural Capital**: To create a new 6.5 acre city centre park and an additional 6.5 acres of public realm, restoring the River Medlock and increasing biodiversity and public access to green space. This will ensure Mayfield will become a new destination and significant amenity for the whole city.

- **Leisure & Tourism**: Two new hotels are planned together with a leisure and retail offer, linked to the city's growing visitor and tourism economy, as well as the needs of local residents.

- **Functional Connectivity:** Mayfield is in a pivotal location and will physically, socially, and economically connect key regeneration areas and transport hubs, including: Corridor Manchester and Ardwick to the east and south; Piccadilly SRF Area and Piccadilly Station transport hub, New Islington and Ancoats to the north; and North Campus and the remainder of the city centre to the west.

- **Local Socio-Economic Impact**: Mayfield will open up a range of economic, social and environmental benefits to residents in nearby wards. This will include the provision of apprenticeships throughout the construction programme.

- **Economic growth from clustering of economic activity adjacent to transport infrastructure**: Mayfield is one of the city's leading locations to capture the economic benefits from the potential substantial transport investment at Piccadilly Station, including the Northern Hub proposals. It will also act as a precursor for the City's plan to capture the full benefits of the HS2 station at Piccadilly and potentially Northern Powerhouse Rail, which will open in 2033.

- **Economic Benefits from Construction**: The proposed construction programme will sustain a 700 person workforce each year, while the associated supply chain expenditure will support an additional 1,000 jobs in the Greater Manchester economy by 2025, increasing to 2,500 jobs by 2029, initially through construction works, and subsequently through businesses accommodated in the commercial space[2].

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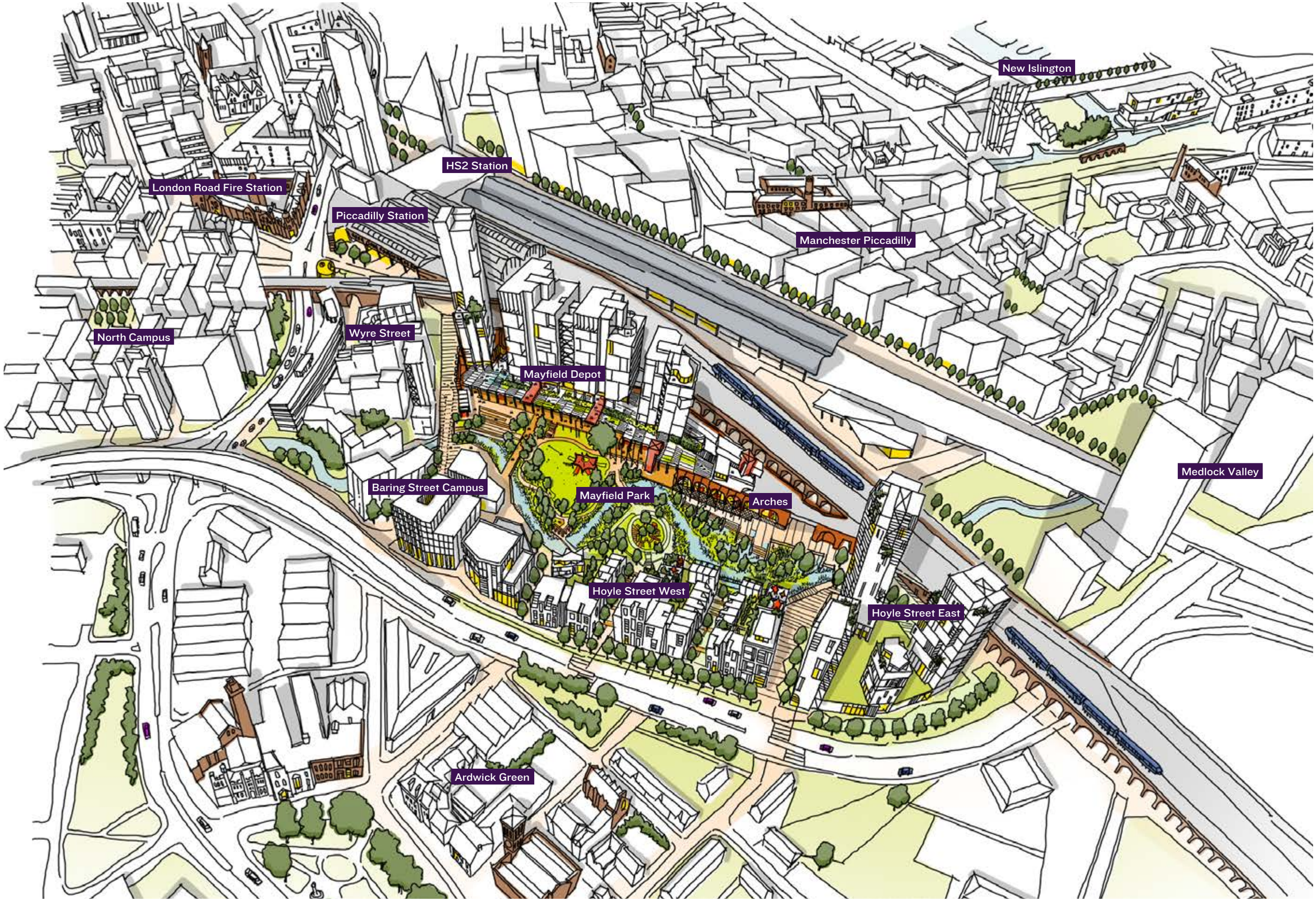


Indicative sketch of the Mayfield neighbourhood within the future context of the emerging Manchester Piccadilly area and the North Campus area

CORE DEVELOPMENT PRINCIPLES

QUALITY OF PLACE

It is imperative that Mayfield is of the highest possible quality, in its materiality, design, execution and environment. This is particularly true of the taller elements within the Mayfield area, which will become prominent features on the Mancunian skyline, particularly from the eastern approaches via road and rail, and from the inner ring road.

The rich history of the site will be drawn upon as the new neighbourhood is crafted around it. The new buildings will learn from the past, adopting a raw and robust vernacular that is differentiated and accentuated by the use of a contemporary form and material palette. This approach will help to build character early on.

Consideration of the microclimate, air quality and noise is key to creating a quality environment that people want to work, live and socialise in. These factors will all be considered further, with appropriate mitigation proposed, such as hard landscaping, planting and innovative use of building materials, during the detailed design phase.

Durable and long lasting materials will be prioritised to prolong the lifespan of buildings and landscapes, complementing the traditional materials of the retained structures, such as red brick and steel. The use of high quality materials will also reduce the need for maintenance and replacement. All soft landscaping will be hardy and native. Open space and street furniture will be designed to withstand damage and intensive use, making it more durable and resistant over time. A site wide management regime for the buildings and landscape is absolutely integral to creating a high quality place. A management regime will therefore be developed and considered at an early stage. There are three key factors to successful estate management:

1. **Cleanliness** – The appearance of cleanliness contributes significantly to the image/impression of a place. A frequently cleaned site, free of chewing gum, graffiti and wind-blown litter maintains quality and encourages use of the public realm.

2. **Safety and Security** – New development should be designed so as to provide a welcoming, safe and secure environment, using the principles of 'Secure by Design.'

3. **Repair and replacement** - Periodic repair and replacement will be required to avoid any deterioration in quality and to help ensure public safety.

Indicative park and public realm diagram

PLACE MAKING, PARK AND PUBLIC REALM

The challenge of place-making is often the creation of a strong sense of identity and place. This is why the approach adopted through the 2018 SRF will be to make use of existing buildings and structures that are deep-rooted in the history of the place and that contribute to the identity and memory of the area, most notably retention of the Mayfield Depot. By embracing the legacy of the Mayfield area and embedding it into the new neighbourhood it will be possible to create something truly unique: a place where people actively choose to visit and spend their leisure time.

Mayfield Park is the focus of this new district. The park will be of notable scale and a major attraction in its own right. It will feel large and verdant with a varying and accommodating design that offers something for everybody. A sequence of spaces will invite visitors on a journey of discovery, from informal through to more natural and wild: an urban square with a buzz of activities; open greens for lawn sport and informal play; adventure play areas; floodable meadows and biodiverse ecological areas where children and adults can engage with the river. Small structures will provide sheltered spaces within the park to make the park inviting and fun to use in all weather conditions and during all seasons.

The Mayfield Depot is absolutely key to the character of this new neighbourhood and place making, and will form the northern boundary to the park and will be opened up to allow the outdoor, indoor and platform spaces to blur. Events and activities are encouraged to spill out into and animate the park.

The public realm will be conceived as an extension of the park, pulling green and high quality hard landscapes through the commercial and residential areas. The open spaces will be generous and predominantly pedestrian, with street planting and sustainable urban drainage water elements for rainwater management and harvesting.

An active ground plane is fundamental to the quality of place. Active frontages will help breathe new life and soul into currently under used structures and will animate streets and open spaces to ensure they are safe and naturally surveyed.

A myriad of outward-facing uses will inhabit the street and lower levels of the buildings, creating a hustle and bustle of activity in key areas, and providing lower key local services in residential areas. Consideration will be given to animating the neighbourhood 24hrs a day to help create an active, safe area at all times. This will be particularly important where non-active uses such as parking or utilities infrastructure are proposed at ground floor level and active frontages can be utilised to enhance and disguise.

Improved linkages to the surrounding areas will help weave together Manchester city centre's eastern fringe and connect it with the city centre.

A dynamic approach to level changes will be adopted to achieve a variety of environments along the river, to make the river and its ecology accessible to all. This may be through the use of boardwalks, stepped terraces, projecting platforms, bridges or sculpted earth. Enhanced river corridor ecology will provide an educational and recreational focus. The activity of the water could be further amplified through the use of boulders and stepping stones that can help manage the water flow and improve water quality.

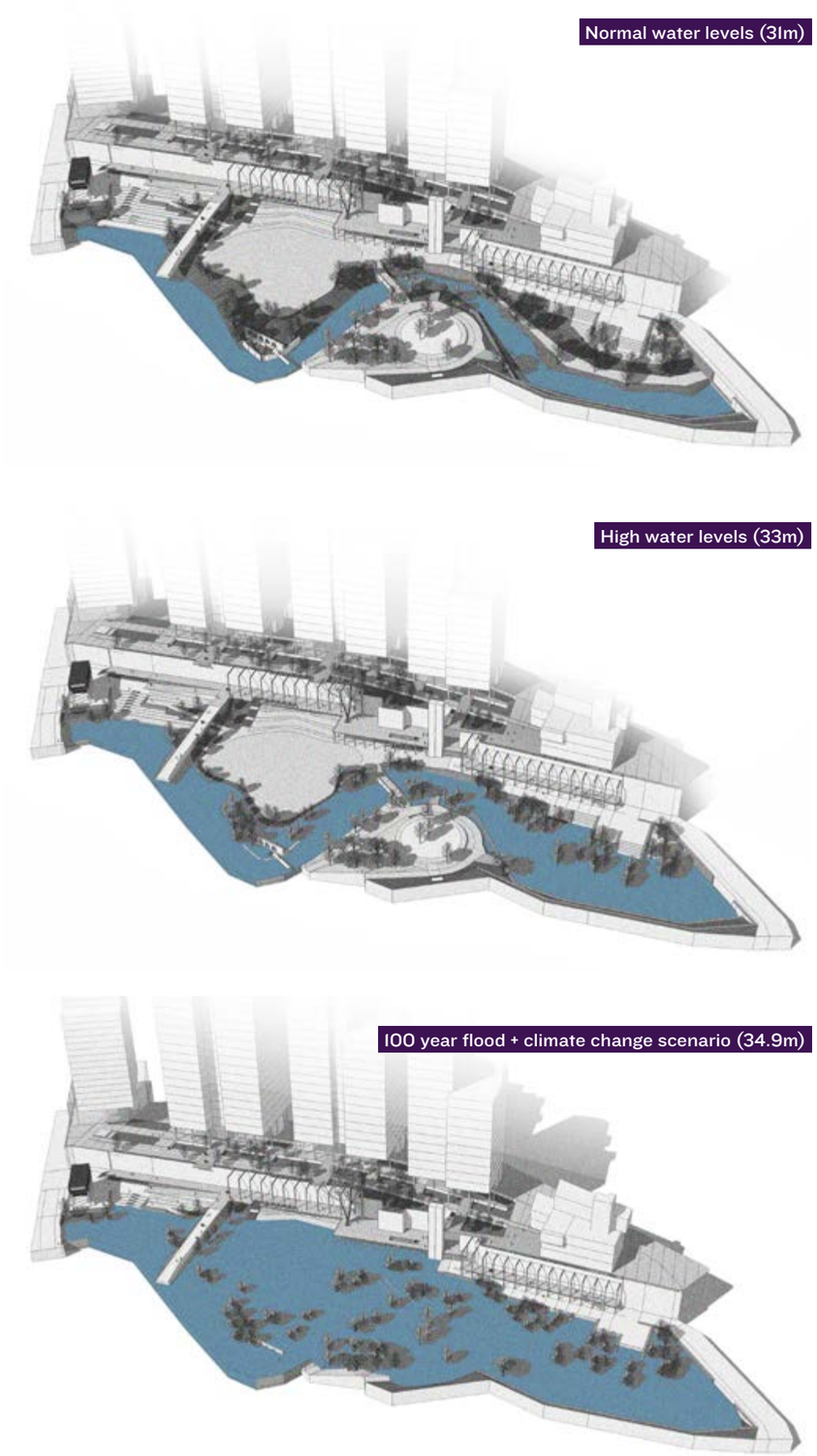
Flood management approach
A key consideration in the place making strategy has been to holistically consider the approach to flood management, within the site, but also other planned improvement works that are being progressing further upstream in the wider Medlock catchment.

By removing the old culverts and high-sided river walls and opening up the river, particularly on the north bank, natural river edges with a range of habitats can be created. Integrated flood storage will be provided in the park by allowing some parts of the park to flood when necessary.

Safe public pedestrian access will be possible to the river directly from the park by providing features such as stepping stones, riverside walks and boardwalks. The river edges will be softened in places to allow marginal wetland areas to be created, not only giving space for water, but space for recreation and wildlife as well. It will be a truly multi-use space offering significant social and environmental benefits, including increased biodiversity and flood resilience.

New pedestrian bridge links will help maximise the benefits that the Medlock can offer even when the Medlock flood plain is in use during a significant flood event. Opening up the river will allow the flood plain to be clearly defined so that a safe environment for pedestrians can be created at times when high river flows are expected.

Maintenance access will also be improved to allow the river corridor to be managed effectively where necessary, and give access to the Environment Agency (EA) to allow them to manage the overall flood risk to the catchment. This access for inspection and maintenance will integrate with a landscape management plan setting out the requirements for maintaining the park and the riverside areas, reduced through the use of low maintenance planting of the natural features.



Diagrams illustrating the flood retention capacity of the park

FORM AND LAYOUT

The expansive Mayfield Park lies at the heart of the Mayfield area with five distinct neighbourhoods located around it, all demonstrating their own unique character. The open space extends the full length of the Mayfield area, from Baring Street in the west to Temperance Street in the east. It is loosely oval in shape with a stepped irregular contour framed by the retained Mayfield Depot building to the north and the finer grain residential and mixed use plots to the south.

Several buildings of historic and architectural interest within the Mayfield area are proposed for retention and these help guide the surrounding form of development:

- The Star and Garter public house (Grade II listed) 01
- The Mayfield Depot 02
- Temperance Street railway arches 03
- The Baring Street Bridge over the River Medlock 04

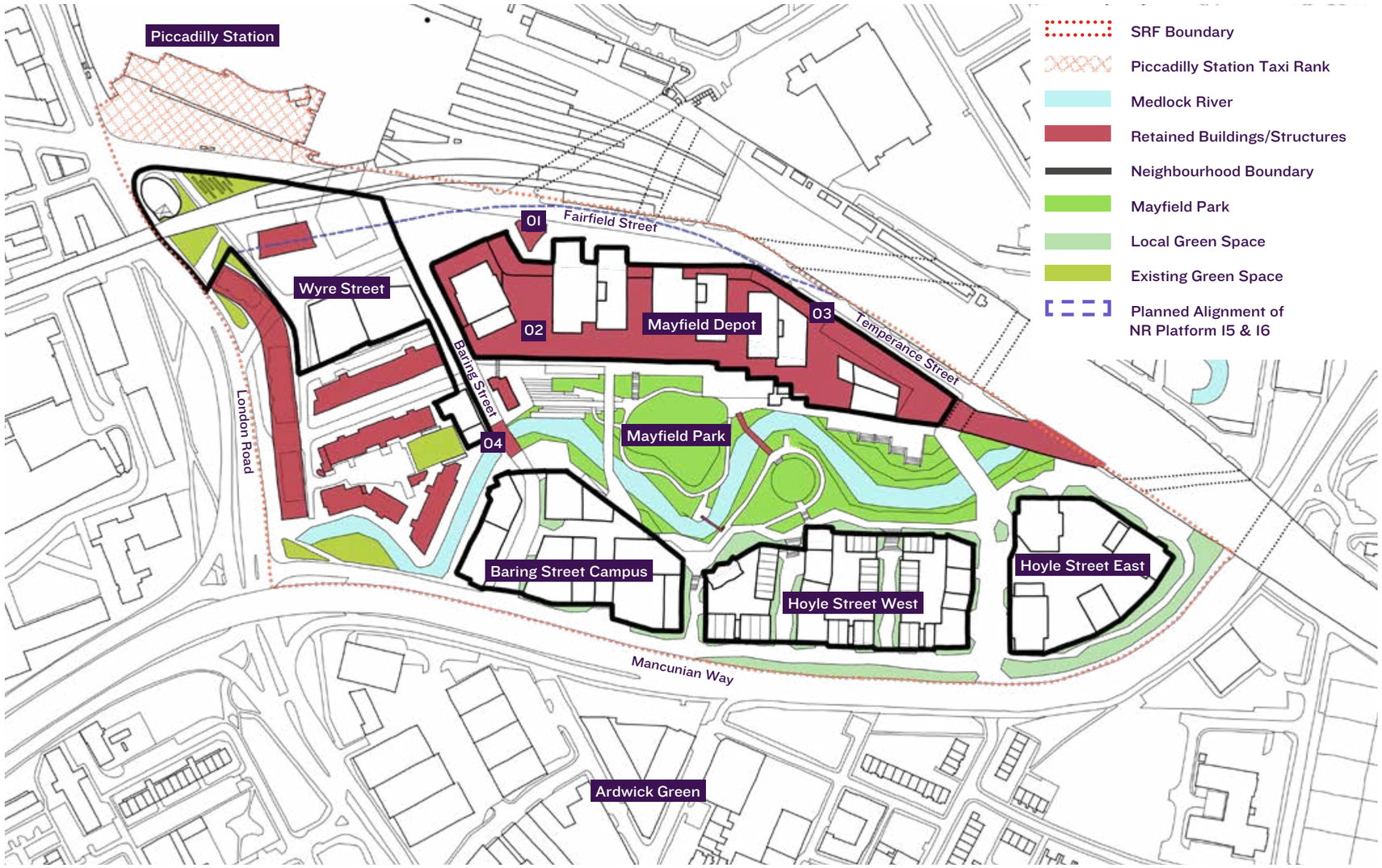
The form and layout of the masterplan responds to the specific characteristics of the site and its surrounding context. The northern plots above the depot and at Hoyle Street East provide robust and generous building floorplates that reflect the monolithic nature of the retained depot below and the adjacent Piccadilly Station railway infrastructure. The northern plots also respond in scale and dimension to the planned urban grid of the Piccadilly SRF which will be delivered on the north side of the railway tracks.

Above the depot, commercial and mixed use buildings are proposed, extending vertically from the depot building, which act as a unifying base. The office buildings are articulated to create a rhythm along Fairfield Street that complements the existing Star & Garter pub.

The Hoyle Street East cluster continues the arc of tall elements along the northern edge with a cluster of four towers. The footprints of these towers are smaller to better suit residential use and to create a more slender profile on the city skyline. The tallest of the four buildings provides a bookend to the park.

The Ardwick Green neighbourhood to the south of Mancunian Way is by contrast lower rise and fine grain, which has prompted a more granular and smaller scale approach along the southern edge of the site.

The Hoyle Street West plots adopt a similar scale to that of traditional central Manchester blocks. Set back from the Mancunian Way, they allow for servicing, circulation, and a generous planted buffer. Hoyle Street West comprises a mix of houses, duplexes and medium rise apartment buildings with provision of communal and private amenity space.



Indicative form and layout diagram

The Baring Street commercial campus is made up of four separate development plots. The building footprints are large and generic to optimise building efficiency and flexibility.

The Wyre Street area consolidates the western part of the site by adding new buildings, structures and open spaces that complement the existing urban grain. These sites offer the opportunity to re-address the relationship between the area west of Baring Street and the wider Mayfield masterplan. A generous and flexible building footprint well suited for office use is provided on the existing MacDonald surface car park site. A smaller footprint building will replace the existing brick building on Baring Street.

The Wyre Street area is also a key gateway in to Mayfield and this will be significantly enhanced with landscaping and a commercial pavilion on the Fairfield Street/London Road junction.

A series of small scale structures for public use occupy the park and the platform above the depot arches.In addition to the Mayfield Park, smaller scale pocket parks and open spaces for residents are provided throughout the illustrative masterplan at ground level and podium level, providing an important local amenity.

SCALE AND MASSING

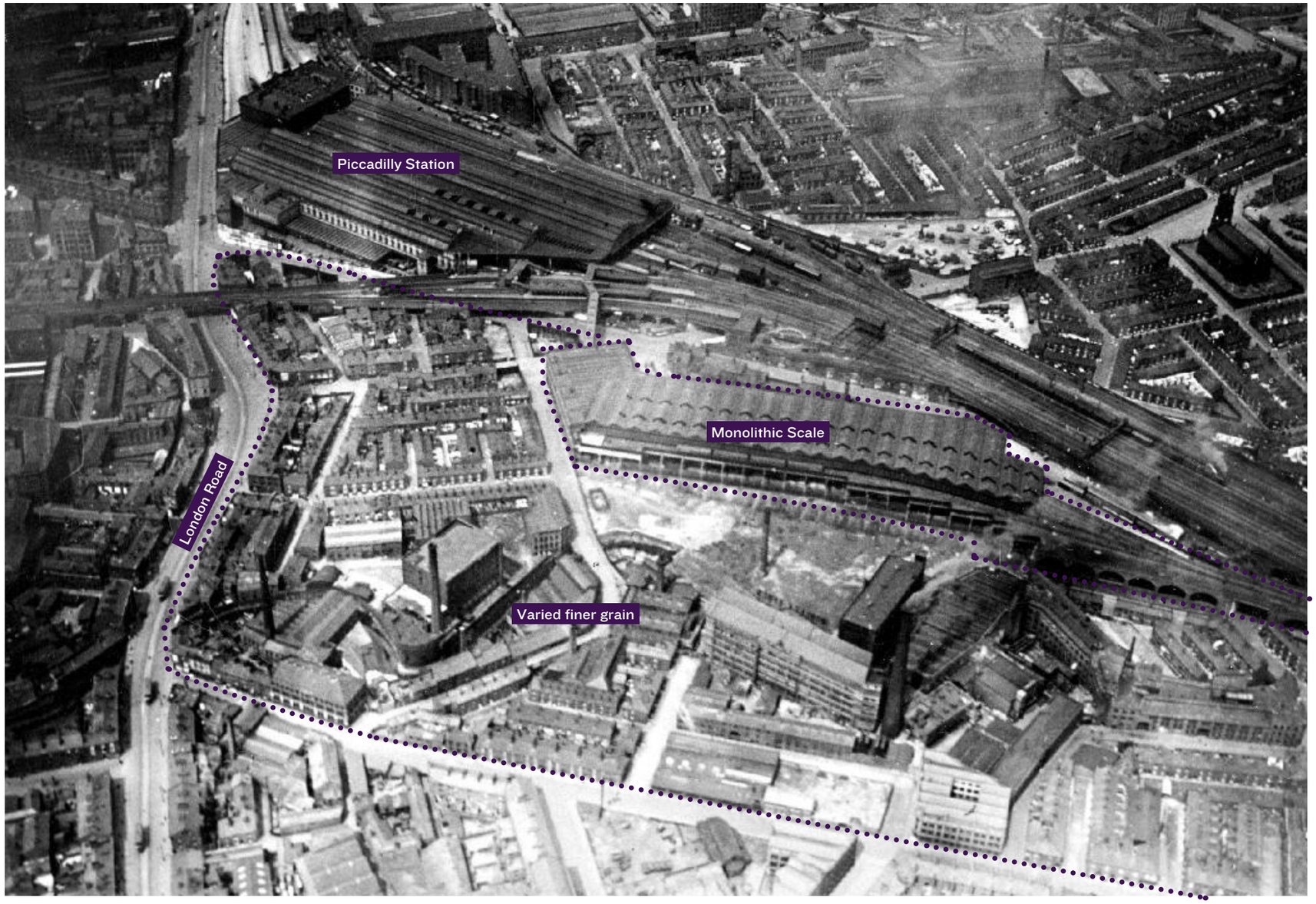
The scale and massing of the site has been influenced by a number of factors:

- site and area analysis, including views and townscape analysis;
- risk of flooding
- development of a design led response;
- proposed uses throughout the neighbourhood as well as the commercial requirements of these uses; and
- microclimate analysis to ensure all spaces and buildings can be enjoyably used, particularly to ensure the park achieves optimum levels of daylight and sunlight.

Area Analysis and the Design Led Response
The historic Mayfield Print Works was an intensely populated site with a collection of low rise industrial buildings in a non-linear arrangement. The construction of the Mayfield train station in the early 19th century introduced the larger scale of structures that dominates the northern part of the site today. The historic site could therefore be divided in two distinct character areas: the large scale and monolithic north, and the small scale granular south.

Today, the immediate area and surrounds are defined by a range of different scales and grains – from low rise single family houses to the south to the higher rise buildings of the Unite Student Housing and MacDonald Hotel within the site to the west. Emerging developments on the nearby North Campus and Piccadilly SRF sites are comparable.

The masterplan seeks to restore the balance of contrasting scales that have characterised the site for the past century by proposing a robust built form of greater scale to the north, and a lower rise finer grain of development to the south.



1924 aerial photo of the Mayfield area illustrating the northern monolithic scale and the south western varied finer grain of development

The key principles that have influenced the masterplan massing are:

- Stepping down to the south: The massing along the southern part of the site steps down to respond to the smaller scale of the Ardwick Green area to the south, and to allow as much sun as possible into the Mayfield Park throughout the day and the seasons.

- Stepping up to the north: The buildings will step up in height along the northern edge where they will have limited impact on surrounding areas. Tall buildings in this location will not overshadow any existing dwellings, dwellings proposed as part of the Mayfield SRF, parks or public open spaces. The new Baring Street tall building is set back at upper levels to minimise the extent of overshadowing to the proposed park over and above the existing baseline conditions. The masterplan massing also responds to the planned taller development proposed along the railway edge as part of the Manchester Piccadilly SRF. The buildings above the depot will be located in alignment with the depot structure below. All tall elements are set out to critical separation distances to create sky gaps between buildings, increase daylight penetration and to reduce north-facing residential units. Stepping buildings across the site creates a visually interesting aggregated skyline that avoids a continuous datum.

- Two landmark buildings: These are located at the two key gateways to the site, above the old ticket hall and at the east end of the park, to mark the arrival to the Mayfield area. These taller buildings will be visible both to pedestrians within the city, acting as guiding landmarks, and for spectators looking back at the city from afar. They will clearly mark the arrival to Piccadilly Station for passengers on the mainline railway.

- A two-tiered approach: Along the northern edge and to the east, buildings conform to a two-tiered approach to height and massing – a low level podium with taller elements perched atop. The lower level podiums at ground are provided by the retained Mayfield Depot to the north and a proposed new podium structure at Hoyle Street East and the MacDonald site.

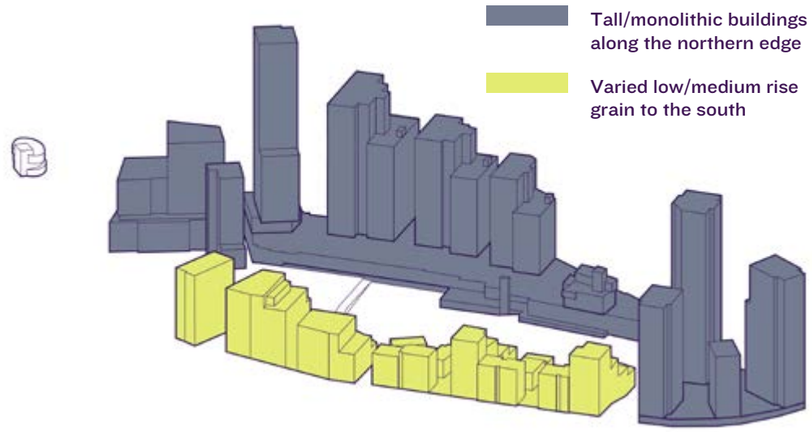


Diagram illustrating the difference in scale between the north and the south of the site (proposed only)

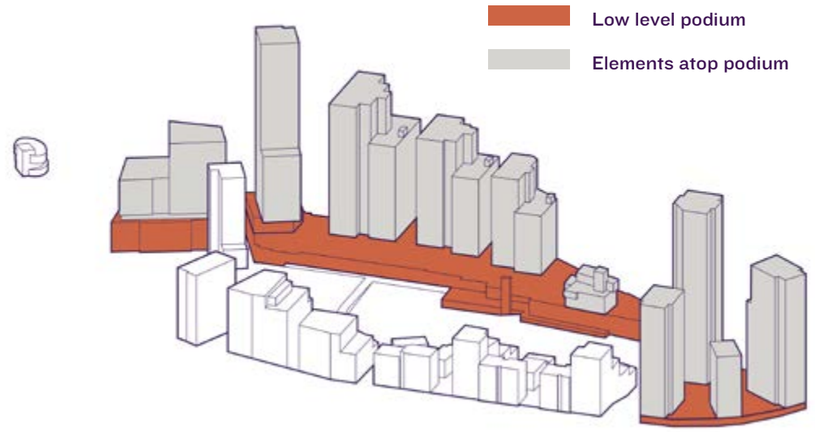


Diagram illustrating the two-tiered approach to massing (proposed only)

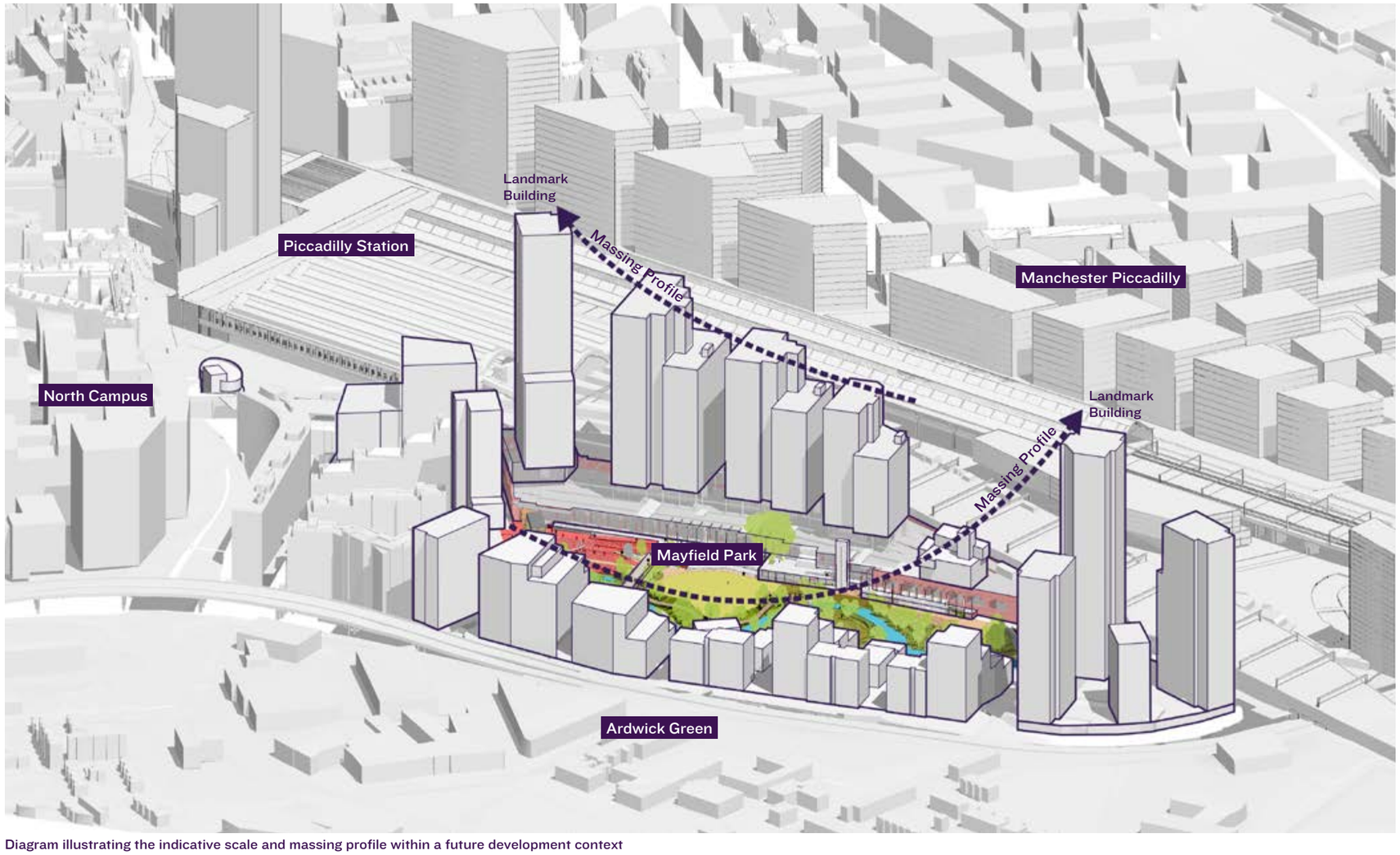


Diagram illustrating the indicative scale and massing profile within a future development context

Flooding

Planning for flooding is an absolute key requirement of the masterplan and has strongly influenced the siting of buildings and associated massing. The river corridor and flood plain have been carefully re-profiled to ensure that the park can reduce the risk of flooding and mitigate for the effects of climate change. The well-considered design will ensure that there will be no detrimental effects upstream or downstream, with finished floor levels for buildings set well above design flood levels. This will ensure the development is safe, with appropriate pedestrian and vehicular access.

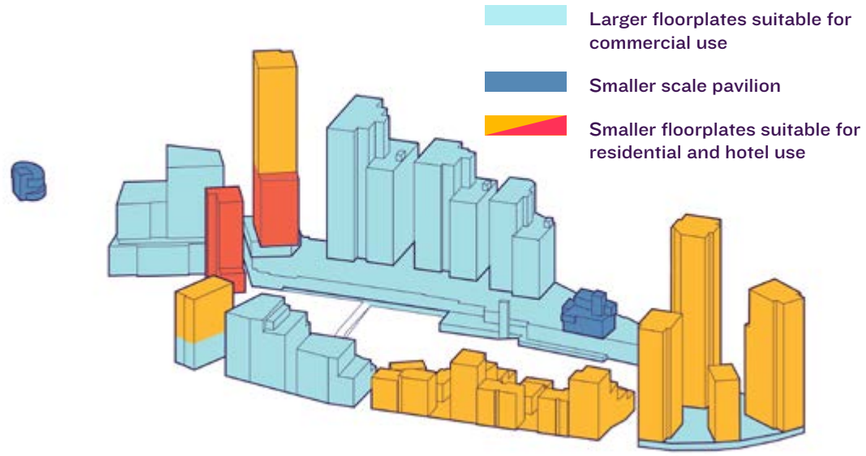
Proposed Uses

Occupier and market expectations for new office space results in the provision of large, generic and flexible floor plates ranging from 750 to 2,200 sq.m. This means that new office buildings typically have a large footprint with a relatively dense mass.

Residential floor plates are shallower and smaller to allow adequate daylight into the homes and to limit the number of units per core. The massing for new residential development therefore results in tall, slender buildings, or low rise development of a fine grain.

The plots along Fairfield Street and Baring Street are located in close proximity to Piccadilly Station. Their high visibility and accessibility makes them ideal locations for commercial uses, alongside leisure, retail and culture. Larger floor plate commercial uses are often even more attractive to occupiers if they are located close to transport interchanges

The eastern and southern areas will be more tranquil in nature, being situated away from the main transport interchange with the calming space of the park close by and screened from the Mancunian Way. They are also adjacent to the existing residential neighbourhood of Ardwick. These areas are therefore better suited for residential accommodation.



Indicative proposed building footprints and massing in relation to building use.

Indicative building heights. This should be read in conjunction with the massing model above.

Daylight-Sunlight

Detailed modelling of the interaction between the proposed site massing and the sun path at key equinox and solstice dates has been carried out[3]. The sun path analysis has been used to guide the built density towards an optimum balance between maximising usable floor area and providing good daylight and sunlight within the site. An important consideration of the analysis was protecting sunlight exposure on the high priority areas of the park over the course of a year, while also protecting daylight and sunlight access at existing adjacent properties. The analysis ensured the proposed massing allows sunlight to reach the park and penetrate between buildings. The analysis was carried out for the March equinox which, following Building Research Establishment (BRE) guidance, provides an indication of the quality of sunlight availability throughout the year.

The sunlight/daylight analysis led to the tall buildings being located on the northern and eastern parts of the site, where they produce little overshadowing of key public spaces or existing and proposed homes. This approach creates a bowl-like skyline that steps down to celebrate the park at the centre, and steps up towards the east and the west to demarcate the two gateways to the site.

The southern buildings are particularly informed by sun path routes to achieve the optimum level of daylight-sunlight in the park as well as within the neighbourhoods and buildings themselves.

Wind

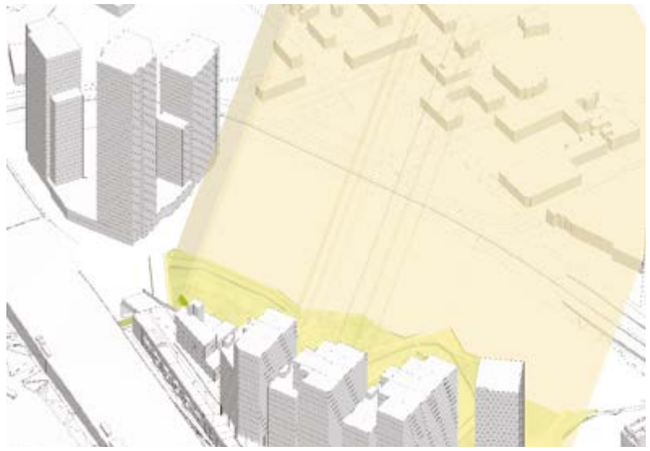
A qualitative assessment of the likely wind environment has been performed based on the massing presented in this SRF. This has identified that wind mitigation will be required at the base of taller buildings situated in the southern area of Mayfield. The central areas and the northern perimeter will be sheltered by surrounding buildings. Detailed wind analysis will continue during design development and wind impacts will either be designed out or mitigation will be implemented.

Further microclimate analysis, including detail on the methodology, is provided in Appendix C.

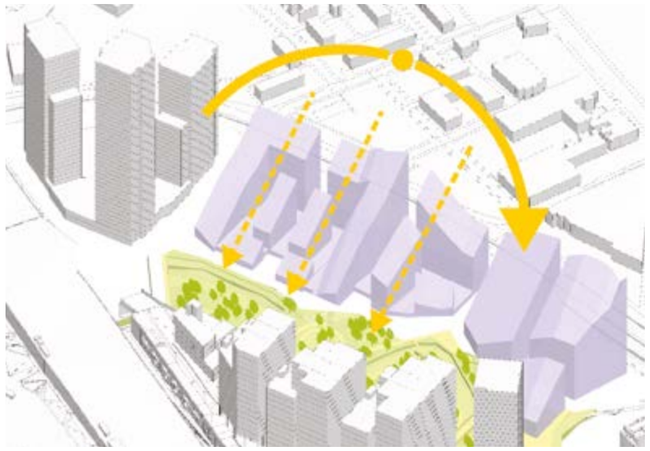
3 The spring equinox is 21 March and the solstice is the 21 June. The daylight and sunlight to an external space is assessed on these dates to ensure good natural lighting conditions throughout the year.

Diagram categorising the Mayfield Park spaces into high, medium and low priority areas for receiving sunlight.
Light should be optimised in high priority areas, where people are most likely to gather and linger.

Shadow map diagram for 12 noon on the 21st March



I. The sun angle on the 21st March has helped define the built envelope for the southern plots.



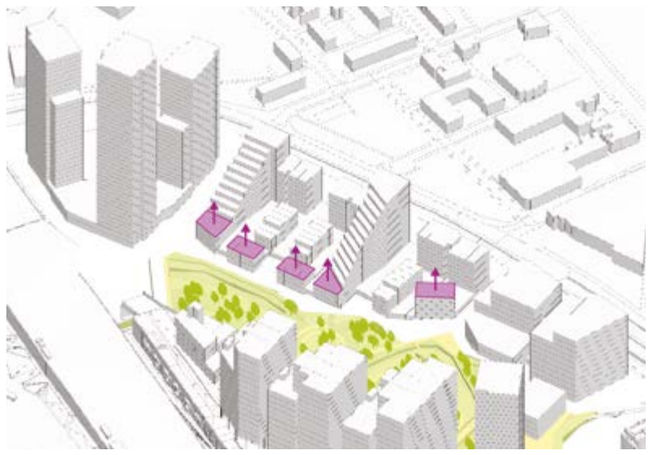
2. Defining the three-dimensional developable parameter below the sun cone.

3. Maximising development within the three-dimensional parameter.

4. The maximised tall buildings along the southern edge/ Mancunian Way risk creating dark courtyards.

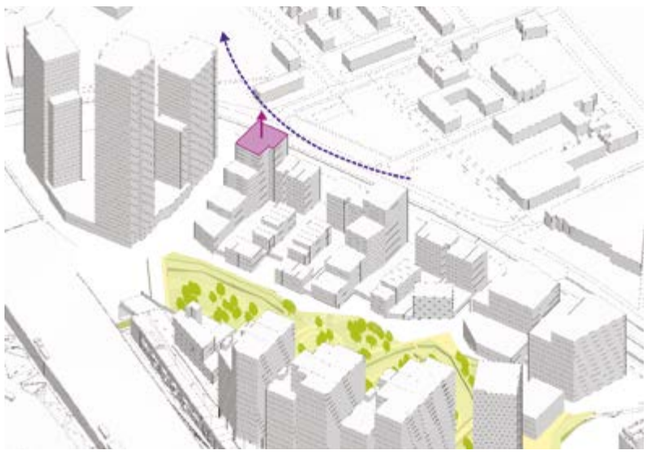
5. Reducing the height of the southern edge to allow sunlight into the courtyards.

6. Reducing the height along the play streets to create a lower rise domestic environment suitable for single family dwellings.



7. Slightly increasing the height along the park to create a defined built edge.

8. Creating a suitable stepped profile for the apartment buildings.



9. Producing a gradually increasing massing profile between Hoyle Street West and Hoyle Street East.

USE AND QUANTUM

Site Area (Acres)	Commercial (GEA)	Retail / Leisure (GEA)	Hotel (Rooms)	Residential (Units)	Parking (Spaces)	Public Realm (Acres)
C.30	c. 154,800 sq.m.	c. 32,300 sq.m.	650	1,500	700	C.13

Proposed new uses and quantum. Leisure, cultural, creative and amenity uses will be spread across Mayfield.

The Framework is commercially led, but proposes a genuine and broad mix of active uses and typologies throughout the development. This is based on the principle that a mixed use approach is critical to the success and wellbeing of a place.

The Framework is flexible and robust. The use diagrams presented here shows a possible allocation of uses that is indicative at this stage. The masterplan comprises five distinct clusters of activity:

- The Mayfield Depot: The depot is located in close proximity to Piccadilly Station and the city centre and will act as the front door for the majority of visitors to Mayfield. It is the ideal location for a retail, leisure, business, and cultural and creative destination that takes advantage of the depot's expansive interior and its location right on the doorstep of the park. There is a potential to subdivide the depot into smaller units at ground and mezzanine level, or to retain the large open spaces for flexible use, such as exhibitions, food markets or events. The buildings above the depot have robust and generic floorplates that provide flexible grade A office spaces. The landmark building above the old ticket office has a slimmer profile and a smaller footprint that is tailored for hotel and residential use.

- Baring Street Campus: Four low to medium rise buildings provide large, generic and flexible commercial floorspace along with some residential accommodation. The riverside building has a smaller floorplate that could host a more external facing use fronting onto the public river walkway.

- Hoyle Street East: This is a residential led mixed use area that also provides complementary non-residential uses at park and street level. Hoyle Street East continues the sweep of active uses located along Fairfield Street and Temperance Street that together serve to activate the streets and provide points of interest around the park. Above the podium is a high rise cluster of apartment buildings, providing a significant proportion of the proposed residential development on the site.

- Hoyle Street West: South of the park in a quieter part of the site lies this low to medium rise family orientated neighbourhood with apartments and single family houses or stacked duplexes. Commercial space is distributed across the smaller units along the Mancunian Way frontage.

- Wyre Street: A collection of new buildings will help consolidate the currently fractured urban grain west of Baring Street. The existing Baring Street brick building opposite the Gatehouse will be replaced with a new hotel of a similar footprint but increased height to that of the existing building. A generous and generic building floorplate is located on the current MacDonald surface car park, providing a range of retail and leisure uses at ground, and office uses at upper levels. A small and welcoming pavilion sits at the Wyre Street entrance on Fairfield Street, providing leisure and/or retail uses within an enhanced landscape setting. The Wyre Street area will be directly accessible from Piccadilly Station via the new southern entrance.

The residential unit mix will be reviewed as planning applications are submitted to ensure that a balanced mix is being delivered across the Mayfield area, to meet existing demand.

Mayfield will provide a range of spaces for different types of commercial occupiers, including unique, independent small businesses.

Social infrastructure will be provided, which will be flexible to accommodate a range of amenity uses, including health and wellbeing; nursery school provision; local services such as banks and post offices; and retail requirements. The amount and location of this social infrastructure will be based on anticipated needs across the city, and agreed in partnership with MCC and other relevant organisations.

The generous 6.5 acre Mayfield Park is at the heart of the development, however an additional 6.5 acres of public realm are provided throughout the development, including the platform park.

The retail, leisure, cultural and creative uses will be distributed across the development, with a primary focus within the depot and railway arches.

Additional student accommodation is excluded from the proposed uses within the Mayfield area as this does not align with the overall vision for this part of the city.

Indicative use diagram: typical upper level

Indicative use diagram: ground level

SITE FRONTAGES

Given the zones of influence of the Mayfield area and the potential for it to act as a catalyst for further regeneration, the site frontages are extremely important in animating the streetscape.

Fairfield Street/Temperance Street
Wyre Street and Baring Street represent the main gateways in to the Mayfield area for visitors arriving from Piccadilly Station and the city centre. These two access points therefore need to be welcoming and accessible. There will therefore be new crossing points across Fairfield Street to facilitate this.

The Wyre Street public realm will be pedestrianised and enhanced. A small pavilion with a public facing use will bring life and activity to the Wyre Street/Fairfield Street junction.

The former ticket hall to the old Mayfield Station will welcome visitors arriving via Baring Street. An upgraded station forecourt landscape, partial pedestrianisation of Baring Street, along with enhanced public realm and a permeable ticket hall will help to create an inviting environment for visitors.

The arrival at the park is announced by the already completed mixed-use Baring Street site, 'Gatehouse', comprising office and leisure uses that extends into the surrounding park with outdoor seating.

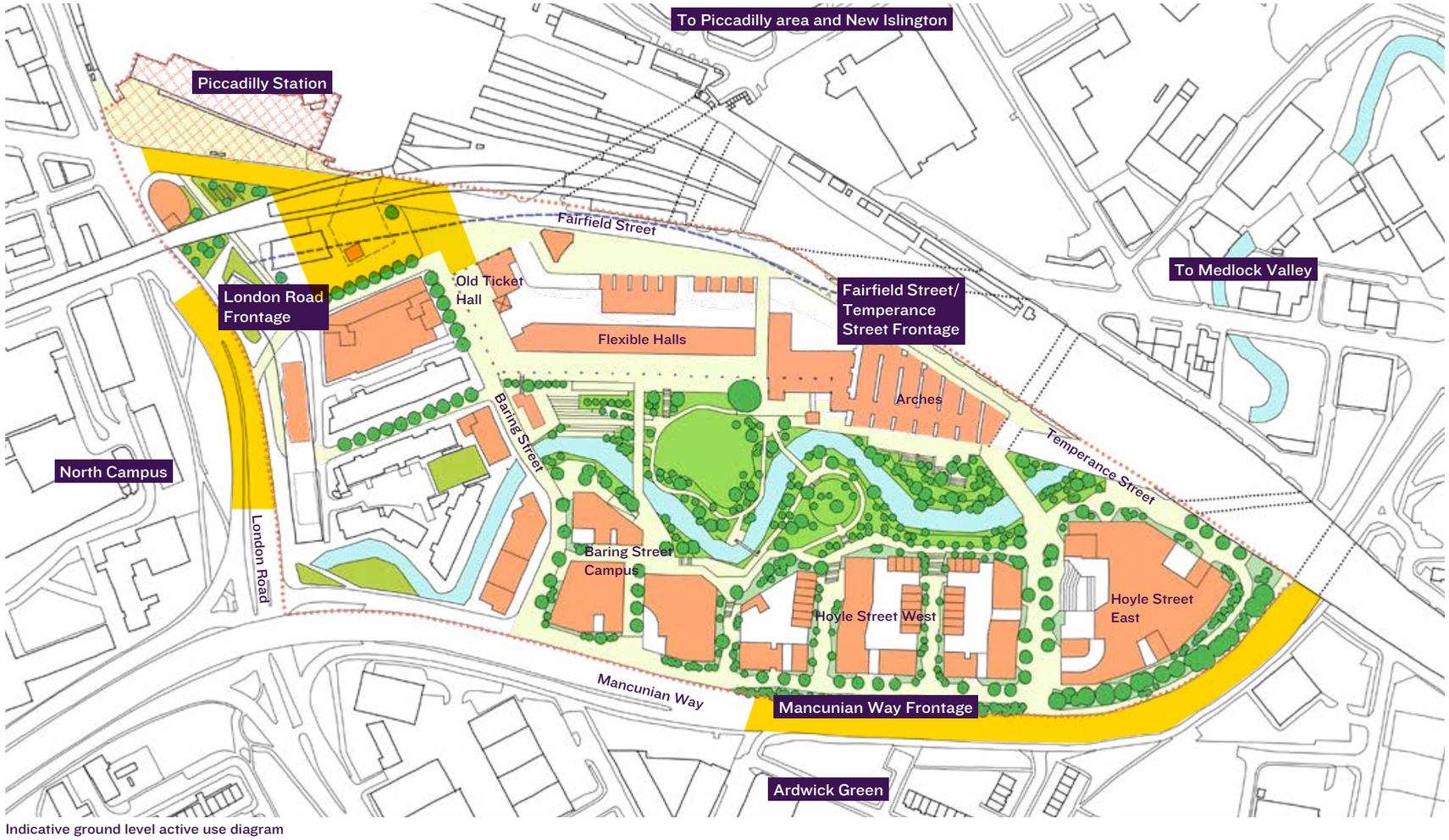
Fairfield Street and Temperance Street are defined on either side by the pronounced Mayfield Depot and Piccadilly Station arched frontages. The depot street frontage will be activated by entrance lobby spaces, and internal public routes. The arches within the eastern flank of the depot will accommodate shops, bars and restaurants fronting onto both the street side and the park side. The pedestrianisation of part of Temperance Street will help create a street market atmosphere that allows occupiers to spill out and animate the street.

Mancunian Way
The Mancunian Way frontage is occupied by residential lobbies and ancillary residential areas. Small commercial spaces are located on the corners of the residential shared surface streets, on the desire lines between Mayfield and Ardwick Green to the south. These could accommodate smaller scale local facilities and services for residents within Hoyle Street West and for pedestrians making their way to Mayfield from the south.

Ample room has been left for substantial planting along the Mancunian Way frontage. At street level clusters of trees are preferred to single rows of boulevard trees, this will provide a greater feeling of protection from the Mancunian Way creating a comfortable human scale. From the Mancunian Way itself and beyond, the style of this planting will communicate a hint of the park and riverside environment that lies within the heart of the development, and will draw people across the new crossing points in to Mayfield and beyond to Piccadilly Station and the city centre.

London Road
The masterplan seeks to improve the east west pedestrian connections with potential crossing points linking into North Campus and Piccadilly Station in the extension of Travis Street, Buxton Street and Altrincham Street, aligning with proposals within the North Campus SRF. The London Road frontage will be upgraded with quality hard landscaping, pocket parks and planting where possible to create a more inviting environment for people.

The improved links will facilitate pedestrian movement from Mayfield to the emerging North Campus area and the city centre beyond.



Indicative ground level active use diagram

TRANSPORT, MOVEMENT AND CONNECTIVITY

The Mayfield area is in a pivotal location and will enhance connectivity east-west and north-south, particularly making new connections through to Ardwick; the city centre; North Campus and Piccadilly Station and the wider Piccadilly SRF area. The Mayfield Park and public realm will be key to this successful enhanced connectivity.

The Mayfield area is very well connected to the public transport network via the existing rail/bus/metro hub at Piccadilly Station. It will also be able to link into existing pedestrian and cycle routes which connect to the city centre and local amenities in order to encourage shorter journeys by foot and cycle. There is significant opportunity, therefore, to create a highly sustainable development in transport terms.

Better connectivity will increase the sense of place and pride of place for people living close to a regenerated Mayfield. The vision for the Mayfield area is to create inclusive through routes and connections which will be accessible to all those visiting, living and working in Mayfield, regardless of age and ability.

The intention is to create and forge connections wherever possible to firmly establish Mayfield as a keystone within the areas it interfaces, improving and prioritising pedestrian and cycle connections to and from the Mayfield area, and consolidating vehicular access from the perimeter.

Indicative crossing zones for pedestrians and cyclists are proposed to Ardwick, Piccadilly Station and North Campus. New crossing points will be explored that can fully integrate with the proposed development and surrounding neighbourhoods. The design of these potential new crossing points will be developed in liaison with MCC Highways and immediate neighbours.

Improving pedestrian crossings to the south and east of the Mayfield area will also enable neighbouring communities to fully participate in the leisure and amenity offer provided by the scheme, creating opportunities and enjoyment for nearby residents in Ardwick, Bradford and Ancoats & Clayton wards.

Enhanced connectivity to and from Piccadilly station and the rest of the city centre will be fundamental to the long term success of the scheme. At ground level, connections will be improved in the long term by the reconfiguration of the taxi operation outside the station, and creating long and short term traffic calming and environmental improvements on Fairfield Street to draw people through the arches and into the Mayfield area.

At station concourse level, the Northern Hub proposals provide an opportunity to bridge from the station over Fairfield Street so that people arriving by rail land straight into a vibrant urban neighbourhood.

Creating pedestrian and cycle friendly routes through the Mayfield area will maximise permeability and create a neighbourhood that is people focused.

Connections through to the Piccadilly SRF area will also be enhanced.

Deliberately restricting vehicle access to the periphery of the Mayfield area off the Mancunian Way and Fairfield Street using existing and improved local junctions will be explored. Internally within Mayfield, vehicle routes will discourage rat-running and through traffic. The streetscape will be designed to embrace good practice design principles to create a high quality 'home zone' type environment with shared spaces and where traffic speeds are kept to a minimum, embodying Lifetime Neighbourhoods principles around inclusive access.

Mayfield will embrace low car usage policies consistent with a highly accessible city centre location. Essential car parking will be provided in podium and basement areas, and a potential multi-storey car park within the Baring Street campus. It will be designed to be flexible and removable/reusable to embrace changing personal mobility patterns and new technologies. Car parking provision will be made for electric cars, car sharing and will be future-proofed to respond to an ever-changing transport agenda.

High quality cycle parking will be provided for residents, employees and visitors to the development on a phased basis as the development is built out. The quantum of cycle parking proposed will meet or exceed Manchester City Council's requirements. All cycle parking will be highly accessible via safe and legible routes, and will be covered, safe and secure.

Access for servicing, deliveries and waste management will minimise the interaction between large servicing vehicles, pedestrians and cyclists in shared spaces and will encapsulate the latest thinking on consolidation, last mile deliveries, and autonomous vehicles. To secure this, there will be an overarching servicing and waste management strategy for the masterplan developed to ensure a consistent but flexible approach is applied to the whole development. As each phase comes forward, detailed plans will be worked up to ensure that servicing and waste management is dealt with off the public highway, in a safe manner, to minimise its impact on the environs and movement through these areas.

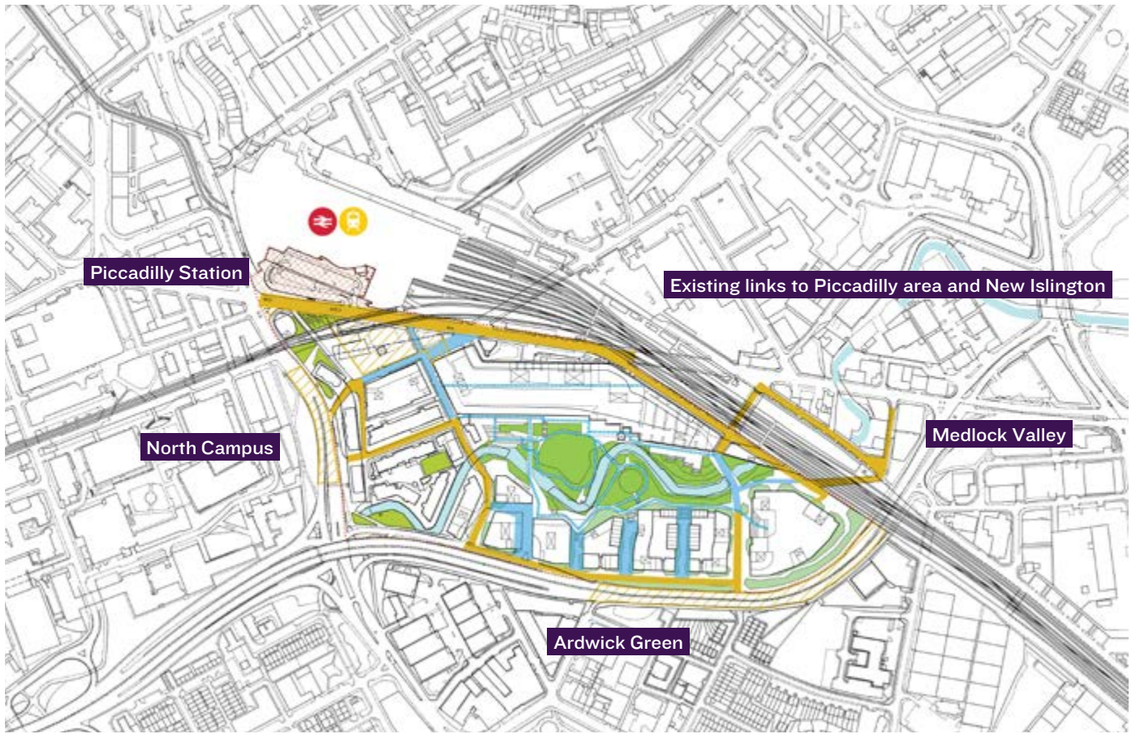
Lifetime Neighbourhoods
Lifetime Neighbourhoods are 'places designed to be inclusive regardless of age or disability' . The development of the Mayfield area will exemplify Lifetime Neighbourhoods principles in ensuring that the following key components form an integral part of the design and management of Mayfield's new residential and commercial areas:

- Access: Enable residents to get out and about in the areas in which they live – both physically and virtually – and connect with other people and services in the immediate neighbourhood and beyond.
- Services and amenities: Neighbourhoods with a mix of residential, retail and employment uses. Affordable access to a range of services.
- Built and natural environments: Built environments that promote safe, inclusive access to key services and facilities. Outdoor spaces and buildings that promote social contact. Locally accessible green space, and affordable access to natural environments.
- Social networks / wellbeing: informal/formal opportunities and activities (social, learning/ training, volunteering), where people feel safe and confident and which respect and reflect the needs of different ages, cultures and ethnicities.

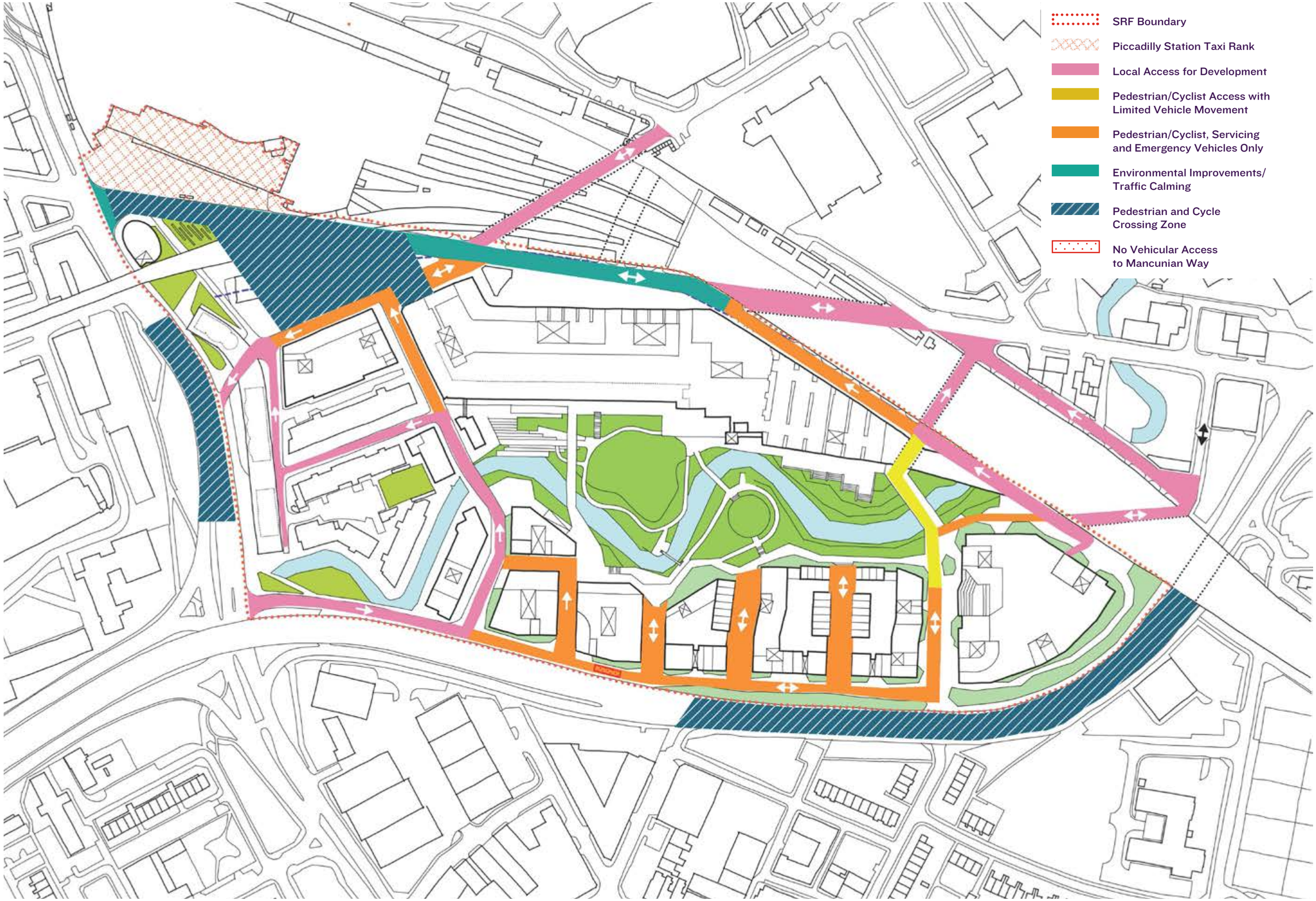
Based on these principles, the vision is for Mayfield to be an area in which civic and social processes together with physical conditions to achieve the following outcomes:

- An environment that is accessible and inclusive, aesthetically pleasing and safe (in terms of both traffic and crime);
- A community that offers plenty of services, facilities and open space;
- A strong social and civic fabric, including volunteering and informal networks;
- A culture of consultation and user empowerment amongst decision makers; and
- A strong local identity and sense of place.

'DCLG (2011). Research & Analysis: Lifetime Neighbourhoods.'



Indicative pedestrian movement diagram



Indicative transport network diagram taking Piccadilly SRF proposals into consideration.

SUSTAINABILITY

The environmental strategy for Mayfield in the 2014 SRF included an aspiration to be exemplary, while accepting the constraints of a market-led scheme. This principle remains unchanged in the 2018 SRF; however a wider focus has been applied with respect to the regeneration benefits whilst delivering long term commercial success for Mayfield and its neighbours through sustainability.

Mayfield has the opportunity to be the most sustainable district in Manchester. The rejuvenation of brownfield land and the ability to create new ecological habitats will educate and inspire. Bringing back to life a once derelict building, in close proximity to a major transport hub, with associated public realm improvements, gives the scheme a highly sustainable foundation which will be built upon with a holistic approach to building design to minimise energy use and emissions of CO_2 and to have a positive impact on the wellbeing of all who experience Mayfield.

The retention and reuse of the Mayfield Depot demonstrates the attitude to sustainability for the whole Mayfield area. Retention of existing buildings ensure that embodied energy is not wasted.

This ethos of low embodied energy will extend to the use of new components for the development, with materials selected to minimise embodied energy, to maximise recycled content as far as practicable, and with consideration of responsible sourcing. Construction practices which minimise waste generation during construction (for example off-site prefabrication and matching design sizes to standard sizes) will also be considered from the outset.

BREEAM is the leading UK sustainability assessment tool and will be used to assess all the relevant buildings within Mayfield with an “Excellent” rating targeted for all, and “Outstanding” considered where end users have a particular aspiration and are able to provide their input from the briefing stage of the design of that building.

Water, like energy is an essential resource which could be considered to be finite without consideration to its use. It is also an integral part of Mayfield, with the River Medlock flowing through the centre of the Mayfield area. Therefore a hierarchical approach will be taken to its utilisation, with water use reduced through good design, the selection of water efficient fittings and encouraging water efficient occupant behaviour using strategies such as smart metering.

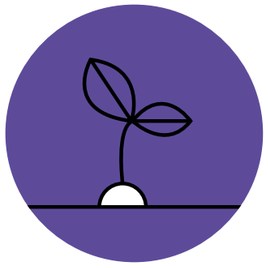
Consideration of water re-use will also be applied, with a feasibility study undertaken of the commercial buildings using a rainwater collection system for WC flushing, and any site wide irrigation system also utilising rainwater.

The energy and utilities strategy for the development will be key to ensuring the sustainability vision and targets are met. The strategy will contribute to MCC’s aim of cutting carbon emissions by 48% from a 1990 baseline by 2020, in conjunction with growing a low carbon economy, adapting to climate change, embedding low carbon behaviours and achieving air quality thresholds. A comprehensive energy and utilities strategy is being developed, with careful consideration given to the siting of any sub-stations, phasing of the development and adaptability of future low carbon technologies.

This diagram sets out the key principles and overall approach to sustainability underpinning the 2018 SRF.

ENERGY & CO2 EMISSIONS

- Hierarchical approach to energy use.
- Development wide decentralised energy strategy.
- Rejuvenation of a tired industrial landscape.
- Increase in ecological value.

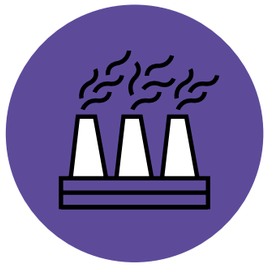


LAND USE & ECOLOGY

- Improved river environment
- Ecology that educates as well as inspires.
- The re-use of the Mayfield building.
- Improved ecological and pedestrian connections along the Medlock Valley.

MATERIALS

- New materials selected to minimise embodied energy and maximise recycled content.
- Responsible sourcing.
- Local sourcing where feasible.



POLLUTION

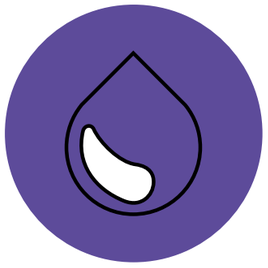
- A park designed around the rivers pattern of flooding, protecting habitable zones from the adverse effects.
- Sustainable drainage strategies adopted.
- Air quality: optimise air quality through public realm, building, transport and energy centre design.

HEALTH & WELLBEING

- Open spaces to promote health and wellbeing.
- Health and fitness facilities integrated into the park design.
- Buildings which maximise natural light and feeling of wellbeing.

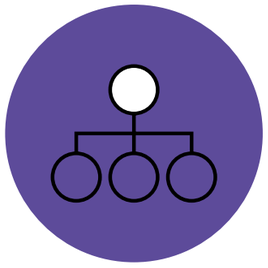
WASTE

- Designing out waste strategies.
- Minimisation of construction waste and diversion from landfill.
- Well-designed storage for non-recyclable and recyclable operational waste.



WATER

- Designing for efficient water use.
- Selection of water efficient fittings.
- Smart metering.
- Consideration to water recycling.
- Improvement to water quality in The Medlock.



MANAGEMENT

- An integrated design process that will review the buildings performance at all key design stages
- The contractors will operate a certified environmental management system.

TRANSPORT

- Improved links to the major transport hub and associated improvements in public realm.
- Extensive amenities on site.
- Encouragement of cycle use.
- Safe access from the surrounding road and footpath network for pedestrians, cyclists & car users.

TEMPORARY USES

The temporary use of buildings or land for a socially beneficial purpose until they can be brought back into long-term use has been proven to deliver numerous benefits for both landlords and local communities. Temporary 'meanwhile' uses can enable low cost and low risk opportunities for small enterprises, businesses or community groups to have a high profile space and engage with the local community. They can bring vacant land and properties back into use and help contribute to a better physical and social environment.

The vision for temporary uses at Mayfield is ambitious and wide-ranging, including food, leisure and well-being activities.

In 2017 the Baring Street site, 'Gatehouse', was opened with the arrival of a temporary pop-up food market attracting many visitors to this previously vacant site adjacent to the Mayfield Depot. A three storey timber structure has been built on site to host the U+I office, along with further markets, creative events and installations.

The depot itself has hosted a multitude of events, such as Manchester International Festival and Street Food Awards 2017. A commitment to events in this space will continue.

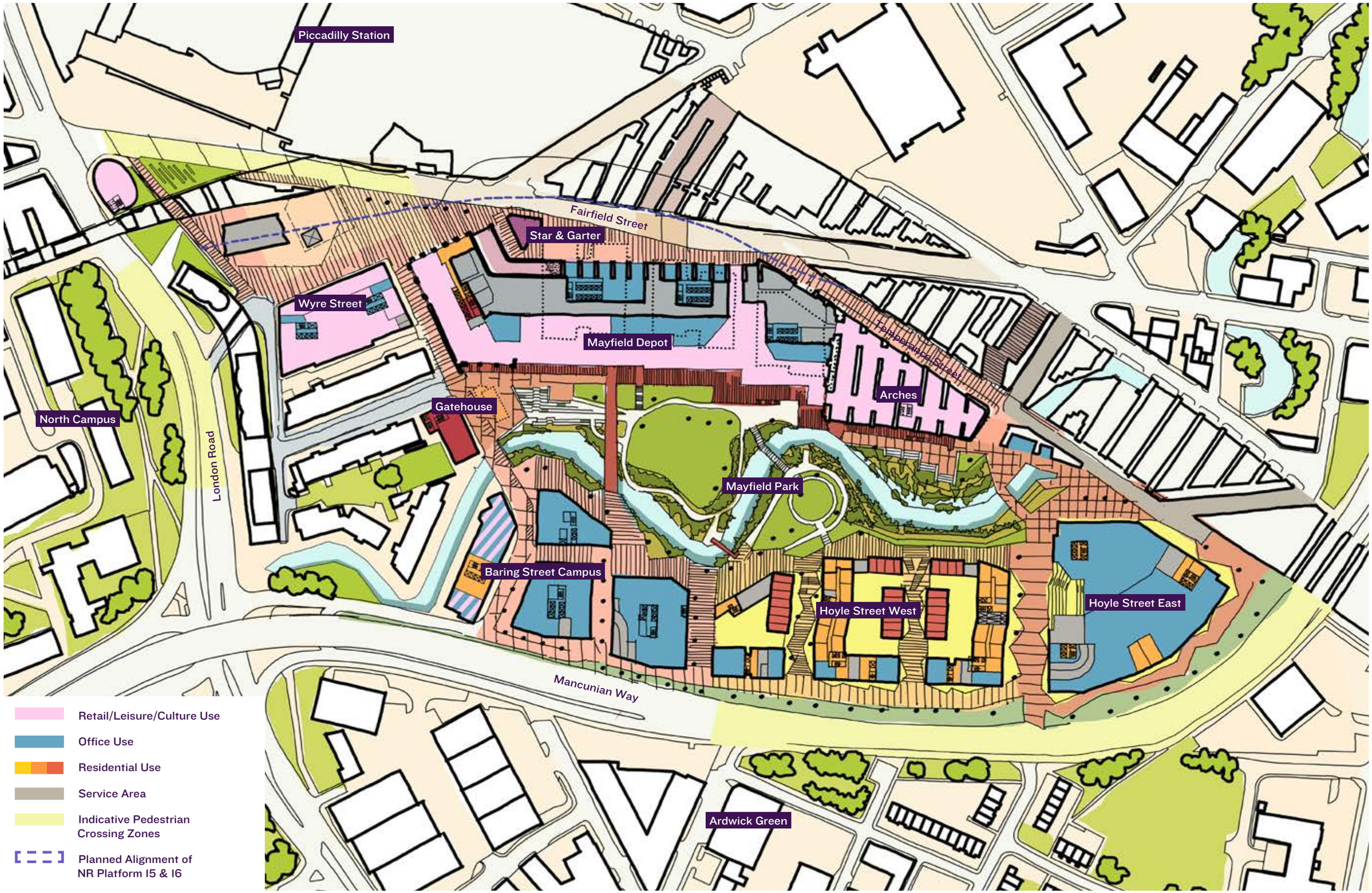
The viaducts have also been animated with Grub moving indoors to Arch 6 in autumn 2017 and creative spaces and workshops opening in during 2018.

As Mayfield is fully redeveloped it will continue to host a range of temporary 'meanwhile' uses in order to facilitate ongoing regeneration, including economic and social activity, with a particular focus on the local community.

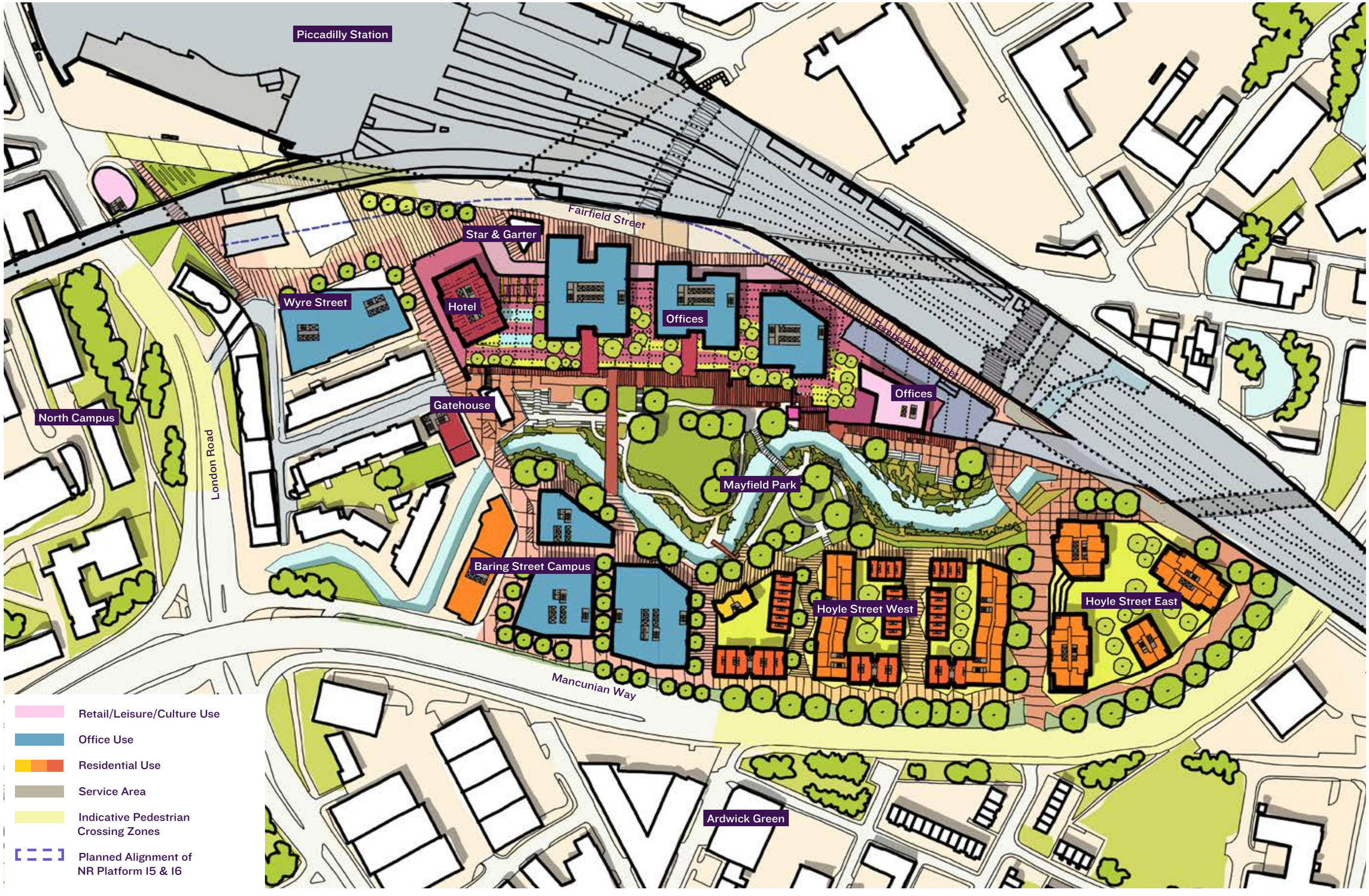
Photos of the Gatehouse pop-up food market and events held within the Mayfield Depot.

4 THE 2018 FLEXIBLE FRAMEWORK PLAN

THE FLEXIBLE FRAMEWORK PLAN: GROUND LEVEL



THE FLEXIBLE FRAMEWORK PLAN: TYPICAL UPPER LEVEL



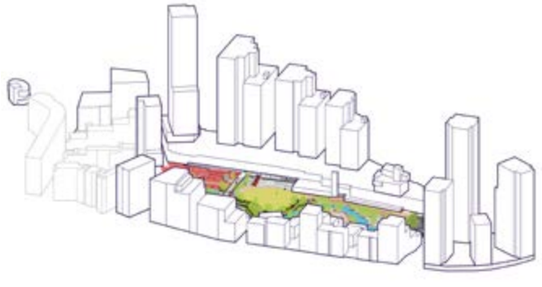
MAYFIELD PARK

The proposed Mayfield Park is a new city centre park of considerable scale at 6.5 acres. The park comes together as a sequence of interlocking spaces rather than one big open lawn area. To the west the space is more urban, becoming wilder and increasingly verdant moving east.

The presence of historic features adds interest and distinctiveness to the Mayfield area. As such footbridges, significant mature trees, cobbles and existing structures will be preserved and restored to become key components of a post-industrial park vernacular.

The existing ground has a poor relationship with the river. The finished floor level of the retained Mayfield Depot is much higher than the river level. As such it is proposed to step, terrace and sculpt the park to create a better connection to the depot.

In order to accommodate a myriad of park uses and activities a series of level plateaus will be created. These spaces form the structure of the design. In the centre of the park, a banked landform tilts the ground to face south, creating an ideal configuration for summer seating.



The Mayfield Park within the Mayfield area

Arrival Square

Granary Square at Kings Cross

Zollverein Market Event

Fountains at Granary Square

Gatehouse Steps

Steps at Gleisdreieck Park in Berlin

Canalside steps at Kings Cross

Platform Park

Elevated park on former railway in Barcelona

The Highline in New York

Upper level addresses along the Highline in New York

Lawn Space

Quirijn Park in Tilburg, Netherlands

Large lawn area in Reuilly Park in Paris

Play Island

Playground in Vallon Park in Lyon

Play at Belleville Park in Paris

Sculptural playground in Frankfurt

River Bank/Wetland Meadow

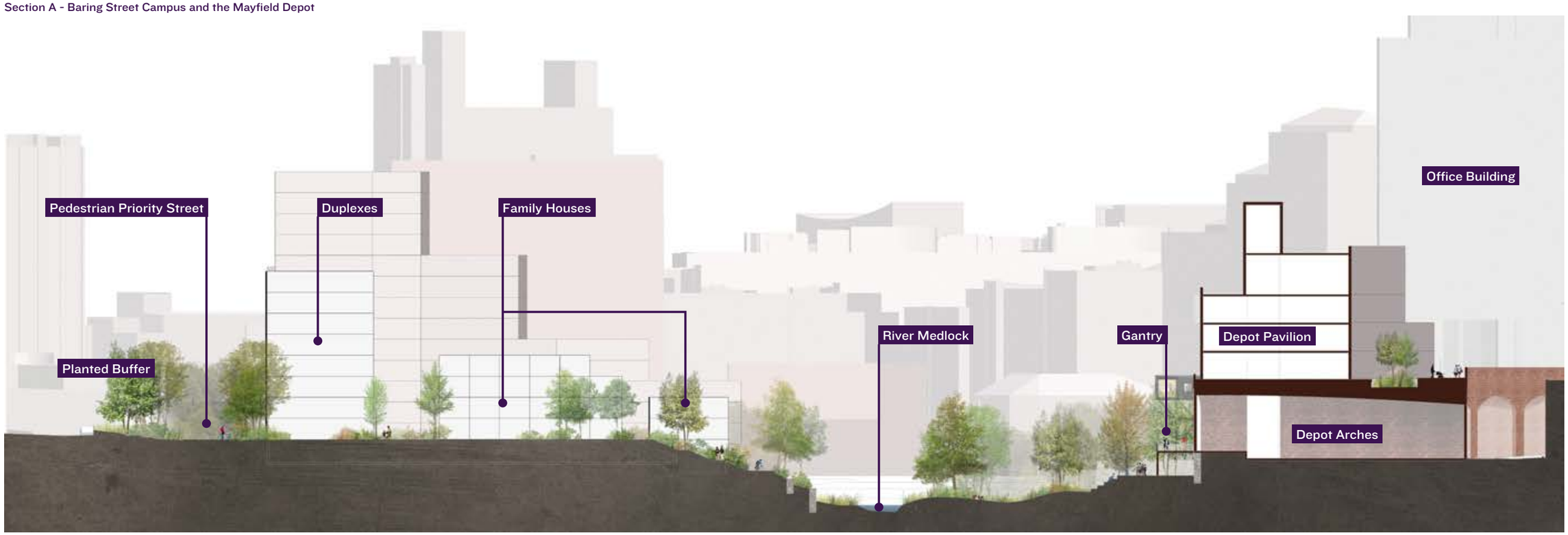
Wetland area at the heart of Parc de Billancourt in Paris

The riverbank at Westergasfabriek Park in Amsterdam

Yanweizhou Wetland Park in China

Landscape framework plan

Section A - Baring Street Campus and the Mayfield Depot



Section C - Hoyle Street West residential plot, the Mayfield Depot and pavilion above the arches

Key plan showing location of section lines

Section B - Hoyle Street West residential plot and the Mayfield Depot

An arrival square off Baring Street will announce the western entrance into the park. This predominantly paved space offers the opportunity for small gatherings, and its elevated position above the River Medlock benefits from dramatic views along the opened up river corridor.

Generously proportioned south-facing seating steps adjacent to the Baring Street arrival square will provide an immediate connection to the river where people can sit, socialise and enjoy the waterside aspect. Scattered boulders positioned in the river at this location will provide animation and interest.

A gantry walkway runs the full length of the depot, allowing the activities within the building to spill out into the park.

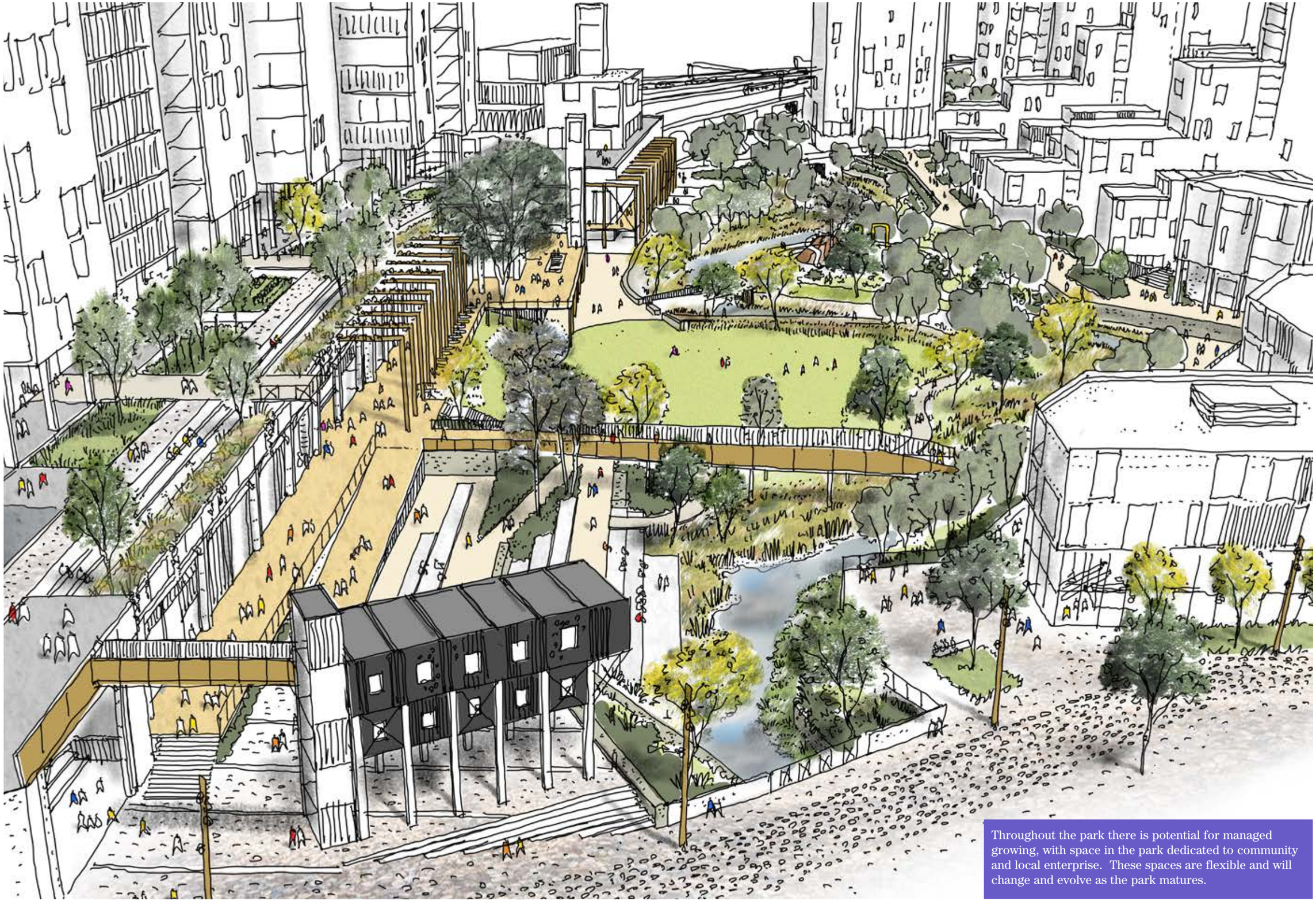
A new waterside environment of wetland meadows, marginal species and aquatic planting will follow the route of the river as it meanders through the park. Much of the river bank will be re-dedicated to ecology and nature. Therefore, pedestrian access will be provided via boardwalks and elevated pathways that allow people to experience this waterside landscape without disturbing the wetland corridor.

A new pedestrian bridge will link north to south connecting the Mayfield Depot to areas south of the river. The design of this bridge will be considerate to both the on-bridge and below-bridge experience. Its form will be slender and light to ensure its visual impact is sensitive to views across the park.

Where the river comes closest to the northern edge of the park it begins to sculpt an island to the south. This island has a visibly prominent position in the park and appropriately accommodates the main destination play space.

A range of different footpaths and routes throughout the park will combine to offer an exciting network of walking, jogging and cycling routes. Level changes and open green spaces provide further informal facilities for outdoor exercise.

At the eastern end of the park, the river corridor begins to feel broader and more generous. The planting character becomes wild as attenuation features are integrated into the landscape. This space will be dedicated to semi-natural habitats and ecology with opportunities for learning.

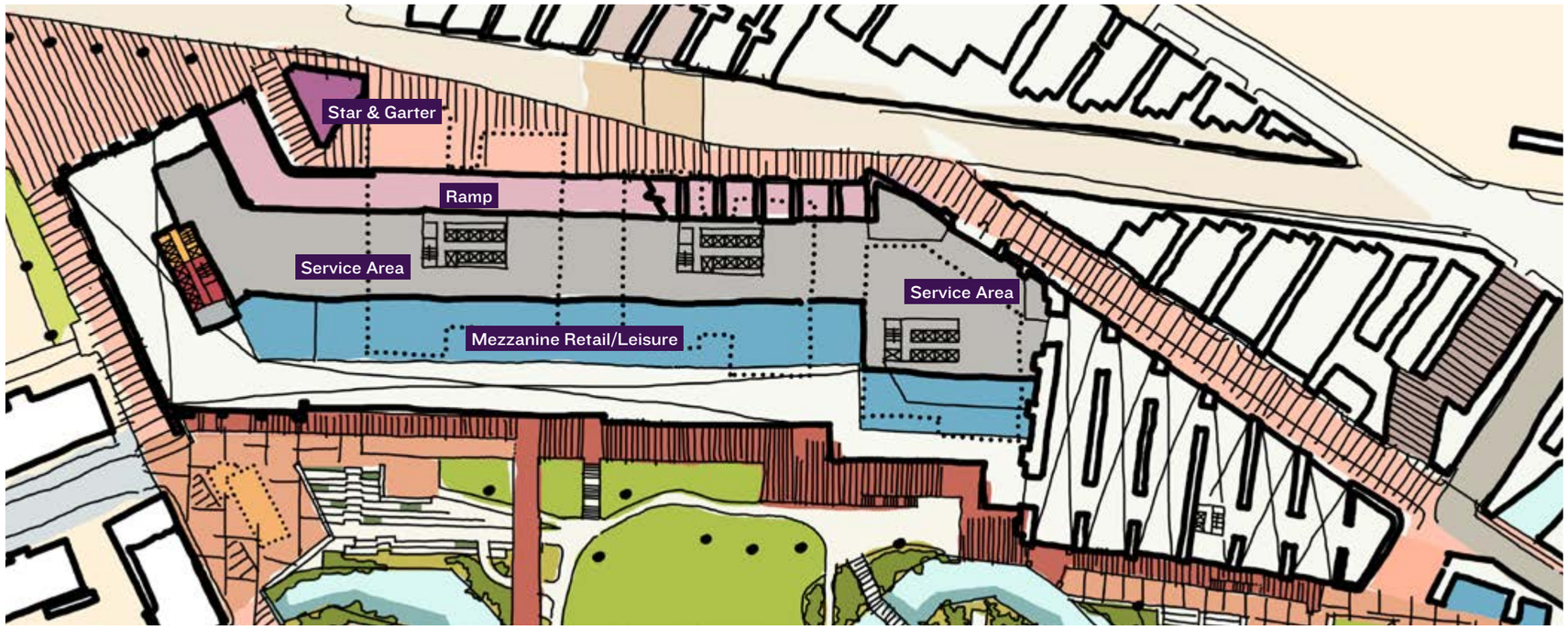


Throughout the park there is potential for managed growing, with space in the park dedicated to community and local enterprise. These spaces are flexible and will change and evolve as the park matures.

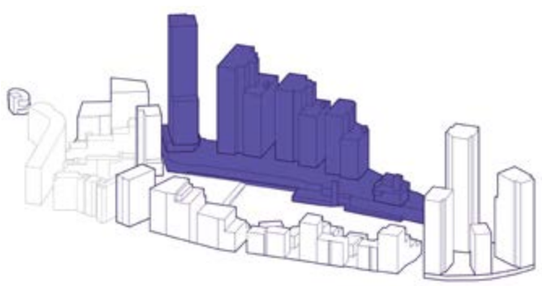
MAYFIELD DEPOT & NORTHERN EDGE

The depot is conceived as an integral part of the park and the wider public realm. A clearly defined internal public route will invite pedestrians to flow through the building, breaking down the depot's monolithic character.

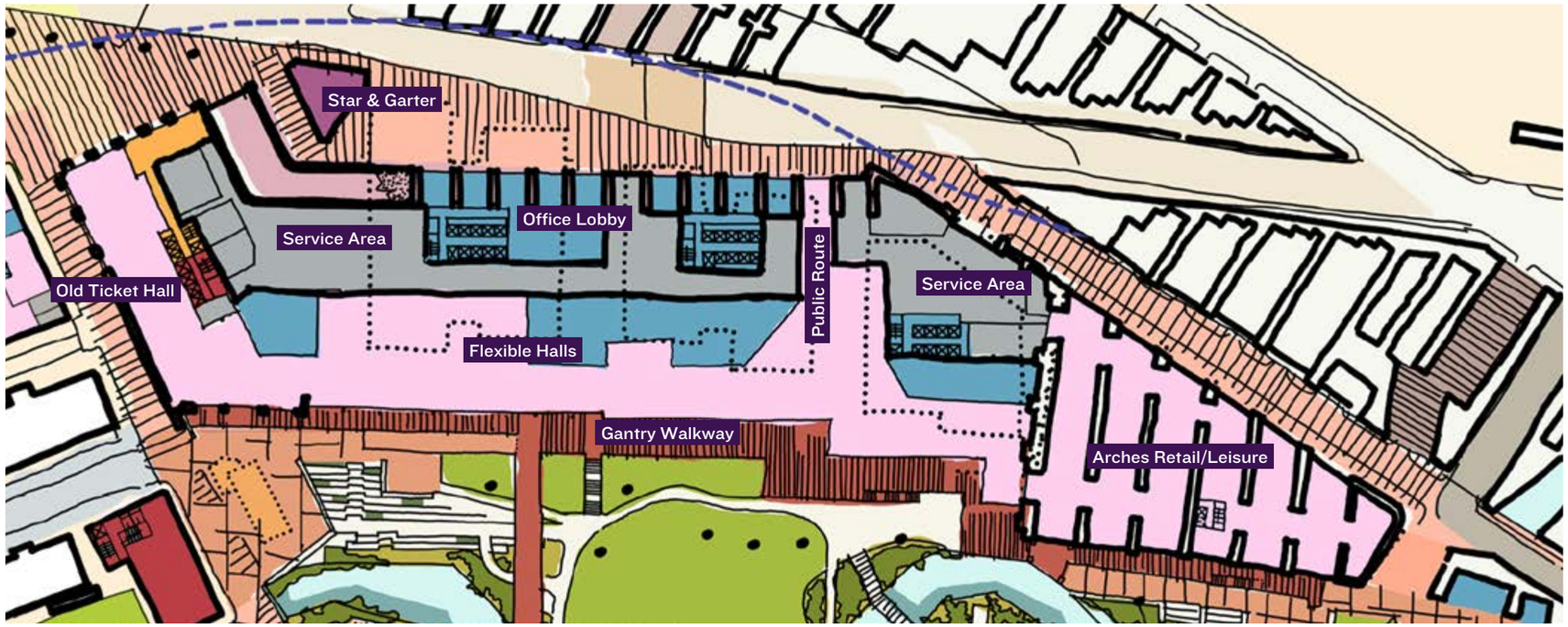
An elevated gantry walkway will extend the full length of the depot's south façade, benefitting from an excellent aspect, sunlight and views over the park. This structure provides pedestrians with a step free access out into the open space before making their way down to the lower level of the park through a series of steps, ramps and lifts.



Mayfield Depot illustrative mezzanine floor plan

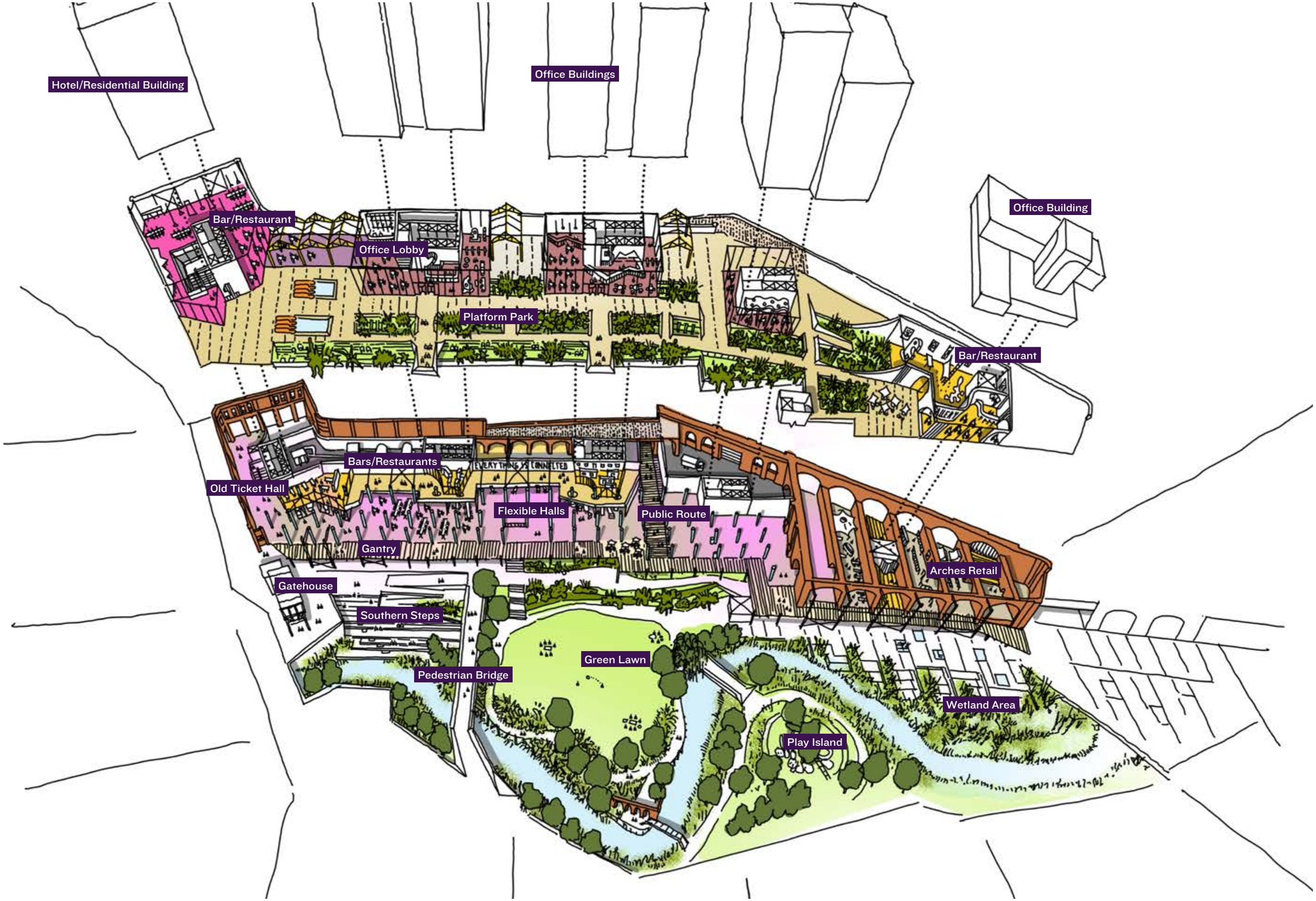


The Mayfield Depot location with the Mayfield area



Mayfield Depot illustrative ground floor plan

View of the Mayfield Depot old ticket hall from the Baring Street approach

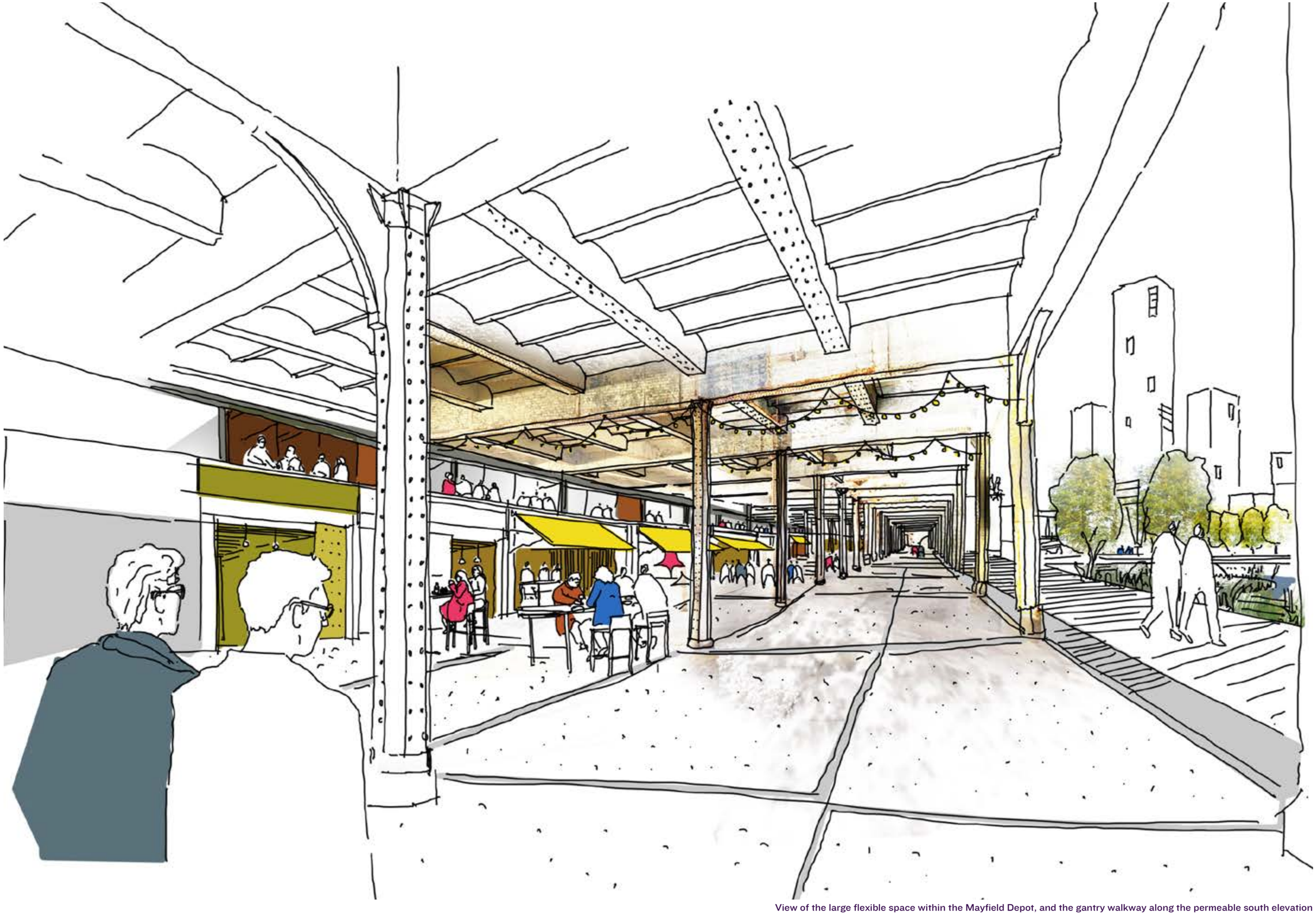


The interior of the old ticket hall with generous public stairs leading up to the platform park above

Axonometric of the Mayfield Depot with the office buildings and hotel/residential buildings above

The depot ground floor is permeable and accessible, offering up an expansive interior with the capacity to house a myriad of uses - from markets and events to educational, leisure and workspaces. The opened up façade will encourage the activities within the depot to spill out into the landscape.

The interior of the old ticket hall with generous public stairs leading up to the platform park above



View of the large flexible space within the Mayfield Depot, and the gantry walkway along the permeable south elevation

The six arches on the depot's eastern flank will be opened up both towards the street and the park and reactivated by new occupants.

The reactivation of the arches will further help connect the two sides of the depot and bring much anticipated activity to the area. The partial pedestrianisation of Temperance Street will transform this northern edge of the Mayfield area into a bustling street that continues all the way to Ardwick Station and the communities of Stockport Road.

The redeveloped and repopulated arches along the pedestrianised Temperance Street

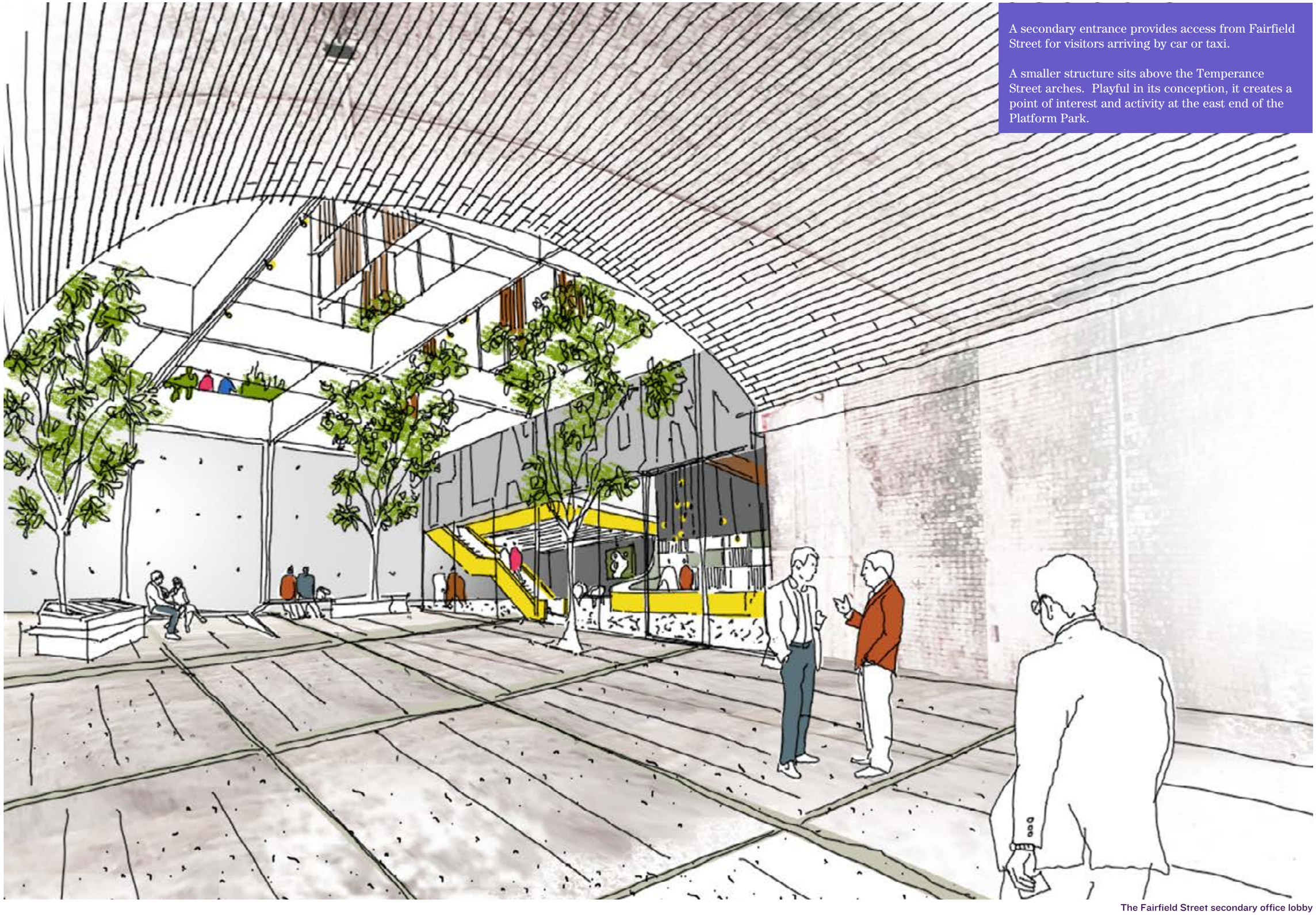
Above the depot lie the old platforms. It is proposed to provide lush and green planting here to create an elevated Platform Park for Manchester, a belvedere from which to enjoy the sun and panoramic views of the city and the new Mayfield neighbourhood. There is the potential here to also re-establish a direct link between the site and the station.

The platform park provides a sunny space with spectacular views of the Mayfield Park. This is the main point of arrival for visitors to the offices above.

A family of buildings extend vertically from the depot. Above the old ticket hall, a pronounced hotel/residential tower will mark the district on the cityscape. It is one in a family of taller elements that grace the Mayfield area's northern flank. It is accompanied by a series of Grade A office buildings that parade down the depot.

The commercial lobbies are grounded on the platform park, inviting visitors to journey down the expansive park before venturing into the office buildings.

The Mayfield Depot arches along Fairfield Street with the majestic office buildings above



A secondary entrance provides access from Fairfield Street for visitors arriving by car or taxi.

A smaller structure sits above the Temperance Street arches. Playful in its conception, it creates a point of interest and activity at the east end of the Platform Park.

The Fairfield Street secondary office lobby

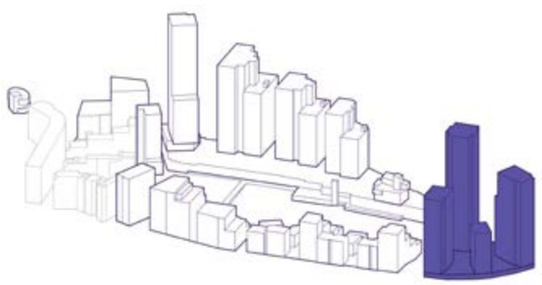
HOYLE STREET EAST

Hoyle Street East continues the sweep of tall buildings into the eastern part of the Mayfield area where it terminates in a residential tall building cluster, anchoring the site and creating an eastern gateway to Mayfield.

Four towers are arranged around a ground level podium with the tallest bookmarking the eastern end of the park. The ground floor use should be active and should positively contribute towards the park with outward-facing uses and open glazed frontages.

Steps lead to a podium garden for residents with views over the park. Communal/social spaces could be located within the podium at ground and at first floor with direct access to the elevated park. The building is set back from the Mancunian Way to preserve the existing line of street trees. This vegetation will help screen the traffic and create an environmental buffer in this corner of the Mayfield area.

Residential and visitor/employee car parking can be provided at basement and podium level.



The Hoyle Street East area with the Mayfield area

View of the Hoyle Street East podium containing an extrovert commercial/communal space at ground and a communal garden for residents atop

Long distance view of the Hoyle Street East neighbourhood from the Mayfield Depot gantry walkway. The tallest landmark building acts as a bookend to the park.

HOYLE STREET WEST

Hoyle Street West is envisaged as a tightly knit family orientated neighbourhood on the park's southern flank. Its buildings will gradually step down in height towards the park to optimise sunlight and daylight into the park throughout the year.

Diversity is produced across the three plots through variety in form, scale and density. A medium rise apartment building perimeter creates a protective yet permeable built edge along the Mancunian Way that helps mitigate noise and pollution generated by the traffic. The orientation of the apartment buildings provides east- and west- facing homes with no single aspect, north-facing homes. All homes located along the Mancunian Way will be adequately insulated to reduce the impact of traffic inside the homes.

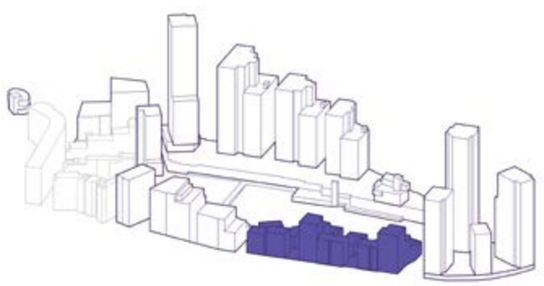
A lower rise interior of single family houses are arranged along pedestrian play streets and raised private and communal gardens, creating a domestic character. The park is defined by three to four storey houses and apartment buildings.

The plots are set back from the Mancunian Way to allow for an extension of the existing tree line along Hoyle Street East to create a generous planted buffer and an improved street environment. Air quality and noise will be key considerations in the detailed design and setting of any homes on this street and appropriate mitigation measures considered. A shared surface street running alongside the Mancunian Way provides servicing and emergency access to the plots, allowing the streets between the plots to be car free.

Residential car parking is provided within a semi basement podium structure. The car parking/servicing area is wrapped by residential and active uses at ground to ensure that the surrounding public realm is active and naturally surveyed.

The north-south streets are orientated to optimise daylight and sunlight into the spaces, encouraging residents to use the streets for play, meeting and lingering. It is proposed to extend soft planting and water elements through the streets to bring a component of the park into the residential neighbourhoods, adding recreational value.

The park in this location is steeply descending towards the River Medlock, with steps and terraces shaping the landscape to mitigate the dramatic level change and to allow residents to approach the water. Doorstep pockets of play space will be incorporated in the podium gardens, alongside recreational space and private gardens for single family houses. A strip of defensible space will be demarcated where residential dwellings face onto the podium to ensure privacy and prevent overlooking.



The Hoyle Street West location with the Mayfield area

View of one of the play streets within the Hoyle Street West neighbourhood. The Mayfield Park and the Depot can be seen in the background.

View of the Mayfield Park and surrounding development from one of the Hoyle Street West apartments.

View of pedestrian priority street, soft buffer landscaping and residential buildings along the Mancunian Way interface

BARING STREET CAMPUS

Baring Street could provide a well-connected location for a commercial campus cluster in a series of well-crafted and flexible blocks directly opposite the Mayfield Depot and Baring Street site.

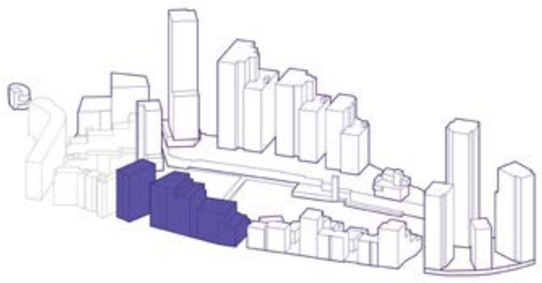
The commercial campus comprises four separate buildings: two large floorplate buildings with a frontage onto the Mancunian Way; a mixed use building on Baring Street, and; a smaller building located on the south side of the River Medlock. The buildings take their cue from the historic river hugging warehouses of the Hoyle Print Works that align with the waterway to make best use of it as a transport corridor. As such they have a unique relationship with the river.

The buildings provide an active commercial base for co-working, live/work units, and small business space. This is a flexible and affordable offer that will encourage enterprise and added value economic growth sectors that will be essential to support the City's growth trajectory. The offer will add value to the intended mix of Grade A commercial buildings above the Mayfield Depot and the overall business offer in the area.

The ground floors of the riverside buildings are set back to accommodate a generous public walkway along the river and allow them to open on to the river. A new pedestrian bridge provides a direct link to the Mayfield Depot and the north side of the park.

The building mass is shown as gently stepping down towards the park to allow sunlight into a majority of the park during spring, summer and autumn.

A basement car park for users could be provided underneath the building if required. There is also the flexibility to provide a multi-storey car park in the location.



The Baring Street Campus location with the Mayfield area

View of the Baring Street Campus from the pedestrian bridge link.

WYRE STREET

The Wyre Street neighbourhood occupies the western part of the site, and provides the interface between Mayfield and Piccadilly Station to the north, and the remainder of the city centre, including North Campus to the west. As such, it needs to be welcoming and permeable, and populated by active uses at ground floor.

At present, the area west of Baring Street is occupied by a mix of buildings of varying scale, grain and age. The majority of the existing buildings provide hotel or student accommodation ranging from 10 to 19 storeys. The MacDonald Hotel fronts onto London Road and forms part of the eastern boundary of Mayfield. The existing student buildings were delivered prior to the 2014 Mayfield SRF and are insular in their arrangement, turning their back on the rest of the site. Interspersed between existing buildings are surface car parks and underutilised areas that create an unwelcoming environment.

The Wyre Street sites offer the opportunity to re-address the relationship between Mayfield and the rest of the city centre to the west.

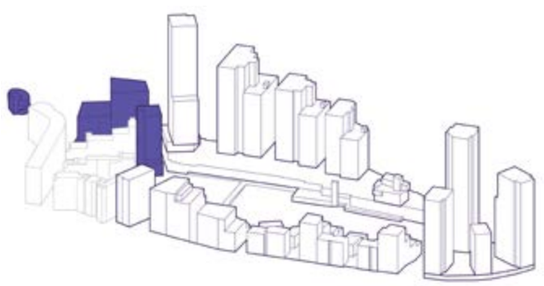
A three storey pavilion is proposed at the Wyre Street entrance on Fairfield Street, to act as a guiding beacon for pedestrians making their way to Mayfield from the north. A café/bar/restaurant space could occupy the ground floor, spilling out into the surrounding public realm. The open space along Fairfield Street is enhanced through high quality hard and soft landscaping. Tree planting could help soften the impact of traffic on Fairfield Street, and feature lighting and street furniture used to invite the public to use the space. An art installation could be used to demarcate this northern gateway to the site.

The Wyre Street and Travis Street public realm will be pedestrianised and upgraded, with a potential new pedestrian crossing to specifically improve access between Mayfield and the North Campus, as well as providing links to the wider city centre. The open space north of the MacDonald Hotel will be landscaped and planted to buffer the traffic and to create a more inviting environment at ground.

The existing corten energy centre is retained, and a new southern entrance to Piccadilly Station constructed immediately to the east. This will become one of the key arrival points to the site, dropping pedestrians directly on Baring Street opposite the Mayfield Depot old ticket hall.

The MacDonald surface car park is contained within a new commercial led development on the same site that hides the cars away from public view in a basement structure. This releases the ground level for active uses. A health centre and spa is planned for the lower levels of the building, with a retail frontage along the upgraded Travis Street. The building is set back from Baring Street to allow for a line of street trees here. Generic and flexible office floors are located at the upper levels of the building, strengthening the business cluster along the northern edge of the site.

The existing Baring Street brick building is demolished and replaced with a new hotel development. The building is orientated to provide its principal active frontages towards the proposed park. The small building footprint can generate a slender and elegant tall building of up to 26 storeys that will create a dynamic element on the skyline.



The Western Neighbourhood area with the Mayfield area

View of Travis Street with the new MacDonald site development to the right and the Piccadilly southern entrance to the left. The Mayfield Depot can be seen in the distance.

View of an upgraded Fairfield Street that optimises the pedestrian experience and facilitates access to the Mayfield area

Piccadilly Taxi Rank

The current taxi stacking arrangement for Piccadilly Station uses Baring Street extensively. The environment is currently very poor as a result in terms of traffic movements, noise and air quality. Masterplan aspirations for using Baring Street to connect the site, particularly for pedestrians and cyclists are significantly constrained.

Long term, the taxi facilities are proposed to be relocated to the north of the station, as part of the Piccadilly area regeneration proposals. However in the short to medium term, options will be explored to improve the immediate environment and efficiency of pick-up and drop-off.

5 PHASING & DELIVERY

PHASING & DELIVERY

The delivery of the site wide masterplan will be split into five key phases.

The sequencing of delivery will depend on a variety of factors, including place-making; commerciality; occupier interest; and external events.

Whilst the exact content within each phase together with the exact order of each phase is indicative at this stage, the phases are currently proposed as follows:

Mayfield Park and Hoyle Street East
This Phase includes the creation of the new Mayfield Park and the residential development in the zone east of Hoyle Street. This phase will include the infrastructure works to improve the course and quality of the River Medlock, and the landscaping to create the Mayfield Park to the north and south of the River Medlock. The permanent pedestrian linkages through the public realm created between Baring Street in the east and Hoyle Street in the west will also be provided.

This Phase may expand to include part or all of the mixed-grain residential development in the adjacent zone west of Hoyle Street.

Mayfield Depot
This Phase includes the infrastructure to create a transfer deck above the existing Mayfield depot building and the proposed new hotel and commercial office buildings above.

Hoyle Street West
This phase includes the creation of the mixed-grain residential development and associated external spaces in the area west of Hoyle Street.

Baring Street Campus
This Phase includes the creation of the commercial campus hub and associated external spaces east of lower Baring Street.

This Phase includes realignment of lower Baring Street to provide improved adjacent development spaces.

Wyre Street
This phase will include the Baring Street site opposite the Gatehouse; MacDonald Hotel site; a two storey pavilion building on Fairfield Street/London Road and the new Southern Entrance to Piccadilly Station. This phase will also include the public realm from the station on Fairfield Street through to Mayfield incorporating Wyre Street, Fairfield Street, Travis Street, Berry Street, Buxton Street and Baring Street.

Indicative phases of development and public realm

6 APPENDIX A
STRATEGIC CONTEXT

ECONOMIC & MARKET CONTEXT

Manchester's increasingly buoyant economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as creative and digital, science and innovation, culture, sport and tourism.

Manchester has a population of approximately 541,300[1], which is growing and lies at the heart of a conurbation extending to almost 3 million people. Population growth in recent years has been particularly evident in a younger 20-35 years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.

Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.

Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving Greater Manchester's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.

Finally, the Manchester Strategy 2016-25 identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth.

1 Manchester City Council, 2016 Mid-Year Estimate, http://www.manchester.gov.uk/download/ downloads/id/19261/a02a_2016_mye_for_manchester_report.pdf. Accessed 20 December 2017.

MANCHESTER: A GROWING CITY

Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. With a diverse population of now easily more than half a million people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London.

The Greater Manchester sub-region, which has a resident population of over 2.78 million and a combined GVA of over £62.8 billion, accounts for around two fifths of the North West's economic output[2]. In 2016, almost one third of the £62.8 billion of GVA generated in Greater Manchester was produced in the City of Manchester[3].

Manchester is one of the fastest growing cities in Europe. By 2025, in excess of 600,000 people are expected to live in the city, up 7.6% on the 2015 estimate[4]. Employment growth of 8.9% is forecast in Manchester between 2016 and 2025 (and 14.1% in the period 2016 to 2036). This growth rate is forecast to add 35,200 jobs to the Manchester economy, taking the total employment level towards 430,000 in 2025. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase by 21.8% to 2025 with a 45.2% change forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 2.26% per year, increasing to over £82.8 billion by 2036[5].

2 Office for National Statistics, Regional Gross Value Added (Income Approach) tables (released 20 December 2017), https://www.ons.gov.uk/file?uri=/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach/current/gvaireferencetables2.xls. Accessed 11 January 2018.

3 Office for National Statistics, ibid.

4 Manchester City Council, City Centre Strategic Plan 2015-2018, http://www.manchester.gov.uk/ download/downloads/id/24745/city_centre_strategic_plan.pdf. Accessed 20 December 2017.

5 Greater Manchester Combined Authority, Greater Manchester Forecasting Model: Summary of outputs (2017 update), http://www.manchester.gov.uk/download/downloads/id/25330/i14_greater_manchester_forecasting_model_2017_-_manchester.pdf . Accessed 11 January 2018.

Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy.

Manchester's current and future competitive position is underpinned by a number of key economic assets as set out below.

Thriving Regional Centre and National Destination
Over the last 20 years Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading Regional Centre and that it can successfully compete as an international investment location and visitor destination.

Given Manchester's economic growth, its universities and buoyant leisure and cultural sector, it is perhaps not surprising that the largest population increases are being witnessed within the age bands that are typically considered to fuel economic growth i.e. those at university leaving age and above. Across Greater Manchester, the 2011 Census identified that the 20-24 age band experienced the greatest level of growth. The 25-29 age band also witnessed a significant increase of just fewer than 30,000 over the same period[6]. Growth in this sector of the population has resulted in demand for new lifestyle choices that offer access to city centre employment, amenities and transport networks, together with well-managed accommodation built for that purpose.

6 Manchester City Council, Public Intelligence 2011 Census, http://www.manchester.gov.uk/ downloads/download/5154/public_intelligence_2011_census. Accessed 20 December 2017.

Trend in Businesses Looking for Agglomeration Benefits
Increasingly businesses are looking for benefits from agglomeration. Business sectors which are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff.

Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the continued growth of MediaCity:UK, for example.

Dynamic Private Sector
With a thriving private sector, the city is a leading business location and remains the top place in Europe for foreign direct investment outside of London[7]. Sixty-five FTSE 100 companies now have a presence in Greater Manchester, and around 40% of the North West's Top 500 companies are based in the city[8].

A Growing Creative Sector
The Digital and Creative economy is now an increasingly important feature of the city economy and has been the fastest growing in recent years. There is a significant core hub of businesses clustered within the centre and east of Manchester and at Salford Quays.

The latest information from the ONS (December 2017) highlights that in terms of growth between 2015 and 2016 in broad industry groups, information and communication was the strongest growing industry in the UK (6.05%) outside the services and manufacturing sectors[9].

7 Ernst and Young (EY), European Investment Monitor 2017, cited in EY UK Attractiveness Survey (May 2017), http://www.ey.com/Publication/vwLUAssets/2017-UK-Attractiveness-Survey/$FILE/EY-UK-Attractiveness-Survey-2017.pdf. Accessed 11 January 2018.

8 Savills, Spotlight: Manchester Office Market (September 2013), http://pdf.euro.savills.co.uk/uk/office-reports/manchester-office-market-spotlight---sept-2013.pdf. Accessed 12 January 2018.

9 Office for National Statistics, op. cit. Accessed 11 January 2018.

The depot northern elevation and access ramp

At 2.8%, Manchester experienced lower than average growth in this industry over the last year, although the business growth in this sector can be seen in take-up figures during 2016, when 16% of office take up in Manchester city centre was for Media and Technology Companies, compared to only 12% for Professional Services firms[10].

Mobile and Skilled Workforce
The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the city[11]. There is access to a pool of skilled people across a wide range of industries, and over 99,000 students in five Higher Education Institutions across Greater Manchester[12].

Accessibility
Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to the regional centre. This effectively stretches and increases the capacity of its travel to work area (and therefore pool of labour), and enhances connectivity between businesses. It also makes the city centre easier to get around and a better place in which to live.

The Mayfield area is within easy walking distance of the core of the city centre. Additionally, Metrolink and mainline rail services are available from Manchester Piccadilly Station, immediately adjacent to the Mayfield area. This provides access to the regional market, as well as national and international destinations via mainline rail and train services to the airport.

Manchester Piccadilly is Manchester's primary railway station and currently provides connections nationwide. In the future, this will be significantly extended through the development of a proposed new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).

Manchester International Airport
Manchester's airport is the third largest in the UK, and is the primary gateway for the north of England, serving over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides long haul routes to North America, the Middle East, Asia and Australasia. At present the airport serves about 26 million passengers a year, forecast to rise to 45 million by 2030[13].

Sport
Manchester's pre-eminence in football is represented by the presence of two of the leading teams in England, Europe and the world. Manchester City Football Club is based at the Etihad Campus, approximately 2km from the Mayfield area.

The city is also home to the National Cycling Centre and has established itself as the home for the British Cycling Team. Additionally, the National Squash centre has developed as a global centre of excellence, the GB Water Polo Team uses the pool facilities at Beswick, and the GB Taekwondo team is based at Ten Acres Lane. The recently opened Manchester Institute of Health and Performance (MIHP) in Beswick is the home of the English Institute of Sport and the facilities within that complex are world leading. Other major sports such as rugby league, rugby union and cricket have a significant presence across the conurbation.

Culture, Leisure and Tourism
The important of culture, leisure, and tourism to the Manchester economy is increasing, underlining the significance of the City's existing and growing asset base. Manchester's image as a cultural city that attracts regional, national, and international events is a sign of its increasing importance in this sphere.

Manchester's cultural, tourism and leisure sector continues to grow significantly, a feature of a service-based high-growth economy. In recent years, this has been boosted by significant investment in new world class facilities and events, such as the Whitworth Art Gallery and the forthcoming Factory Manchester in St John's (which will become a permanent home for the Manchester International Festival) to name but a few, which have become recognised globally.

Such investments have sustained and opened new domestic and overseas markets, giving Manchester its status as the third most visited city in the UK by international visitors (after London and Edinburgh), with the city experiencing a 21% rise in the number of international visits since 2005[14]. This growth in the visitor economy has been underpinned by, and acted as a catalyst for, a significant increase in the supply of visitor accommodation within the city centre over the last decade.

EMERGING RESIDENTIAL AND COMMERCIAL TRENDS

Developing socio-economic trends, as described above, are driving changes in how people chose to live and work.

Residential Trends
Development activity and investment in residential construction in Manchester has increased significantly in 2016/17 and this trend is expected to continue in 2017/18. Progress can be summarised as follows[15]:

- In June 2017 there were 58 residential developments on-site across the city with circa 7,000 new homes currently under construction, including 27 developments on-site in the city centre providing circa 5,000 new homes.
- New homes on-site in the City Centre are up by 135% since 2015/16.
- It is expected that circa 1,800 new homes will complete across the City by the end of 2016/17, over 60% of which will be outside the City Centre.
- It is expected that close to 3,000 new homes will complete in 2017/18 including over 1,500 in the city centre.
- Of more than 6,000 new homes delivered over the last 5 years, over 2,700 were delivered through the city's Affordable Homes Programme.
- The Housing Affordability Policy Framework has been published to support increased delivery of between 1,000 to 2,000 affordable new homes each year.

New lifestyle choices are driving demand for new homes in locations with the characteristics possessed by the Mayfield area. These are typically edge of city centre locations which are becoming more developed as the city centre expands beyond its traditional core.

Residential Supply and Demand
Manchester's on-going economic and population growth will continue to drive the need for new high quality residential accommodation across a range of tenures.

Whilst the number of new units under construction continued to grow in 2016, with 6,963 units on site (up from 2,982 in 2015, as reported in the Deloitte Crane Survey January 2017[16]), the historic undersupply in previous years means that there remains a significant shortfall against the Manchester Residential Growth Strategy (2016) target to provide 25,000 new homes in a ten-year period between 2016 and 2025.

10 Colliers International, UK Research & Forecast Report: Manchester Offices February 2017, http://www.colliers.com/-/media/files/emea/uk/research/offices/201702_manchester_officessnapshot .pdf?la=en-gb. Accessed 20 December 2017.
11 Invest in Manchester, Workforce, https://www.investinmanchester.com/why-manchester/workforce. Accessed 11 January 2018.
12 Invest in Manchester, Universities in Manchester, https://www.investinmanchester.com/why-manchester/education/universities. Accessed 20 December 2017.
13 Manchester Airport Group, 'Secretary of State for Transport sees work begin on Manchester Airport's £1 billion transformation programme' (21 July 2017), http://mediacentre.manchesterairport.co.uk/secretary-of-state-for-transport-sees-work-begin-on-manchester-airports-1-billion-transformation-programme/. Accessed 11 January 2018.
14 Manchester City Council, Report to the Economy Scrutiny Committee: Manchester's Visitor Economy (12 October 2016), http://www.manchester.gov.uk/download/meetings/id/21584/6_manchesters_visitor_economy. Accessed 20 December 2017.
15 Manchester City Council, Delivering Residential Growth: Update and Action Plan 2017 -2022, http://www.manchester.gov.uk/download/meetings/id/23130/item_12_-_progress_of_the_residential_growth_action_plan. Accessed 11 January 2018.
16 Deloitte Real Estate, The Manchester Crane Survey 2017, https://www2.deloitte.com/content/dam/Deloitte/uk/Documents/real-estate/deloitte-uk-manchester-crane-survey-17.pdf. Accessed 20 December 2017.

The overgrown platform tracks and former canopy structure

1,113 units were delivered during 2016, which was the seventh year of under delivery against the 2002-2008 average of 1,777 units per annum, exacerbating undersupply against strategic targets. However, delivery of 2,658 units is anticipated in 2017, with a strong construction pipeline from 2018-2020 and a further 14,000 units with planning permission will contribute towards addressing the shortfall.

The current residential pipeline status shows 28,500 units overall, broken down as follows[17]:

- 9,050 under construction;
- 6,730 with planning and funding;
- 5,200 with planning and no funding;
- 4,300 at application stage; and
- 3,220 at pre application stage.

As outlined above, the growing strength of the residential market is underpinned by the City's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions based in the city centre support the lifestyle aspirations and focused growth on city centre living.

Demand is a mixture of first time buyers and professionals moving into the city, as well as an influx of people relocating or purchasing second homes.

Demand for rented accommodation has soared in recent years, especially in the City Centre. With first-time buyers struggling to secure mortgages many young people are, in practice, shut out of owner-occupation. Those who historically would have bought are entering (or remaining) in the private rented sector.

Build to rent will continue to be important, reflecting the trend towards this type of tenure both in Manchester and nationally. It is a form of development that, if done well, can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance and flexibility.

17 Jones Lang LaSalle, Residential Market Update: Manchester City Centre (2017). Presentation to the Mayfield Partnership, August 2017.

Given Mayfield's strategic location, it is geographically well-placed to play a significant role in satisfying this demand for new dwellings to support population and economic growth.

The neighbourhood setting offers many of the ingredients sought in terms of location, scale, accessibility to public transport and employment, and access to a lifestyle that incorporates leading cultural and arts facilities. Importantly, the area also benefits from a natural link into the neighbouring educational institutions within the Corridor Manchester area, and is therefore attractive to the postgraduate and young professional market.

Commercial Trends

A number of emerging commercial trends are currently influencing the office market in Manchester as set out below.

Co-Working

According to the London Business Footprint Report prepared by Deloitte in 2015, the arrival of the Millennial generation[18] in the workplace could contribute as much, if not more, to the change in working culture and practices as the Baby Boomers did in the 1980s and 1990s. Millennials are considered to be more inclined to work for organisations that embrace innovative thinking, encourage creativity, and actively participate in society. The report suggests that these are all elements that can be facilitated by co-working.

The report, written in 2015, suggests that larger developers are 'tentatively incorporating co-working and flexible office space into their large mixed-use buildings'. It is apparent in 2017 that there is increasing attention from developers to deliver bespoke products aligned to this trend – Allied London's Old Granada Studios and their emerging proposals for Manchester Goods Yards in St John's being good examples. Other developers like Bruntwood have similar ambitions, as illustrated through their recently refurbished, £8m 'Neo' scheme in Manchester City Centre which is specifically designed for co-working.

Major players are now looking at Manchester, with American co-working operator WeWork said to be looking at three sites within Manchester City Centre. The first of these locations was confirmed to be 1 Spinningfields where WeWork took 60,000 sq.ft. of space in June 2017. It is clear that this trend will only continue to grow in the medium term and space needs to be made available to cater for this future growth.

Start-up Culture

The growth of digital and creative industries combined with the changing working patterns of Millennials, who are increasingly becoming an important part of the national workforce, has contributed to a growing start-up culture. Increasingly there are new businesses and young leaders who want to deliver their own product.

These businesses need flexible space in which to start their business and to foster connections and collaborations with similar businesses, thus benefitting from agglomeration effects. This is typically found within co-working workplaces.

However, in order to manage the growth of these companies a number of larger developers are seeking to deliver a true 'business ecosystem' within their portfolios. This involves providing incubator space for fledging companies as well as more general co-working facilities. Finally, traditional serviced offices form part of the portfolio to create space for the most successful businesses to move into.

Technologically Advanced Workplaces

There is also an emerging trend for increasing amounts of technology to be incorporated into workplaces. This includes buildings that will be able to manage their own environment and understand what is happening when within the building. This is critical for businesses which have a diverse range of staff within one building who are working on different elements of a job or for those working in increasingly technological fields.

As an example, within the XYZ Building developer Allied London have developed 'The Vault' which is a 20,000 sq.ft. space geared towards the rapidly developing FinTech industry.

The advent of technologically advanced workspaces that attract technology based and digital businesses will benefit other companies within the wider business ecosystem who may not have the skills in-house to get the most out of an increasingly digital business world.

18 Millennial is the name given to the generation typically born between 1982 and 2002. Also known as Generation Y.

The interior of the Mayfield Depot

PLANNING POLICY & GUIDANCE

National Planning Policy Framework
The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications and articulates the priorities of The Plan for Growth[19] within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations.

The Greater Manchester Strategy
The Greater Manchester Strategy (GMS) is Greater Manchester's overarching strategy which has set the strategic framework for policy development across GM since 2009. It was updated in July 2017. This is the third Greater Manchester Strategy and it builds on the substantial progress made since the first was published in 2009 and the most recent refresh in 2013. The strategy was refreshed to reflect the change in the economic and political climate, particularly:

- the substantial devolution that is now underway in Greater Manchester;
- the Mayoral election in May 2017 and the Mayor's manifesto commitments; and
- the changing economic and political climate, particularly the vote to leave the EU.

The Greater Manchester Strategy sets out a very clear vision for the city region. It states that:

"Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old: A place where all children are given the best start in life and young people grow up inspired to exceed expectations; A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm, but if you need a helping hand you'll get it; A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent; A place where people live healthy lives and older people are valued; A place at the forefront of action on climate change with clean air and a flourishing natural environment; A place where all voices are heard and where, working together, we can shape our future."

The strategy for achieving this vision is structured around 10 priorities, reflecting the life journey:

- Priority 1: Children starting school ready to learn;
- Priority 2: Young people equipped for life;
- Priority 3: Good jobs, with opportunities for people to progress and develop;
- Priority 4: A thriving and productive economy in all parts of Greater Manchester;
- Priority 5: World-class connectivity that keeps Greater Manchester moving;
- Priority 6: Safe, decent and affordable housing;
- Priority 7: A green city-region and a high quality culture and leisure offer for all;
- Priority 8: Safer and stronger communities;
- Priority 9: Healthy lives, with quality care available for those that need it; and
- Priority 10: An age-friendly city-region.

The GM approach to delivering these priorities is underpinned by five key enablers:
- Enabler 1: Communities in control;
- Enabler 2: People at the heart of everything we do;
- Enabler 3: An integrated approach to place-shaping;
- Enabler 4: Leadership and accountability; and
- Enabler 5: Taking control of our future.

The priorities set out within the updated GM Strategy continue to build on the twin themes of 'People and Place in GM' which formed the basis for previous versions of the document. It sets out to achieve the vision contained within the document through new approaches which are shaped and driven by communities themselves. By harnessing the strengths of Greater Manchester's people and places, the GM Strategy aims to create a more inclusive and productive city-region where everyone, and every place, can succeed. It builds on the work that has been done in previous strategies around reforming public services and growing the economy, with an increased focus on ensuring that the people of Greater Manchester can all benefit from economic growth and the opportunities it brings throughout their lives.

The GM Strategy is also the blueprint for the future of public services in the city region, setting out how public bodies – including the 10 councils and the Mayor's Office, the NHS, transport, police and the fire service – will work alongside local people to take charge of the future. It addresses education and skills, health, wellbeing, environment, work and economic growth simultaneously in the belief that this is the best way to bring about change, and make a real difference to the lives of real people.

The GM Strategy provides the high level framework for action based on a robust evidence base and the results of public consultation. More detailed plans, developed and led by city-region-wide partnerships, set out the specific actions, interventions and investment required to deliver the GM strategic priorities and achieve the GM vision. These plans include:

The Draft Greater Manchester Spatial Framework (GMSF), which will enable an informed, integrated approach to be taken to strategic development planning across the city region. The purpose of the GMSF is to enable GM to manage land supply across the city region in the most effective way, in order to achieve the vision set out in the GM Strategy based on a clear understanding of the role of places and the connections between them.

Built on a robust analysis of projected employment growth, including a sectoral analysis of Greater Manchester's key growth sectors, and an assessment of demographic change and the housing requirements arising from such change, the GMSF will provide a clear perspective of land requirements, along with the critical infrastructure - transport, digital, energy, water and waste - required to support development. Work is now underway to review and refresh the GMSF following the initial public consultation undertaken between 31 October 2016 and 16 January 2017.

Manchester City Council's Local Plan (the 2012 Core Strategy) is also set to be reviewed and updated in light of the strategic approach set by the GMSF.

Transport 2040 which sets out a vision for "World class connections that support long-term, sustainable economic growth and access to opportunity for all" and seeks to address the four critical transport challenges of supporting sustainable economic growth, improving quality of life, protecting the environment and developing an innovative city region. Organised by spatial themes and supported by a five-year delivery plan, the strategy takes a long-term view of transport requirements across GM and the wider North and highlights the priority interventions needed to meet those requirements. A City Centre Transport Plan is being developed for consultation, and will sit below the 2040 strategy.

The Greater Manchester Investment Strategy, which supports the implementation of the GM Strategy through investment to create and safeguard jobs, primarily through loans to support the recycling of funding in order to maximise the impact of investment over several funding cycles.

The establishment of a second **GM Transport Fund** to underpin an integrated whole-system approach to the management of the GM transport network and the delivery of Greater Manchester's transport priorities is being proposed.

The Climate Change and Low Emissions Implementation Plan, which sets out the steps that will be taken to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life.

The Greater Manchester Work and Skills Strategy, setting out the GM approach to delivering a work and skills system that meets the needs of GM employers and residents.

The Northern Powerhouse Strategy, which identifies skills, science and innovation and the development of a collaborative approach to promoting the Northern

19 HM Treasury/ Department for Business, Innovation and Skills, March (2011)

Powerhouse[20] to foreign investors as priorities for further work by Northern Cities and Government.

The Greater Manchester Growth Strategy is set within the context of the above plans and demonstrates how the opportunities provided by HS2 and Northern Powerhouse Rail will be maximised for the benefit of businesses and residents within the city and across GM. The Growth Strategy emphasises the importance of HS2 and NPR to the city and the city region, highlighting the significant growth and jobs benefits that these programmes can bring, and demonstrating how the opportunities will be maximised for the benefit of businesses and residents within the city and across GM.

Manchester Core Strategy (2012)
Manchester adopted its Core Strategy (CS) in 2012. The CS sets out the City Council's vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that vision. It is proposed to refresh the CS in light of the emerging GMSF. The review of the CS will be an opportunity to update planning policy for the city, including the Mayfield area.

The Mayfield area falls within the defined Regional Centre as set out in Policy EC3 and also within the designated city centre, as outlined within Policy CC1.

The Mayfield area has the potential to contribute strongly to a number of Manchester's key strategic policy objectives, as summarised below:

Policy SP1 Spatial Principles: The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North, East and Central Manchester Regeneration Areas. It is noted that the River Valleys, including the Irwell, and the City Parks, are particularly important; access to these resources will be improved.

Policy EC1 Employment and Economic Growth: Development will be supported in sectors that make significant contributions to economic growth and productivity including health, education, retailing, cultural and tourism facilities. The city centre is identified as key areas for employment, and the policy recognises that employment can be provided through a range of activity, including education, retailing, culture and tourism.

Policy EC3 The Regional Centre: Employment generating uses will be promoted within the Regional Centre, taking advantage of the commercial assets of the core of the conurbation and the opportunities to provide accessible employment to Manchester residents. New housing to complement the development of mixed use employment areas will be supported.

Policy CC1 Primary Economic Development Focus: The City Centre and the City Centre Fringe are respectively expected to accommodate 33ha and 25ha of office or similar employment development. Within these areas a variety of high quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international businesses. The City Centre and Fringe will be considered a suitable location for the consideration of high density building and commercially led mixed use schemes. The focus for employment growth will be in B1a high density offices with particular encouragement given for such developments in the Mayfield and Piccadilly areas.

Policy CC 3 Housing: The City Centre will see the most intensive development of housing in the City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027. Key locations for the residential development will be Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter.

Policy CC 4 Visitors - Tourism, Culture and Leisure: The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported. Development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted. In order that the existing visitor attractions can reach their potential it is also important that the City Centre has the infrastructure to accommodate the necessary volume of visitors. Hotels have become an increasingly important use across the City, and these will be particularly important in the City Centre. New hotel development which contributes to the quality of the City Centre hotel offer will be supported. Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable.

Policy CC 6 City Centre High Density Development: City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. Development will need to have regard to the Council's approach to tall buildings (policy EN2), but any proposals which do not reflect the importance of maximising the development opportunities in the City Centre will only be supported where this accords with wider Core Strategy objectives.

Policy CC 9 Design and Heritage: Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Policy H1 Overall Housing Provision: approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. New residential development should take account of the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design of a scheme should contribute to the character of the local area. All proposals should make provision for usable amenity space, parking of cars and bicycles and prioritise sites close to high frequency public transport routes.

Policy H8 Affordable Housing: new development (for all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed) should contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.

Policy EN2 Tall Buildings: Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they are of excellent design quality; are appropriately located; contribute positively to sustainability; contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance; and will bring significant regeneration benefits.

Policy EN3 Heritage: Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN9 Green Infrastructure: New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Saved Policies of the Manchester UDP
It is considered that the three policies below are of particular relevance to the Mayfield area.

Policies E3.3 & E3.4 – Environmental Improvement and Protection: The Council intends to enhance and improve the character of the city centre. A high standard of design will be expected from new developments in order to restore the unity and particular character of the roads, and to improve the setting of listed and other important buildings. In addition, the Council will encourage the conservation and refurbishment of buildings of character and quality, and will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space.

Policy RC20 Area 14 Fairfield Street/Mancunian Way/London Road: The general attitude to the area is one of seeking to sustain existing activity. In the long term it is hoped to improve the Medlock Valley with riverside environmental improvements. There is a similar aim of improving the appearance of key traffic routes into the city centre by appropriate built form and landscaping treatment adjoining main entry radials such as London Road and the Inner Relief Route, of which the Mancunian Way is a part. There is considerable scope in this area to progress both of these aspects of environmental concern. In the case of the Medlock it is intended to adopt an opportunistic approach based on a strong statement of intent to open up the river where possible.

20 The Northern Powerhouse is "a proposal to boost economic growth in the North of England by the 2015-15 coalition government in the United Kingdom, particularly in the 'Core Cities' of Manchester, Liverpool, Leeds, Sheffield, Hull and Newcastle. The proposal is based on the benefits of agglomeration and aims to reposition the British economy away from London and the South East." (Department for Transport, *The Northern Powerhouse: One Agenda, One Economy, One North*, March 2015)

Policy RC20 Area 16 Piccadilly/London Road: The The London Road/Piccadilly route dominates this area's character acting as a major gateway and accommodating large numbers of buses and pedestrian movements to and from Piccadilly Station. Important routes across the City Centre are also significant. South of Fairfield Street is the listed former Fire Station building. Other equally substantial buildings, on Granby Row and Fairfield Street, are in general commercial use. Here the intention is to retain existing activities and find new uses for vacant floorspace. The residential accommodation that was present in the former at the Fire Station represents a use which might be extended, with proximity to the UMIST campus suggesting scope for student accommodation or for other ancillary activities relating to the Higher Education Precinct. Other uses of the existing buildings for offices, warehousing/ retail warehousing or service industry would also be appropriate in many cases.

It should be noted that the Saved Policies of the UDP reflect policies adopted by Manchester City Council in July 1995. These were saved as part of the Core Strategy adopted in July 2012. It is clear that the Saved UDP policies were formulated in a significantly different planning and economic context to that of the present day Mayfield area.

Manchester's Great Outdoors: a Green and Blue Infrastructure Strategy for Manchester 2015-25
Manchester City Counil recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

Manchester's green and blue infrastructure (GBI) has been part of the city's success for a number of years. Five river valleys, three canals, over 160 parks, street trees, woodland, private gardens, and other areas of natural environment are familiar and well-used parts of the city's landscape. As the city continues to grow over the next decade, existing and new GBI will need to continue to be an integrated part of this growth, particularly in the city centre.

The vision for green and blue infrastructure in Manchester over the next 10 years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow. The Mayfield area will make a crucial contribution to this vision.

Residential Growth Strategy (2016)
Recognising the critical relationship between housing and economic growth, Manchester City Council has approved a Residential Growth Strategy which seeks to deliver a minimum of 25,000 new homes in a ten-year period been 2016 and 2025. This policy framework aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the city's residents in terms of housing choice, quality and affordability in order to develop strong communities.

Housing Affordability Policy Framework (2016)
The Residential Growth Strategy has been strengthened and refined by the development of the Housing Affordability Policy Framework which seeks to explicitly link household income to the provision of new homes across the city. This is to ensure that residents who are on or below the average household income for Manchester have access to decent and secure homes. The policy recommends that the City Council aims to deliver between 1,000 and 2,000 new affordable homes in Manchester each year.

Manchester Residential Quality Guidance (2016)
The Manchester Residential Quality Guidance document was endorsed in December 2016 and aims to ensure that high quality, sustainable housing that meets the needs of the city and its communities will be built.

Prospective developers and their design teams bringing forward sites for residential development within the Mayfield area must demonstrate that the scheme will deliver accommodation of the very highest quality that complies with the guidance. Proposals that do not comply with this guidance must provide a compelling justification, based on evidence and options analysis, in order to avoid refusal. This approach underpins the Council's aspiration to encourage the delivery of the highest quality range of residential development, which will contribute to sustainable growth and help establish Manchester as a world class city.

Manchester Strategy 2016-25 ("Our Manchester")
The Manchester Strategy 2016-25 was adopted by MCC in January 2016 and sets the ambitions for the city for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the city will:

- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- possess highly skilled, enterprising and industrious people;
- be connected, internationally and within the UK;
- play its full part in limiting the impacts of climate change;
- be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- be clean, attractive, culturally rich, outward-looking and welcoming.

The Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

The 'Our Manchester' approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the city's communities. This is based on the following essential principles[21]:

- 'Better lives – it's about people;
- Listening – we listen, learn and respond;
- Recognising strengths of individuals and communities – we start from strengths; and
- Working together – we build relationships and create conversations.'

The Mayfield area has been a long standing regeneration priority for MCC, with the land within the Mayfield area featuring in a number of existing Council policy documents and being identified as part of the Eastern Gateway - the key strategic regeneration context for Mayfield. In addition to lying within the area covered by the City Centre Strategic Plan (2015-2018), the Mayfield area is also adjacent to a number of other identified regeneration areas within Manchester.

21 Manchester City Council (2016). Our Manchester Framework, http://www.manchester.gov.uk/download/downloads/id/24983/our_manchester_framework.pdf

REGENERATION CONTEXT

Manchester City Centre Strategic Plan (2015-2018)
The Strategic Plan includes a new city centre boundary that responds to the rapidly evolving economic geography of Manchester City Centre. As both the economy and population of Manchester have grown, large scale mixed-use developments incorporating commercial, residential and leisure uses are driving change at its boundaries. The city centre boundary has therefore been extended to recognise the contribution of former 'fringe' areas and their relationship with the city centre.

The expansion of the city centre reflects a key imperative of Manchester's Strategy which is to drive the creation of sustainable neighbourhoods of choice which support economic growth and improve quality of life in these areas. Both Piccadilly and Mayfield are identified within the City Centre Strategic Plan as areas of major regeneration opportunity.

The Mayfield area benefits from being in close proximity to a number of other regeneration priorities in Manchester and Salford. Capitalising upon the synergies between the Mayfield area and the areas adjacent to it is critical to its future success.

Eastern Gateway
The Chief Executive's Report to the May 2003 Executive Committee (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.

In recent years the part of the Eastern Gateway immediately west of the Mayfield site has been subject to investment in the form of the refurbished Macdonald Hotel and new purpose built student accommodation. Further regeneration will be delivered through the comprehensive refurbishment and restoration of London Road Fire Station, which received planning consent in July 2017.

Manchester's City Centre Strategic Plan states that the Piccadilly / Eastern Gateway area, within which the Mayfield area is located, *"represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the City".*

It also acknowledges the importance of links through the area, in the context of the cite centre's connections across the Inner Ring Road and states: *"Development within the Piccadilly area will improve linkages and connections with the residential neighbourhoods of Ancoats and New Islington".*

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 and Piccadilly SRF's are the most important regeneration opportunities 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.

Manchester Piccadilly Strategic Regeneration Framework (endorsed June 2018)
In June 2018 Manchester City Council's Executive Committee endorsed an updated Strategic Regeneration Framework to help guide the regeneration of the Manchester Piccadilly area, which provides an update to the previous Manchester Piccadilly SRF (endorsed in January 2014).

The Manchester Piccadilly SRF provides a vision and framework for the regeneration of the Piccadilly area as a key gateway to the city, building on the opportunities presented by the arrival of the High Speed 2 (HS2) and potentially Northern Powerhouse Rail at Piccadilly Station. This could include the creation of new residential neighbourhoods and significant new public spaces.

The 2018 SRF sets out a vision for the delivery of new high quality commercial accommodation, new residential accommodation, and public amenities (including public realm, retail and leisure opportunities) within the Piccadilly area, in order to create a desirable location in which to live, work and spend leisure time.

The Site is located to the east of the Manchester Piccadilly SRF masterplan area, and is adjacent to the proposed new HS2 station. The proposals contained in the 2018 SRF aim to maximise the regenerative potential of HS2 and the internationally significant multi-modal transport interchange that Piccadilly Station will become.

Piccadilly Basin SRF (endorsed October 2016)
The Piccadilly Basin SRF complements development at adjacent neighbourhoods including the wider Piccadilly area, New Islington, Northern Quarter and Great Ancoats Street.

The regeneration framework will see the creation of a residential and commercial destination utilising the potential of Piccadilly Basin. The delivery of this will provide a range of new employment opportunities across a range of sectors within the city centre. The framework sets the objective of delivering a distinctive location which will support the continued growth of the city's economy. The expanded retail and leisure offer in addition to the creation of new commercial space will both attract new organisations to the city and facilitate the expansion of existing Manchester based businesses.

It will deliver desirable residential development at the heart of the city centre, providing residents with access to key retail and leisure amenities. The framework will provide additional homes within close proximity to both the job opportunities created not only within the Basin but also to key city centre neighbourhoods including New Islington, The Northern Quarter and Ancoats.

North Campus SRF (endorsed March 2017)
The redevelopment of North Campus will bring major regeneration benefits to the city and the area around Manchester Piccadilly. The North Campus is recognised as one of the neighbourhoods to be impacted by HS2 and is described as a 'research intensive knowledge environment'. The area is to be developed as a mixed use district with the knowledge industry and academic research identified as key activities.

The 11.8 hectare area of the North Campus site will focus on future planning strategies and ways of improving the east-west connectivity between Manchester Piccadilly Station through to Oxford Road, as well as providing a significant gateway to the North of the site in the direction of the city centre via the notable Sackville Street Building.

Aytoun Street "Kampus" SRF (endorsed August 2015)
The Aytoun Street SRF (endorsed in August 2015) sets out wide-ranging proposals to regenerate the area of the city centre round the former Manchester Polytechnic (now Manchester Metropolitan University) city centre campus, including the Euro car park bounded by Auburn Street, Aytoun Street, Whitworth Street, Chorlton Street, and the Rochdale Canal. This key location at the 'Piccadilly Gateway' will be the focus of major regeneration, helping to grow the city region's economy.

The SRF proposes to create a new, vibrant and creative mixed-use but housing-based neighbourhood, richly enhancing the townscape and fitting in with the surrounding area. The vision is to transform the look and feel of this important 'gateway' with buildings of distinct architectural quality, new streets, squares and attractive shopping, business and leisure facilities.

The proposals contained within the SRF will add to the essential life and vitality of a vibrant, successful city centre neighbourhood. This next phase of the area's transformation will build on improvements in and around Piccadilly Gardens and Piccadilly Station. It will also link in with proposed future developments, including the redevelopment of London Road Fire Station, and plans for HS2.

Corridor Manchester Spatial Framework (endorsed March 2018)

Corridor Manchester covers a 243-hectare area running south from St Peter's Square to Whitworth Park along Oxford Road, overlapping with the core of Manchester's Central Business District. It brings together public and private sector partners committed to bringing forward new investment to generate further economic growth in the knowledge economy.

The Corridor Partnership published a Strategic Vision to 2025 in 2016, which highlights the need to continue to support committed future investment, as well as the future growth potential of its institutional partners in delivering research, innovation, commercialisation, skills, academic excellence and incubation facilities.

Corridor Manchester's Strategic Vision to 2025 is for this area to be:

"Manchester's cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe's leading cities."

Whilst the focus is on knowledge industries, this growth will be supported by key place-making objectives in terms of public ream, diversifying and uplifting the quality and range of uses around retail, food, drink, cultural, sport and housing.

The SRF sets out the spatial principles to support the strategic themes and objectives of the Strategic Vision.

The Mayfield area's proximity to the Corridor Manchester Area emphasises its importance as a key site where additional development land is readily available to enhance north-south connections in the City, and to complete the arch of regeneration through Ardwick. There is an identified opportunity to provide high quality residential development to support the growing industries within the Corridor.

A number of new developments are currently underway within Corridor Manchester, including:

- Graphene Engineering Innovation Centre – the second Graphene-dedicated building, which will deliver 90,000 sq ft of floorspace.

- Manchester Business School Executive Education Centre – a £50 million project, which will deliver a 210 bed 4* Crowne Plaza hotel, 116 Staybridge Suites and educational and conferencing facilities.

- Manchester Business School Precinct Refurbishment - £82 million refurbishment of the Business School and retail precinct, which will provide an additional 45,000 sq ft of education floorspace and 12,300 sq ft of retail floorspace.

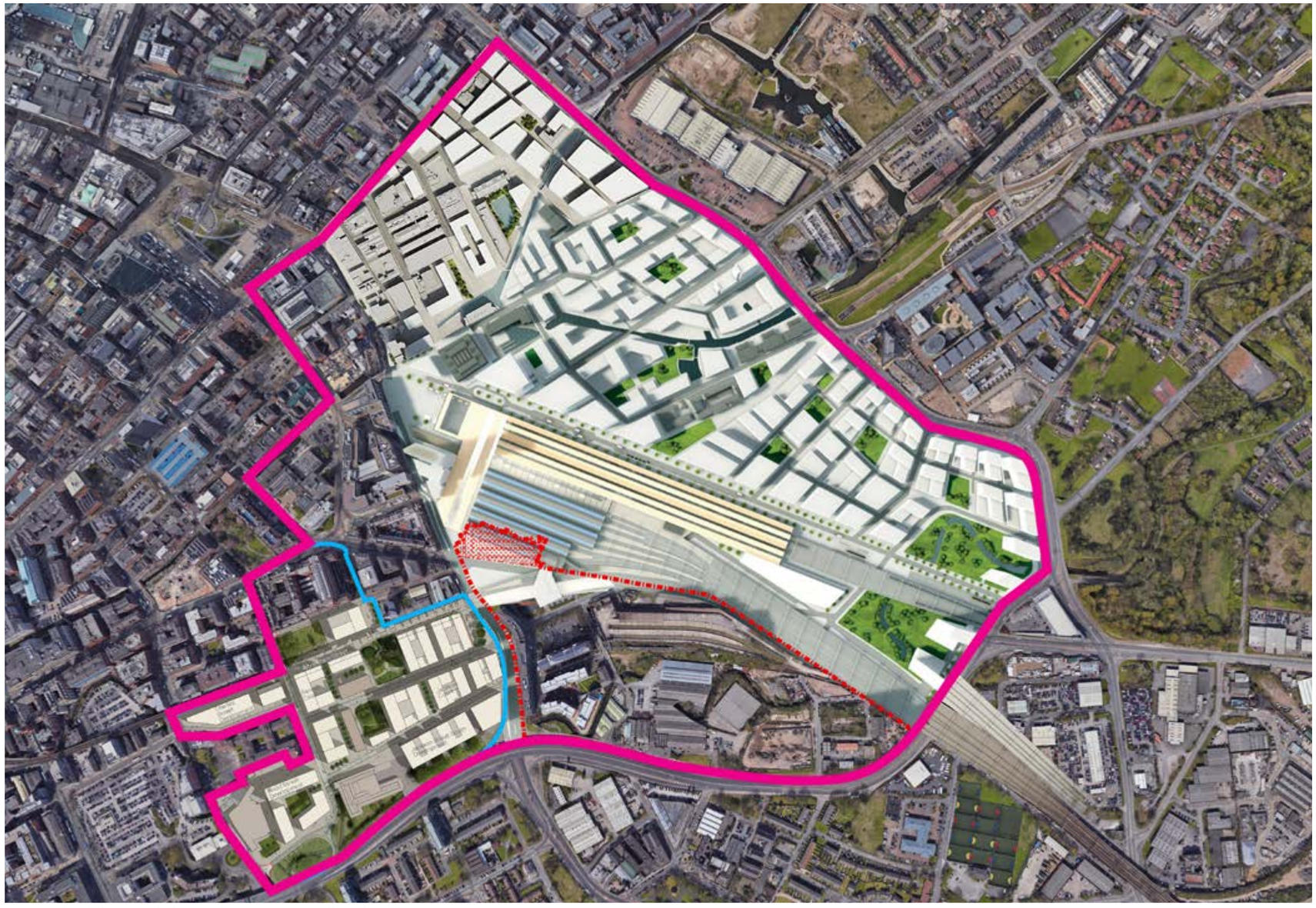
- Manchester Engineering Campus Development - £350 million development that will become home to the University of Manchester's four engineering schools and two research institutes from the Faculty of Engineering and Physical Sciences.

- Circle Square – new community including almost 700 homes and 700 studios for student accommodation, over 27,000 sq ft of Grade A office floor space, multi-storey car park and one of the largest green spaces in the City Centre.

- Mabel Tylecote Redevelopment – a new 96,000 sq ft Arts, Media and Culture facility on Oxford Road.

Other developments in the pipeline with planning permission include a Nuffield Health facility, the next phase of CityLabs and the Sir Henry Royce Institute.

The Mayfield area's proximity to the Corridor Manchester Area emphasises its importance as a key site where additional development land is readily available to enhance north-south connections in the City, and to complete the arch of regeneration through Ardwick. There is an identified opportunity to provide high quality residential development to support the growing industries within the Corridor.



The Mayfield SRF area within the wider Manchester Piccadilly SRF area

7 APPENDIX B

SITE ANALYSIS

SURROUNDING CONTEXT

As set out in Appendix A: Strategic Context, the Mayfield area is of immense strategic importance due to its position within the Eastern Gateway and its proximity to a number of identified regeneration areas within central Manchester, including:

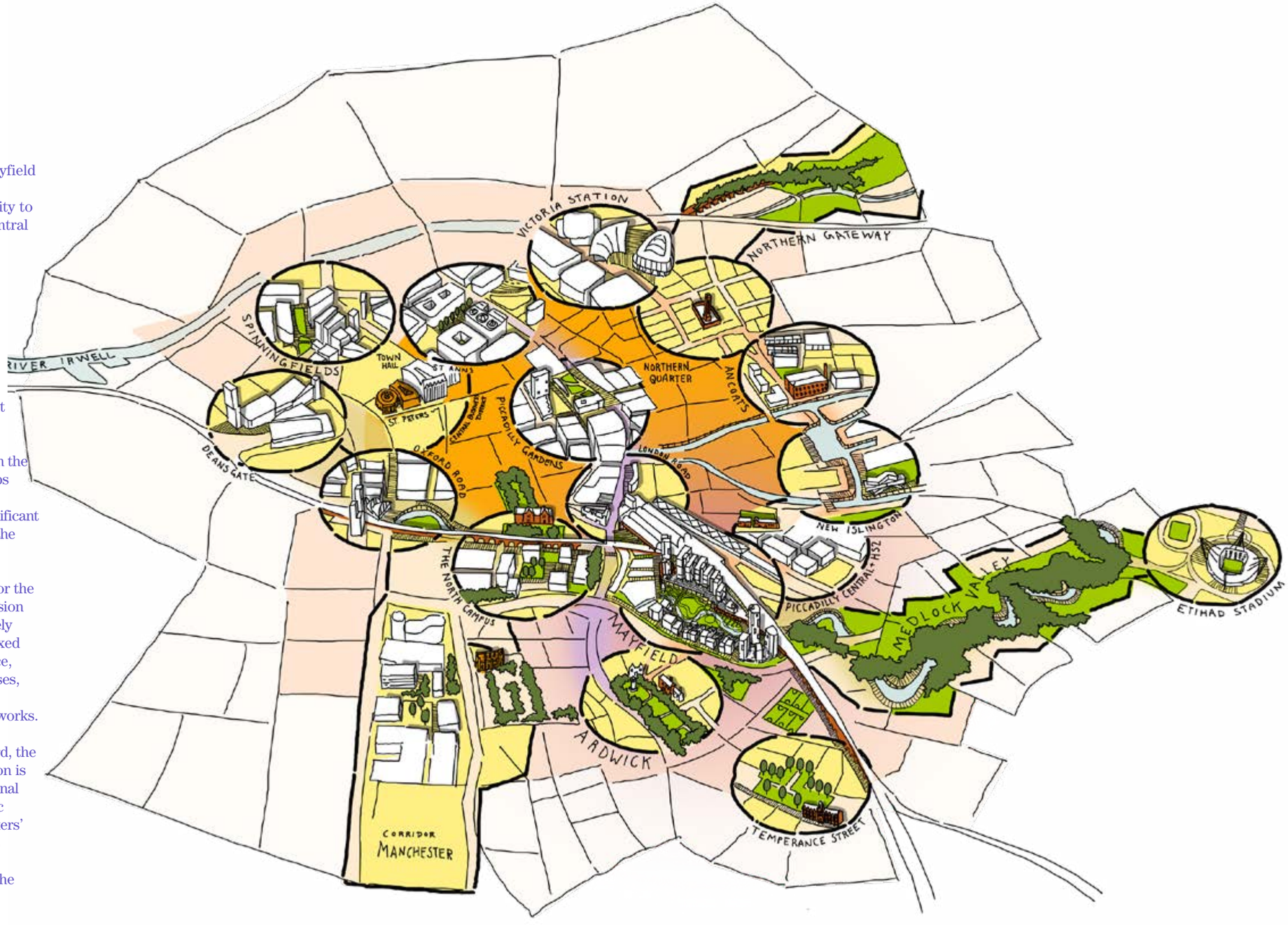
- Piccadilly;
- Piccadilly Basin;
- North Campus;
- Aytoun Street ("Kampus"); and
- Corridor Manchester.

Therefore, careful consideration has been given to ensuring that the emerging scheme will complement existing strategic planning documents in order to maximise the wider regeneration benefits.
Aside from the regeneration proposals contained within the SRF documents relating to the above areas, it is perhaps indicative of the lack of recent economic activity in the Mayfield area and its immediate surrounds that no significant planning permissions have been granted either within the Mayfield area or in close proximity in recent years.

The exception to this is the July 2017 consent given for the refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site (approximately 70m from the Mayfield area perimeter) to create a mixed use development comprising of hotel, workspace/office, commercial floorspace for shop and food and drink uses, residential apartments, cinema and spa, together with creation of new basement area, access and highways works.

Although the Mayfield area lies within City Centre ward, the closest area of concentrated residential accommodation is Ardwick Green, immediately to the south. The traditional red brick façade material unifies the otherwise eclectic built grain of low rise industrial units, traditional workers' housing and a row of architecturally distinct buildings fronting onto a mature green space, Ardwick Green.
The Mayfield area SRF proposes new connections to the Ardwick neighbourhood.

The Medlock Valley extends a swathe of natural green space through the suburban landscape and to the doorstep of the city, but stops short at the ring road. The redevelopment of the Mayfield area presents an opportunity to bring the Medlock Valley onto the site and into the city.



The Mayfield area within the wider Manchester context

SITE HISTORY & HERITAGE

Thomas Hoyle established the Mayfield Print Works on a former country house estate on the edge of Manchester in 1782. Hoyle chose Mayfield because he needed ready access to the water provided by the River Medlock. The works mastered methods of printing colours – particularly purple – onto calico cloth, pushing the boundaries of that day's scientific knowledge.

The Print Works contained a cluster of buildings of varying scale arranged in a non-linear urban grain. A string of buildings lodged directly on the river wall to make best use of the river access. During the 1800s, the city's wares were transported around the world generating incredible wealth and unleashing the productivity of the tens of thousands of modern workers. But the winds of the economy were changing as cheaper imports eroded prices.

At the start of the 19th century the Mayfield Print Works were demolished and replaced with the new Mayfield train station which opened in August 1910 by the London & North Western Railway to alleviate the pressure of increasing passenger numbers on the London Road (later Piccadilly) Station. Five platforms were provided and passengers could reach London Road Station directly via a high level footbridge.

Through the golden age of steam, Mayfield was a relief station mainly used by extra trains and suburban services to the south of Manchester. It came into its own for a brief period during the electrification and modernisation works at Piccadilly Station in the late 1950s, when many services were diverted to it.

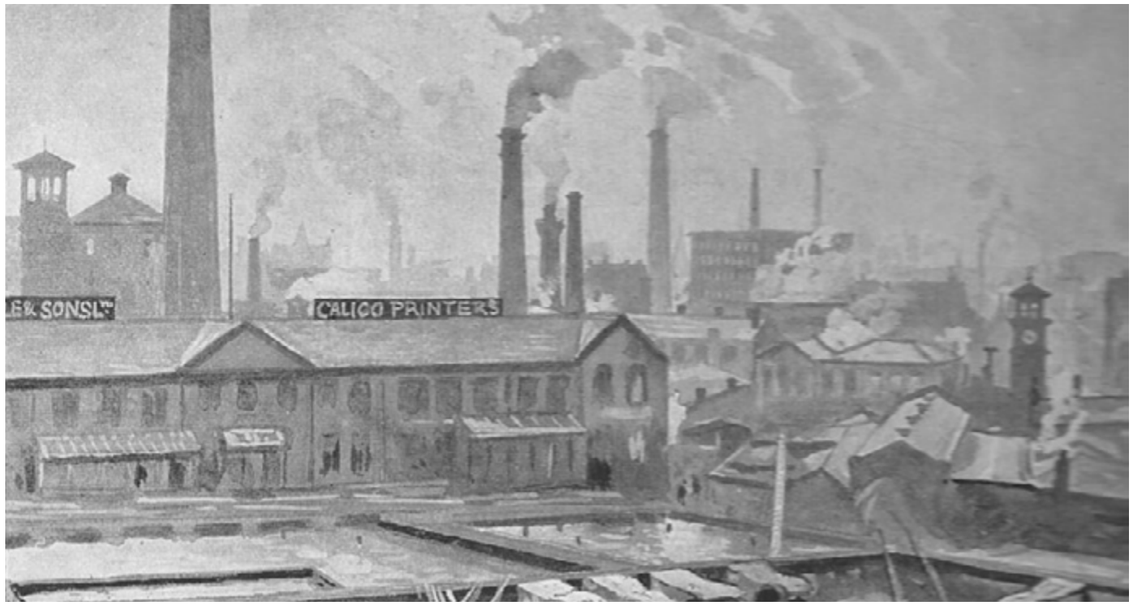
Mayfield operated as an overflow station until August 1960 when additional capacity at Piccadilly rendered Mayfield redundant. The buildings remained unused until they were re-opened as a parcel depot in 1970. Royal Mail constructed a sorting office on the opposite side of the main line and connected it to Mayfield with an overhead conveyor bridge, which crossed at the throat of Piccadilly Station. The depot closed in 1986 following the decision to abandon rail transport in favour of road haulage; the tracks were removed three years later. The parcel conveyor bridge was removed in 2003 and the station building itself was gutted by fire in 2005.

The Mayfield Depot has remained disused ever since, with the odd exception - the sorting office was briefly reused as an indoor karting track and the station's interior has been used for filming. The site has also been used for productions as part of Manchester International Festival in recent years. After years of abandonment and many proposed development schemes, the station roof was dismantled in February 2013.

Historic England (formerly English Heritage) examined Mayfield Station for listing in October 2003; however, the quality of the station was not sufficient to warrant listing. It is however included on the Historic Environment Record and can therefore be considered a non-designated heritage asset.

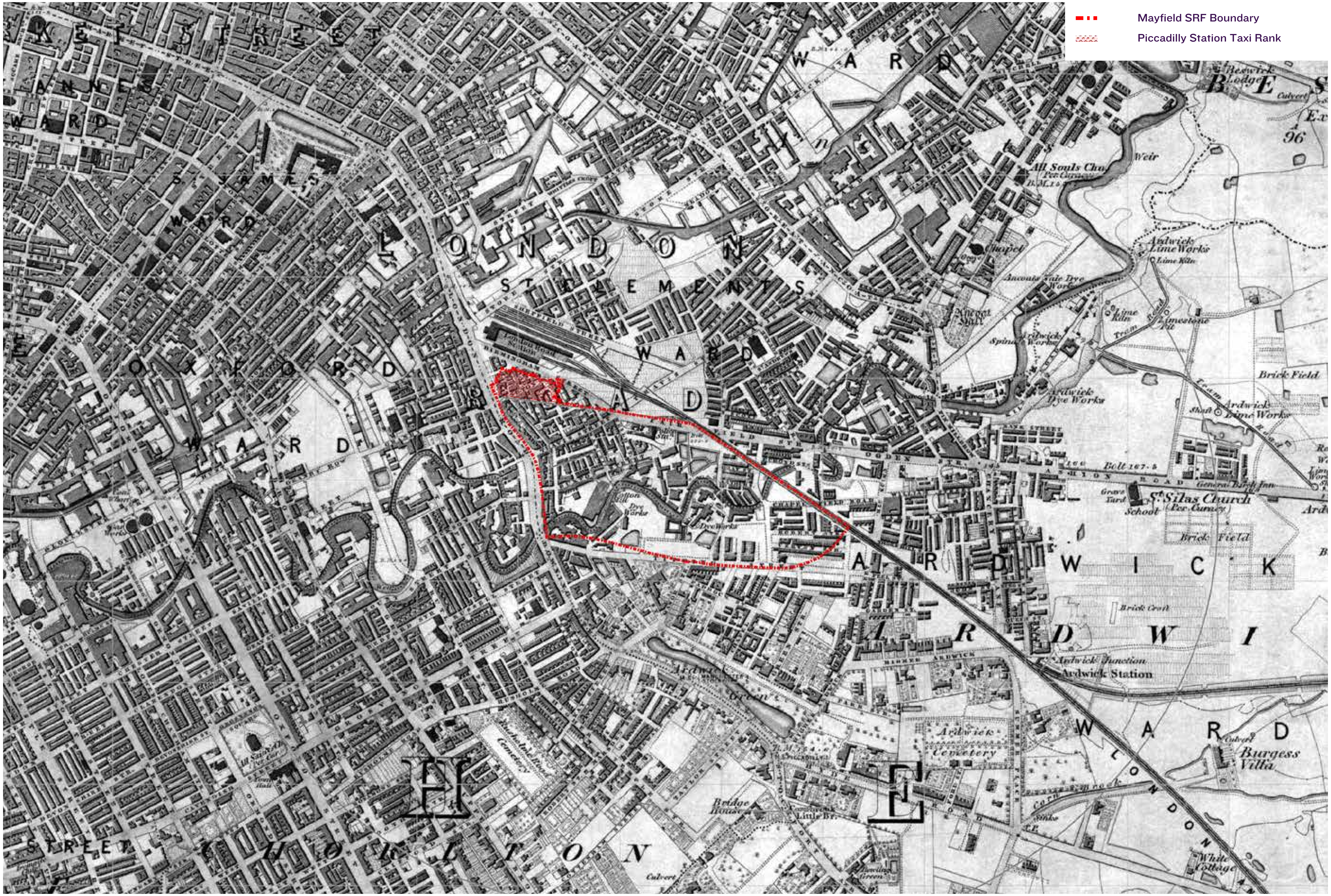
There is one listed building within the SRF boundary; the Star and Garter pub was originally built as a hotel in 1803 approximately 100 yards away from its current location. When the London Road (Piccadilly) Station was expanded in 1849, the pub was relocated brick by brick to Mayfield and reopened in 1877. It was Grade II listed on 20 June 1988.

Along with the Print Works, station and depot, Mayfield has been home to a Victorian bath house, the city's morgue and innumerable semi-official beer houses. Its history is rich, diverse and industrious.

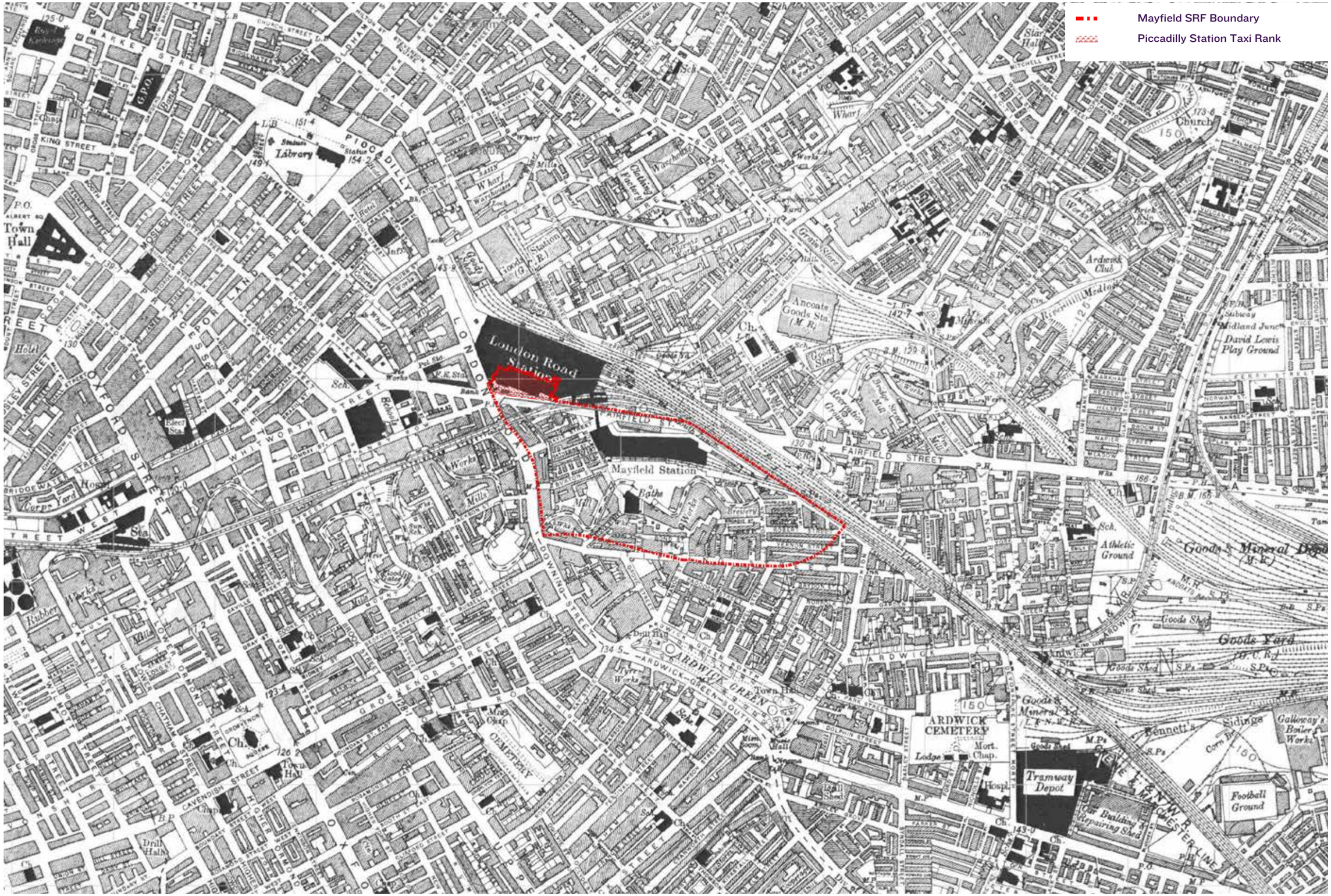


Historic sketch of the site as seen from London Road Station

1924 aerial photo of the Mayfield

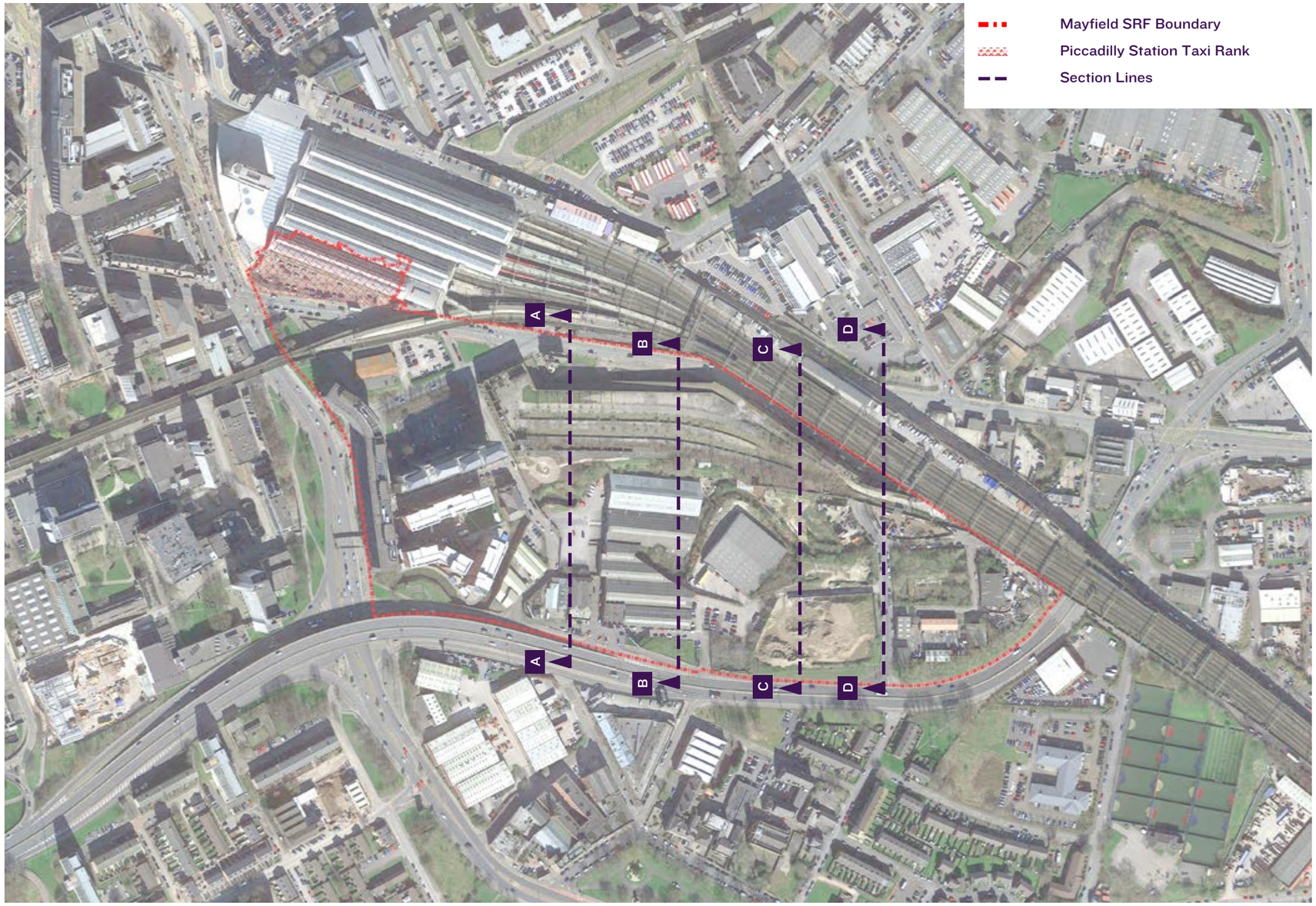


1848 Ordnance Survey map of the Mayfield area and the surrounding context showing the Hoyle Print Works



1923 Ordnance Survey map of the Mayfield area and the surrounding context showing the arrival of the Mayfield Depot

THE SITE TODAY



Existing site plan showing location of section lines

Topography
The site has a varied topography with the lowest levels along the meandering river creating a valley terrain from which the site rises towards the periphery.

Generally, the site slopes from the SRF boundary down to the River Medlock. The steepest slopes, except for the spoil heaps, of approximately one in three occur from the south edge of Mayfield depot down to the riverbank. The remainder of the site slopes from one in thirteen to level.

At the boundaries - the Mancunian Way rises from west to east, where the road passes beneath the railway lines to Piccadilly Station.

The elevation of Temperance Street is at 40m AOD at either end sloping down to 37.5m at the junction with Hoyle Street.

Fairfield Street is relatively level, while Baring Street slopes down from north to south, being highest at the junction with Travis Street and sloping down to the Mancunian Way.

The riverbanks and riverbed level also vary in elevation along their length.

The platform level on the Mayfield Depot is at 49.5m AOD, with the floor level at 39m.

Existing Landscaping
The surface of much of the former Mayfield site is a mixture of hard landscaping and open ground on the vacant sites. Hard landscaping includes concrete, tarmac and setts. There are a number of vacant plots where the hard landscaping has been removed leaving open ground.

The plot west of Hoyle Street and North of Mancunian Way is used as a spoil tip for material removed from a void discovered beneath Mancunian Way.

The channelised River Medlock meanders across the Framework from east to west, and is lined for much of its length with occasional trees and tall vegetation. The Nether Street warehouses span a culverted section of the river. A number of footbridges cross the river along its path.

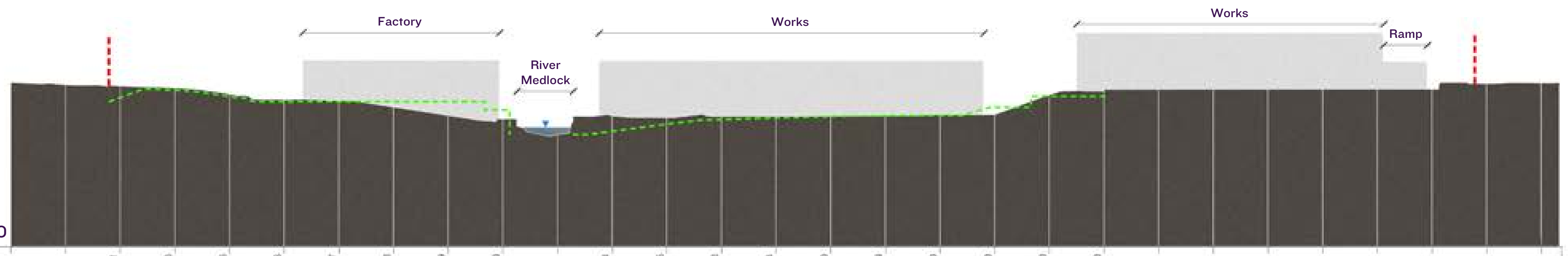
Pockets of wild and unkempt nature are scattered across the site, with dense vegetation lining the River Medlock. Amenity tree planting can be found along the Mancunian Way with young birch woodland to the south of the Mayfield Depot.

Section A - A'

Datum RL 10.000

Distance	Proposed Levels	Existing Levels
0.000		
10.000		
20.000		36.626
30.000	37.000	36.538
40.000	37.000	36.442
50.000	37.000	36.154
60.000	37.000	35.668
70.000	37.000	35.183
80.000	37.000	35.173
90.000	37.000	35.186
100.000	37.000	35.189
110.000	37.000	35.198
120.000	37.000	35.266
130.000	35.500	35.435
140.000		30.475
150.000	33.264	37.180
160.000	35.300	37.569
170.000	37.000	38.807
180.000		39.397
190.000		41.078
200.000		40.775
210.000		40.451
220.000		40.114
230.000		39.776
240.000		39.463
250.000		39.688
260.000		40.862
270.000		40.838

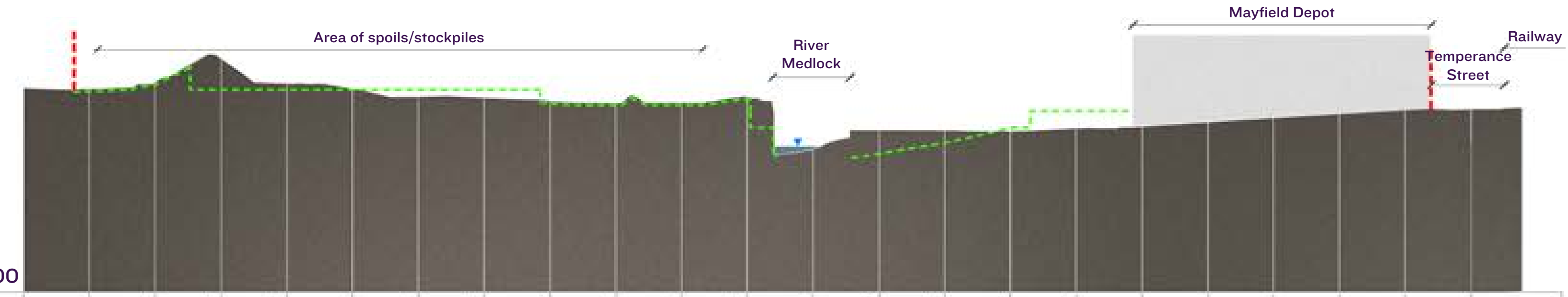
Section B - B'



Datum RL 10.000

Distance	Proposed Levels	Existing Levels
0.000		40.416
10.000		40.003
20.000	37.761	39.775
30.000	39.106	39.417
40.000	37.956	38.277
50.000	36.946	37.248
60.000	37.037	37.107
70.000	37.023	35.927
80.000	37.009	34.396
90.000	35.500	33.735
100.000		30.881
110.000	31.604	34.369
120.000	32.915	34.014
130.000	33.763	34.207
140.000	34.044	34.252
150.000	34.320	34.296
160.000	34.448	34.341
170.000	34.500	34.531
180.000	36.000	34.570
190.000	38.000	38.136
200.000	38.000	38.863
210.000		39.172
220.000		39.189
230.000		39.192
240.000		39.195
250.000		39.196
260.000		39.197
270.000		40.222
280.000		40.333

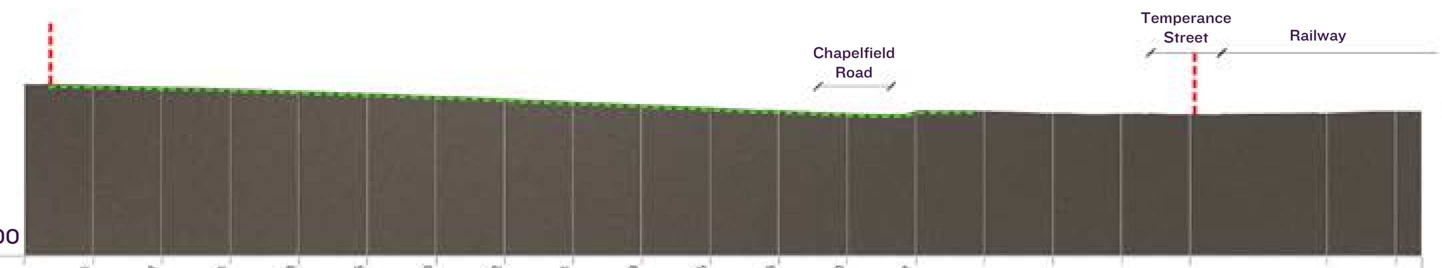
Section C - C'



Datum RL 10.000

Distance	Proposed Levels	Existing Levels
0.000		41.457
10.000	40.953	41.250
20.000	41.956	42.301
30.000	41.200	45.900
40.000	41.200	42.107
50.000	41.200	41.291
60.000	41.200	40.070
70.000	41.200	39.915
80.000	39.143	39.443
90.000	38.890	39.162
100.000	38.916	39.214
110.000	39.780	40.078
120.000		32.106
130.000	31.557	35.058
140.000	33.172	35.026
150.000	35.468	34.822
160.000	38.000	35.346
170.000		35.595
180.000		36.219
190.000		36.832
200.000		37.453
210.000		38.076
220.000		38.216
230.000		

Section D - D'



Datum RL 10.000

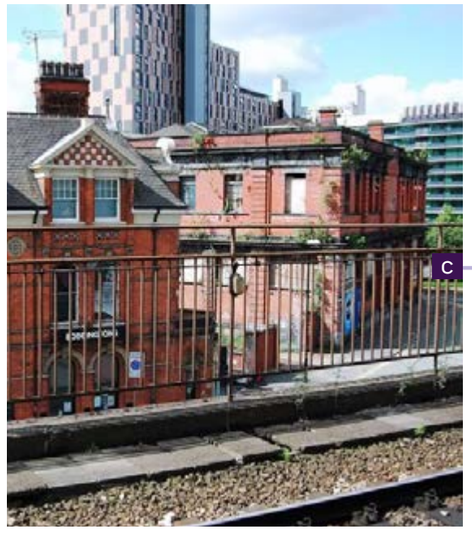
Distance	Proposed Levels	Existing Levels
0.000		42.039
10.000	41.991	41.886
20.000	41.317	41.615
30.000	41.081	41.379
40.000	40.748	41.045
50.000	40.415	40.713
60.000	40.013	40.311
70.000	39.632	39.929
80.000	39.201	39.499
90.000	38.769	39.073
100.000	38.345	38.643
110.000	37.926	38.224
120.000	37.510	37.808
130.000	37.817	38.115
140.000		38.114
150.000		37.821
160.000		37.743
170.000		37.674
180.000		
190.000		37.828
200.000		38.099

🟥 Mayfield SRF Boundary

▇ Existing Ground Level

▢ Existing Buildings

🟩 Proposed Levels



Mayfield area photographs illustrating current built fabric and site conditions.

A. Temperance Street viaduct arches
B. Mayfield Depot brick façade and ramp
C. Star & Garter pub and Mayfield Depot old ticket hall iconic frontages
D. Mancunian way tree planting
E. River Medlock
F. Low rise brick buildings with student housing in the background
G. Baring Street bridge plaque

01. River Medlock
02. Low rise industrial units
03. Railway Arches
04. Fed-Ex warehouses
05. Mayfield Depot
06. Mayfield Depot Old Ticket Hall
07. Student Housing
08. MacDonald Hotel
09. Piccadilly Station

Uses
The Mayfield area is deeply rooted in the city's industrial past, but has not benefitted from the city's regeneration ambitions of recent years. As a result, a significant proportion of this once characterful area has fallen into disrepair.

A large part of the northern end of the Mayfield area is occupied by the Mayfield Depot building and associated railway infrastructure, which was formerly in use as a passenger railway station, and latterly as a Royal Mail depot.

The north-east of the Mayfield area is bounded by Temperance Street, where the arches of former railway infrastructure are occupied by various workshops and storage spaces.

The western end of the Mayfield area is characterised by more recent residential-based development, including the Macdonald Hotel and purpose built student accommodation.

Low rise warehouses and industrial units occupy the majority of the remainder of the Mayfield area, interspersed by open land and surface car parking.

The open areas near Piccadilly Station are dominated by surface car-parks, with unregulated parking and taxi waiting areas cluttering Baring Street, Fairfield Street and Temperance Street.

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. Most of the industrial units are single storey warehouse structures with pitched roofs supported by steel frame structures with masonry walls.

The Mayfield Depot is a two storey structure. The Star and Garter public house is a three storey building, with fenestration within the Mansard roof.

The higher rise western part of the site is occupied by the c. 11 storey MacDonald Hotel and several student residences. More recently student residential developments have pushed building heights, with Unite's Piccadilly Point scheme being notably higher at around 19 domestic storeys.

Historic Structures
Historical buildings and structures on site include the Mayfield Depot, the Temperance Street viaducts and girder bridges, the Fairfield Street arches, the Star and Garter Pub and the Baring Street Bridge over the River Medlock. The Star and Garter Pub is the only listed building on site (Grade II listed).

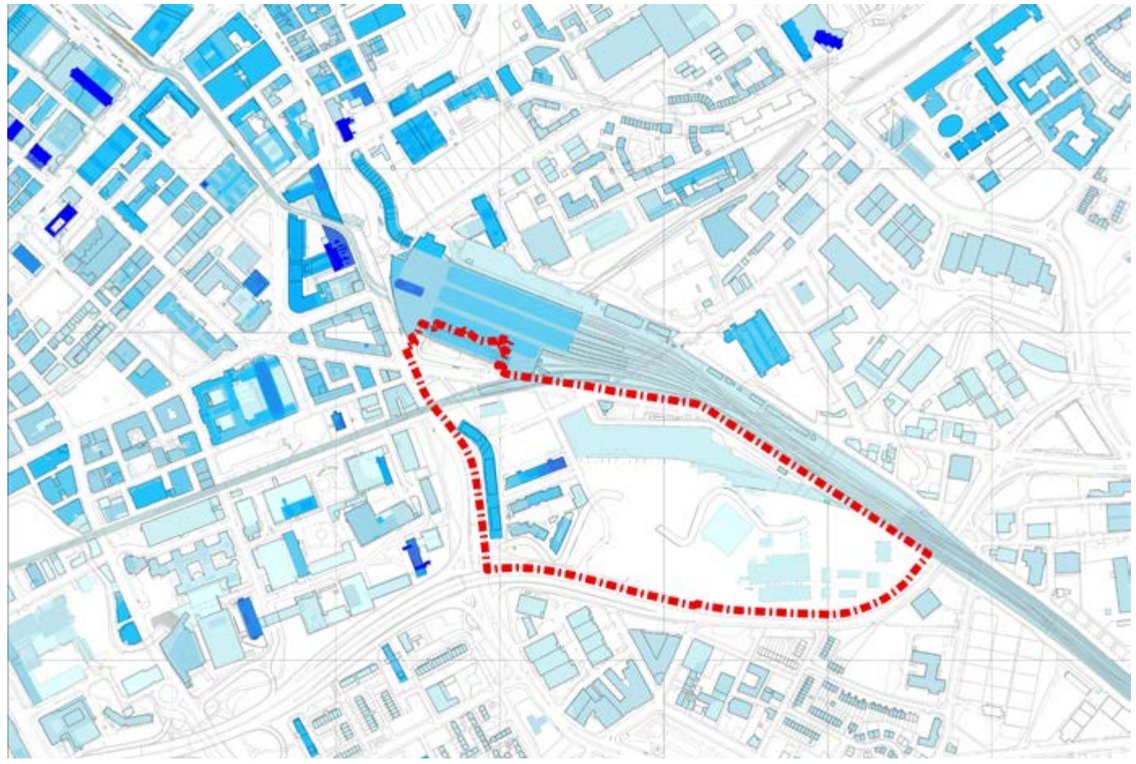


Diagram showing existing building heights on site and in the surrounding context

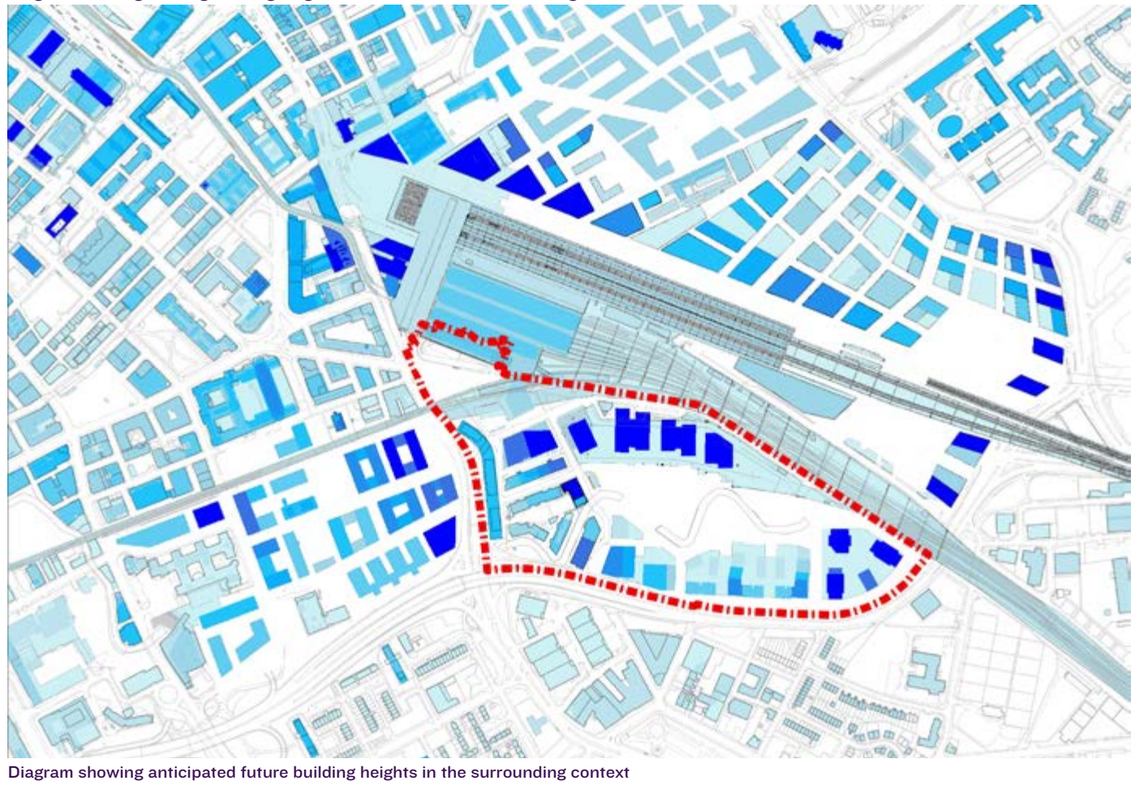


Diagram showing anticipated future building heights in the surrounding context

Key Considerations
The site is contained by major infrastructure barriers - the railway viaducts to the north, and the busy Mancunian Way to the south. The viaducts are monolithic in form and limit north-south pedestrian and vehicular movement as well as visual permeability, which contribute to the site's perceived detachment and isolation from the city centre.

The Mancunian Way is a busy city ring road carrying high volumes of traffic throughout the day. Access to and egress from the site is restricted to the Hoyle Street junction. The road offers no pedestrian crossing points along the site's southern boundary, disconnecting Mayfield from the Ardwick neighbourhood to the south. The road ramps up to an elevated position at the site's western end, creating an uninviting underpass for pedestrians and cyclists. High volumes of traffic and congestion are produced by parking and idling taxis on Fairfield Street, Temperance Street and Baring Street, creating an inhospitable environment around the northern part of the site. Hoyle Street is commonly used as a cut through with cars travelling at high speed.

The River Medlock meanders through a valley at the centre of the site. The river walls are crumbling and dense vegetation, including Japanese Knotweed, aligns its path. Two sections of the river are culverted; a stretch by the Nether Street warehouses and surface car parking, and a stretch east of Hoyle Street. Lower lying parts of the site are exposed to flood risk from the river and are within Flood Zone 3a and Flood Zone 2.

The Mayfield Depot floor level is raised above the park. The southern elevation has a number of add on structures – ramps, canopies and gantries – some with architectural merit. The northern elevation incorporates a Network Rail ramped access route that needs to remain accessible for maintenance and servicing purposes. This elevation also harbours a one storey structure that blocks the depot arches.

A long-term proposal as part of the Northern Hub to expand the track and station capacity on the Mayfield side of the Piccadilly Station would see part of Fairfield Street and the Mayfield Depot used as a safeguarded compound during construction, limiting the use and redevelopment potential of the depot and the surrounding public realm until 2021.

Edge Conditions
Fairfield Street is a wide and busy three/four lane road; the narrow and characterful Temperance Street forks from this road, running between the two station structures. Both are contained by the Piccadilly Station red brick viaduct to the north, which is populated by small scale businesses and storage units along Temperance Street.

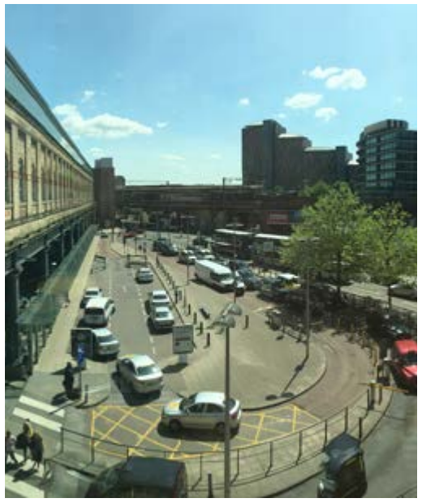
The depot forms the northern edge of the site. It is set back from the street to give way to the Star and Garter pub and a fenced off service road.

To the east of the depot, Temperance Street forms the eastern edge of the site. Here it lays open to the west, exposing the viaduct arches of the mainline railway to the site.

The Mancunian Way forms the southern boundary to the Mayfield area. A generous set back along the full edge of the site accommodates a line of mature trees and shrubs. Brick and metal fences, hoarding and advertising boards reinforce the site boundary. The Mancunian Way ramps up to create a defined vertical boundary from Manor Street westward.

The Baring Street edge is varied in built form and appearance – low rise industrial/warehouse units, high rise student residences and a characterful historic building are located here, interspersed by areas of surface car parking. Taxi standing is located on the upper half of Baring Street.

The Mayfield ticket hall anchors the site in the north western corner. Brick walls, metal fencing and low rise industrial units define the western site boundary south of the depot.


View of Fairfield Street and the Piccadilly taxi rank


The Mayfield Depot old ticket hall


The Fairfield Street arches


The Temperance Street arches


The Fairfield Street arches and viaduct underpass


The Mancunian Way western interface with the Mayfield site

Ecology
Ecology surveys carried out in late 2016 and 2017 identified a number of ecological constraints and opportunities associated with development of the site, which are explained below.

Habitats present include buildings (occupied and derelict), the disused railway depot, the culverted and canalised River Medlock, extensive areas of hardstanding and a range of semi-natural habitats typical of urban brownfield sites.

Small bat roosts are present in six locations including culverted sections of the River Medlock.

Vegetation along the river corridor is dominated by the invasive plant Japanese knotweed, but also provides an important foraging and commuting corridor for bats.

The habitat on site is also considered suitable for the black redstart, a rare breeder in the UK that is known to occur near the site.

River Medlock and Flood Risk
The River Medlock will require restoration, including naturalisation of the river banks, which offers significant opportunities to enhance the river corridor.

The River Medlock passes through the centre of the site, flowing from east to west, contained within a deep rectangular brick/stone walled channel.

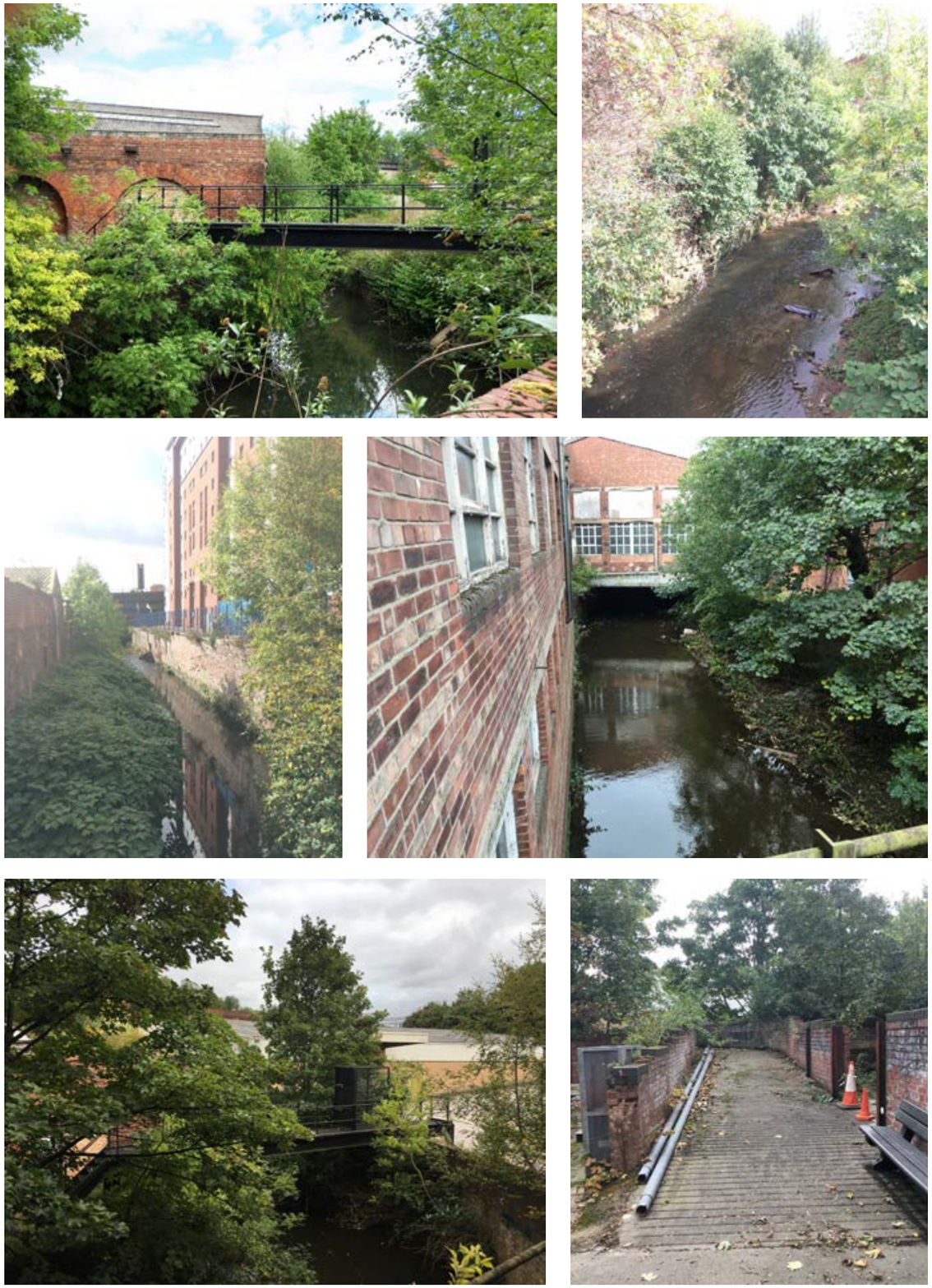
The condition of the river varies. Some of the river walls are in a derelict state, with parts collapsed into the river. In many locations, siltation has built up on one or both sides of the river bank, allowing the growth of dense vegetation.

The Environment Agency's flood risk mapping identifies that the majority of the site is situated within Flood Zone 1 (Low risk) with a flood risk less than 0.1% (on average one occurrence in 1000 years). Flood risk from ground water, surface water and artificial sources is currently considered low to very low at the site.

Parts of the site are highly susceptible to flooding. Flooding of the site is concentrated around the Medlock in the central area (Flood Zone 3 High risk) with some Flood Zone 2 (Medium risk) on the margins.

The regeneration of Mayfield provides an opportunity for the river corridor and floodplain to be carefully re-profiled; for example, the proposed park can help to reduce the risk of flooding and mitigate for the effects of climate change.

Any planning applications submitted in respect of the SRF area will be supported by a full site specific Flood Risk Assessment and Drainage Strategy.



Photos showing the River Medlock's journey through the Mayfield area

TRANSPORT, MOVEMENT & CONNECTIVITY

The roads within the Mayfield area provide a number of connection points to the surrounding primary highway network of Fairfield Street, Mancunian Way and London Road. Most of the connections are with Fairfield Street which provides good access to the Area. There are limited connections with London Road and Mancunian Way. Travis Street has a left turn out junction with London Road and this is primarily used by vehicles taking a short cut from Fairfield Street. London Road also has a junction with the eastbound slip road to the Mancunian Way however, has been closed to all traffic apart from emergency vehicles due to the sub-standard geometry and sight lines at the slip road's connection to the Mancunian Way. In addition there are two left in, left out junctions on Mancunian Way one at Bond Street and one at Hoyle Street. In addition to providing access, the Hoyle Street junction is also used by vehicles taking a short cut to Fairfield Street. The roads within the area are relatively lightly trafficked and not subject to congestion.

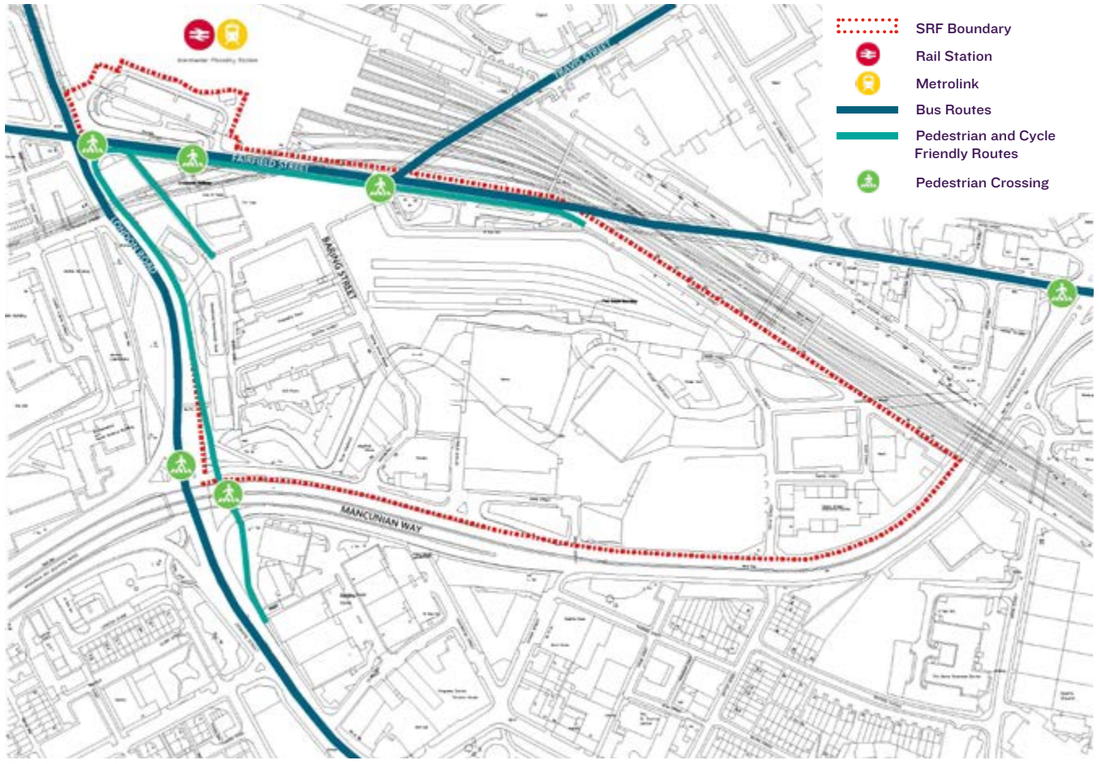
The area to the west of Baring Street north of the bridge over the River Medlock has on street parking controls and a number of car parks, both public and private. Baring Street has an on-street taxi waiting area with a capacity for 16 taxis which is used to serve the Piccadilly station taxi rank. In addition the area of the junction of Travis Street and Baring Street is used as an ad-hoc taxi waiting area and has a capacity for another 10 taxis.

The roads within the area which do not have parking controls, primarily Hoyle Street, Temperance Street, and the streets to the north east of the railway arches are heavily used for commuter parking. There are also a number of business premises with off-street parking. Overall the area currently has over 600 vehicles parked on a daily basis.

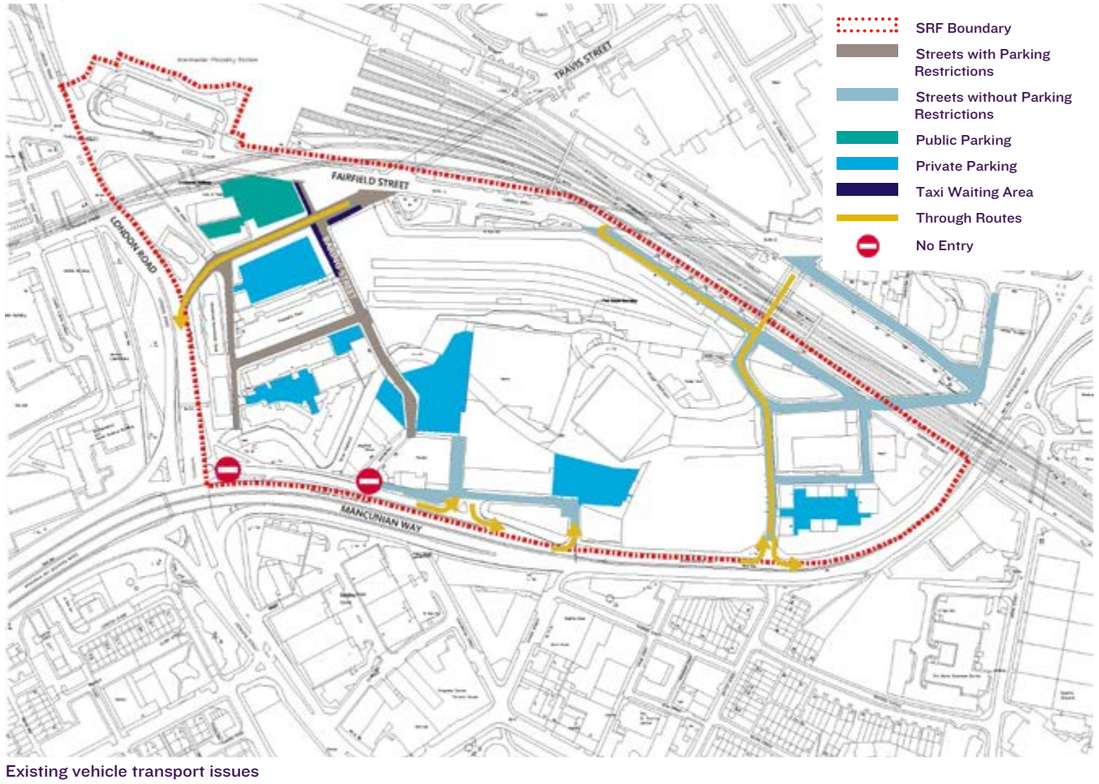
The streetscape is poor with low quality pedestrian facilities and no public cycle facilities. There are some cycle stands associated with the student residences to the west of Baring Street. Both London Road and Fairfield Road are designated cycle routes and there are cycle facilities at Fairfield Street entrance to Piccadilly station.

Both London Road and Fairfield Street have bus routes and this coupled with the areas proximity to both the rail and tram network at Piccadilly Station make the area highly accessible by public transport.

Pedestrian connectively to the west and south are limited with the Mancunian Way providing a barrier on the southern edge with crossing points 800 metres apart. On the western edge the London Road crossing points are 275 metres apart. Both roads are dangerous to cross away from the controlled crossings. To the north Fairfield Street provides more crossing points and the traffic volumes and speeds make ad hoc crossing possible. Currently the primary pedestrian flows are to/ from the Fairfield Road entrance of Piccadilly Station to the student residences and car parks via Wyre Street and London Road southbound. It is presumed that there are flows along Fairfield Street as a result of the commuter on street parking.



Existing sustainable transport



Existing vehicle transport issues

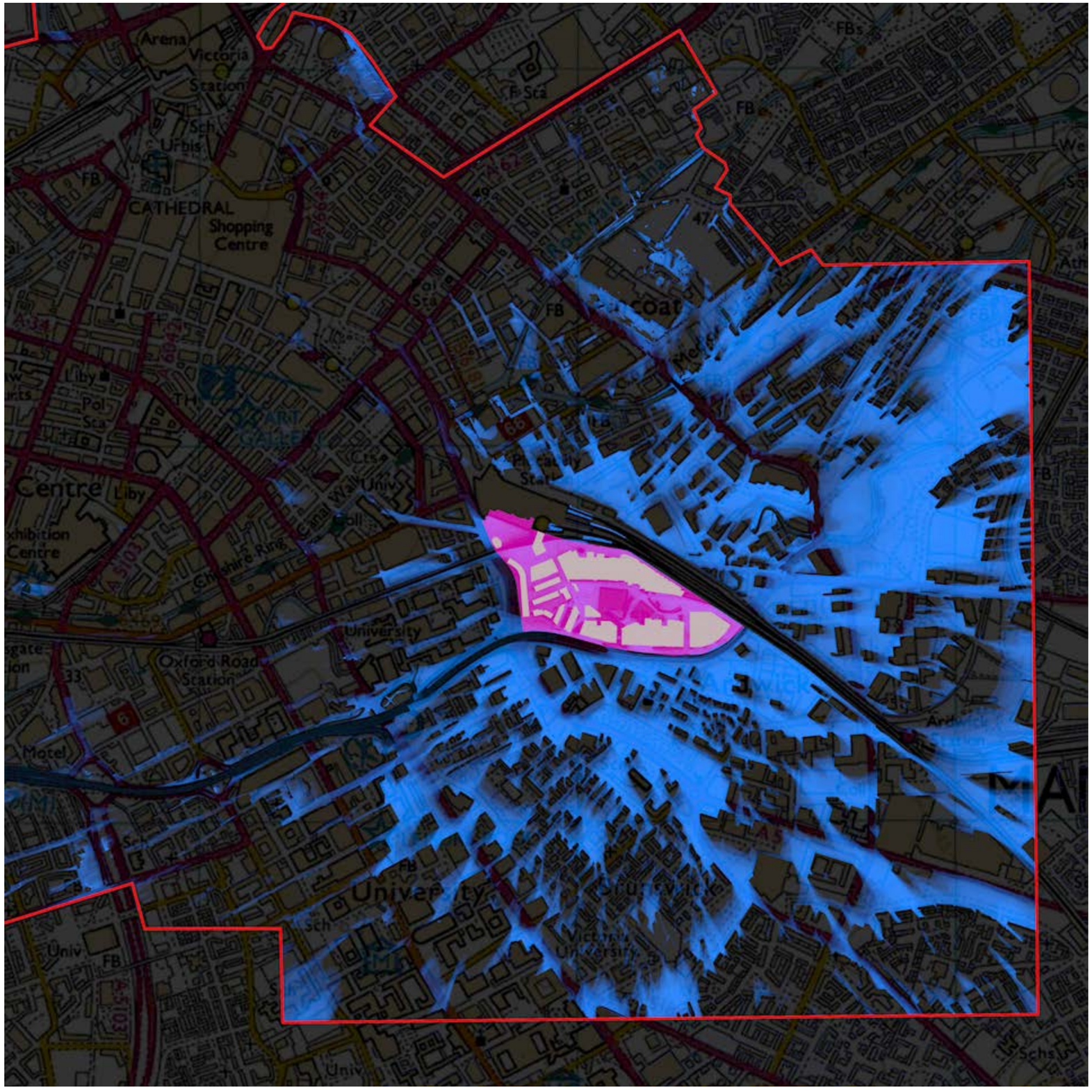
KEY VIEWS

Key Views
Upon completion, the proposed development will be visible from a number of locations within the City and beyond, as demonstrated by the diagram.

The railway line, as it approaches Piccadilly Station from the south west, will be a key viewpoint for passengers entering the City by train. The site will also be highly visible to vehicles on the elevated Mancunian Way, which forms part of the inner ring road. Upon completion, the proposed development will be visible from a number of locations as demonstrated by the accompanying impact diagram.

Given the massing and topography of the city, it is unsurprising that the site is predominantly visible from the east, particularly along the Medlock Valley and within the low lying residential and industrial areas. Key views will be from primary roads, including from the A6 and Hyde Road, both key arterial routes in to the city, and the inner city ring road approaching from the west and swinging round to the north. The railway line, as it approaches Piccadilly Station from the south west, will also be a key viewpoint for passengers entering the City by train.

Views will be particularly considered in relation to heritage assets. This includes views from Ancoats Conservation Area to the north of the site, which contains a high concentration of listed buildings from the late nineteenth and early twentieth centuries, as well as views along Ashton and Rochdale Canals, both of which have a large number of designated heritage assets along them, as well as being notable pedestrian approaches in to the city centre. Detailed analysis will also be taken in relation to views from the Ardwick Green area, which has 12 designated heritage assets within the immediate vicinity.



Zone of Visual Impact Diagram

8 APPENDIX C MICROCLIMATE

DAYLIGHT, SUNLIGHT & OVERSHADOWING

Computer modelling of the interaction between the site massing and the sun path at key equinox and solstice dates[1] has been carried out. The sun path analysis has been used to guide the built density towards an optimum balance between maximising usable floor area and providing good daylight and sunlight within the site. An important consideration of the analysis was protecting sunlight exposure on the park over the course of a year, while also protecting daylight and sunlight access at existing adjacent properties. The analysis identified no-build zones within the site to allow sunlight to reach the park and penetrate between buildings. The site's massing was developed considering the no-build zone for the March equinox which, following BRE guidance, provides an indication of the quality of sunlight availability throughout the year.

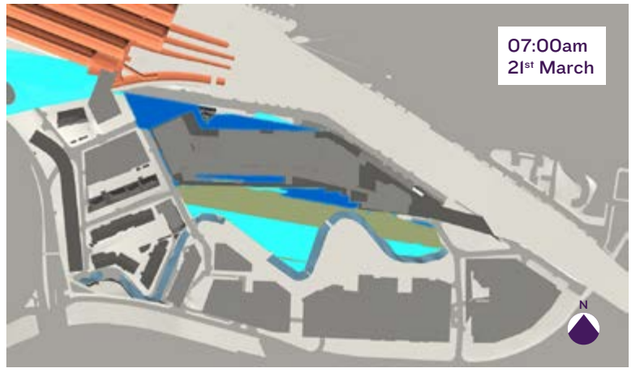
The sunpath analysis demonstrated that the southern edge of the site has the greatest potential for overshadowing of the proposed new park at the centre of the masterplan. As such, an exercise has been completed to establish the appropriate scale and massing of new development at this location to ensure that sunlight and daylight are maximised to the new park in order to provide a high quality new amenity area of green space for the City. This exercise has been completed through detailed computer modelling of various massing options, by reference to the guidance set out in BRE report BR209, 'Site layout planning for daylight and sunlight: A guide to good practice'; this guidance, provides advice on site layout and planning to achieve good sunlight and daylight within buildings and in the open spaces between them, although it is not adopted policy and should be interpreted flexibly for new development within city centre locations.

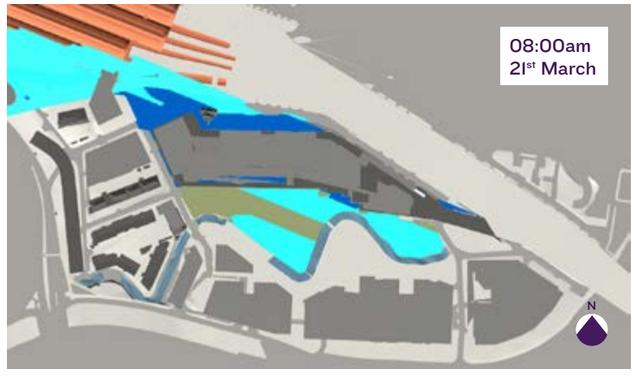
Taller buildings would be most appropriately placed to the north, east and west of the site, to minimise potential impacts to existing residential buildings and amenity spaces in the surrounding areas. The diagrams on this page illustrate the sunlight, daylight and overshadowing impact of the indicative masterplan, in line with this proposed approach.

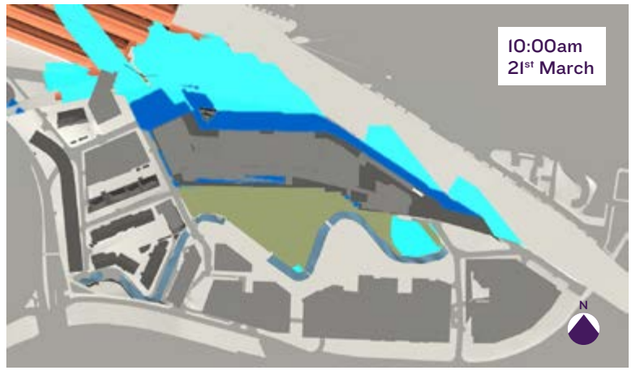
To inform the identification of appropriate scale and massing to the southern edge of the site, options were tested at the tallest scale working down to identify a height datum that would be acceptable in terms of BRE guidance. By stepping down the massing at the middle of the Mancunian Way boundary and towards the southern edge of the new park to a datum of 5 to 14 storeys along Mancunian Way and 1 to 6 storeys at the southern edge of the park, good sunlight exposure within the whole park is ensured on the March Equinox, exceeding the BRE guidance. During summer, higher levels of sunlight exposure will be experienced.

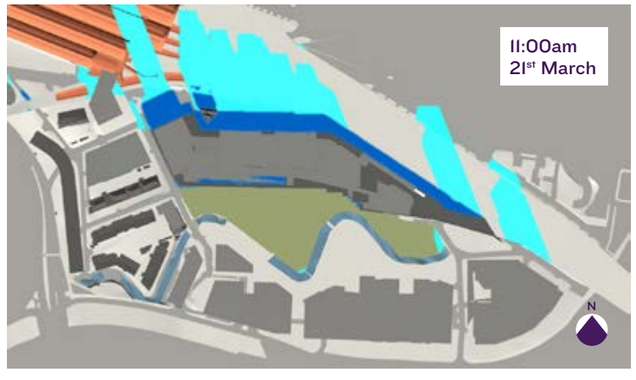
As the detailed design of the site is developed through future planning applications, careful consideration will be given to the internal layouts and window arrangements of new residential development within the site to maximise access to sunlight and daylight, as well as to the location and design of public and private external amenity spaces.

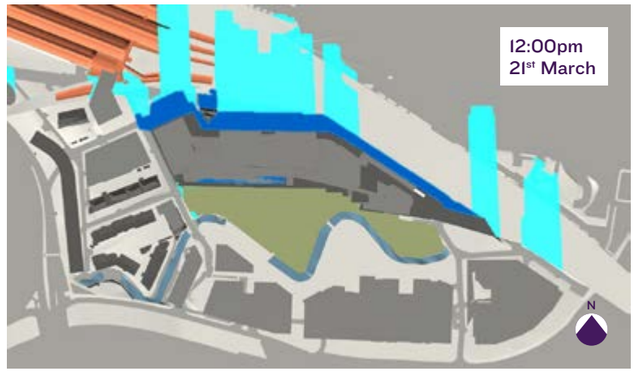
1 In British Research Establishment (BRE) document BR 209 "Site layout planning for daylight and sunlight. A guide to good practice." it is stated that a garden (park in this case) or open space should receive a minimum of 2 hours of daylight/sunlight on 21 March. This is a good indication that the space will have daylight/sunlight conditions between the autumn (21 September) and spring (21 March) equinoxes and for the rest of the year.

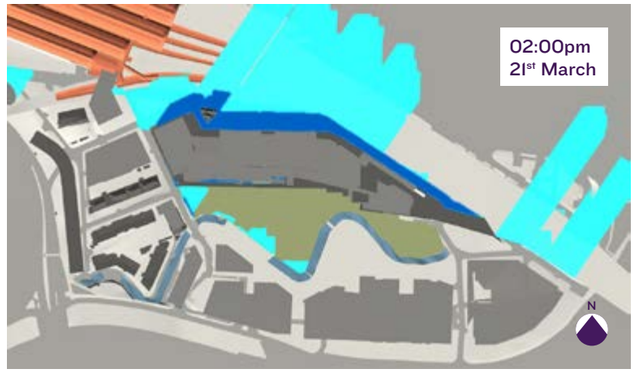


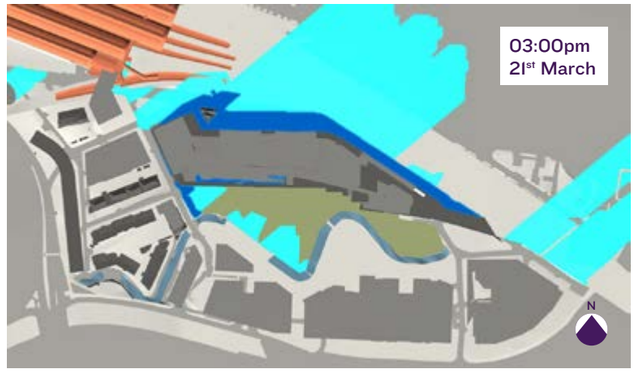


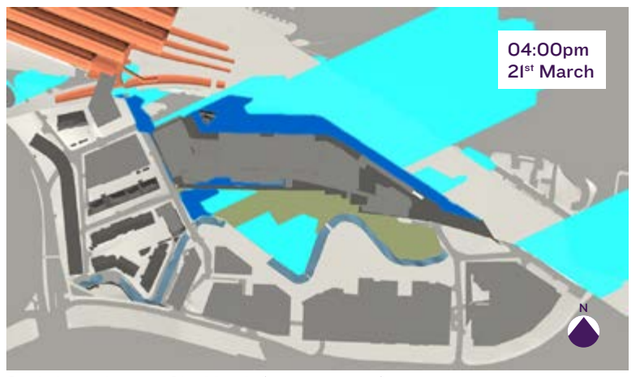


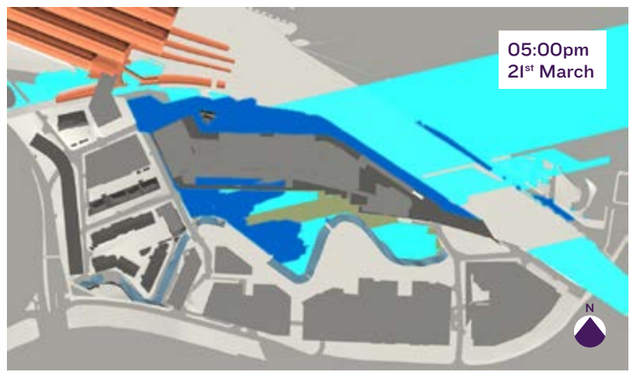












Existing Shadow

Additional Shadow

Sunlight analysis on 21st March (spring equinox)

WIND

A desktop wind study of the site has been undertaken utilising the indicative masterplan prepared by SEW to consider the potential impact upon local wind microclimate within and around the site and to inform the proposed layout and future landscaping requirements. The analysis considers the impact of wind on the comfort and safety of pedestrians, including for the future expected activities at different locations within the site.

The study has been prepared following a methodology developed at Bristol University, which uses criteria developed around the Beaufort scale. These criteria have been widely accepted for these types of studies and are comparable with international guidance.

The prevailing wind direction is from the south and the site is exposed to south and south-westerly prevailing winds during the year, with contributions from the north-west and south.

The wind in Manchester comes predominantly from the south, with the strongest winds coming from the south, south-east and south-west. Westerly winds can be relevant; nevertheless, they have lower speeds and are less frequent than southerly winds.

North easterly winds can be more frequent in spring; however, they are slow and less frequent than southerly winds. Westerly winds prevail during summer; wind speeds are significantly reduced during this season.

The diagrams to the right show the modelled geometry for the indicative masterplan, with an open area located at the centre of the site.

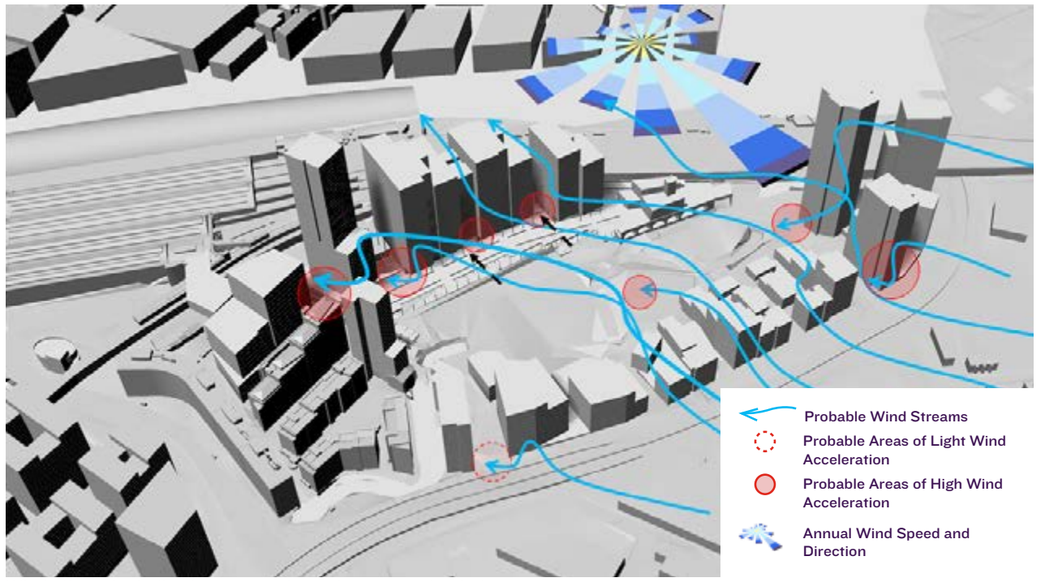
In terms of the prevailing southerly winds, the wind is likely to skim over the lower rise buildings to the north and areas in the middle of the development are likely to be sheltered from wind and therefore suitable for all kind of activities. The centre of the site is therefore an appropriate location for a park and associated activities. For the mid-height and taller buildings, as would be expected with the introduction of taller elements into the townscape, these have the potential to create some wind acceleration at their base and perimeter and mitigation measures including landscaping would therefore be developed as part of the detailed design of the buildings.

In terms of the wind effects from westerly winds, which are less frequent, the site is likely to be subject to wind acceleration, specifically at the base of taller buildings and within the centre of the site, however both of these affects can be mitigated through detailed design.

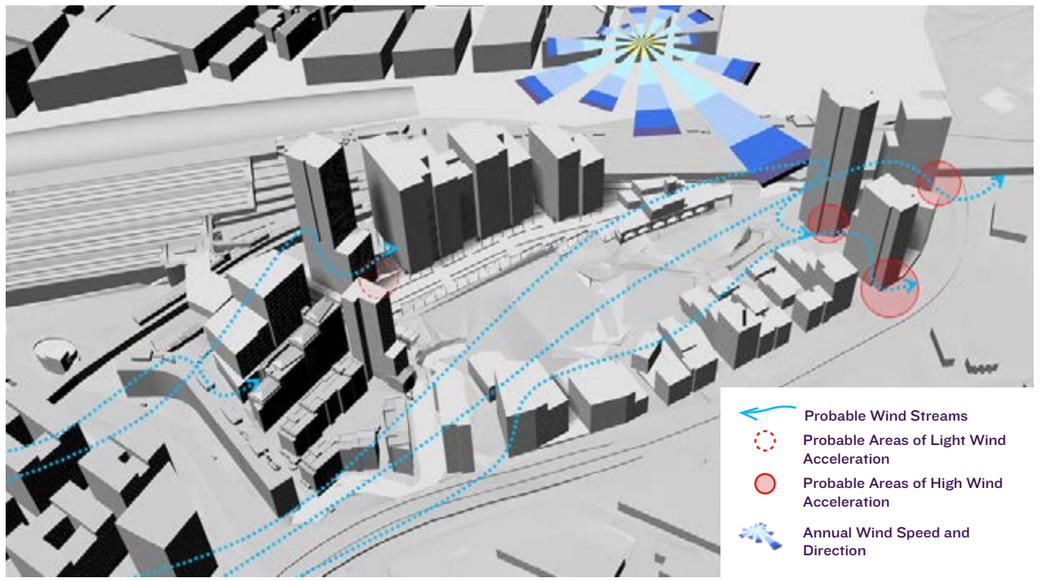
The site is likely to be sheltered from northerly winds by Piccadilly Station.

Easterly winds are of low frequency and intensity, but will be carefully considered through the detailed design of taller buildings, which are proposed to the east of the indicative masterplan.

Further detailed modelling and testing will be carried out during detailed design stage and will be required.



Wind effects for indicative proposed massing - westerly winds



Wind effects for indicative proposed massing - southerly winds

ACOUSTIC AND VIBRATION

An environmental noise survey was carried out in July 2017 at appropriate locations around the site to understand the existing noise levels in the area; it has been used to inform the evolution of the masterplan and develop acoustic recommendations.

Key areas of existing noise identified are:

- Railway noise: the railway lines into Manchester Piccadilly are heavily trafficked and there is moderately high noise pressure levels during daytime and night-time

- Road traffic noise: the southern side of the site, which fronts the Mancunian Way, is exposed to high noise levels. The western side of the site is also exposed to a continual traffic flow on Baring Street, with a moderately high level of noise during daytime and night-time

The principal constraints and recommendations are therefore:

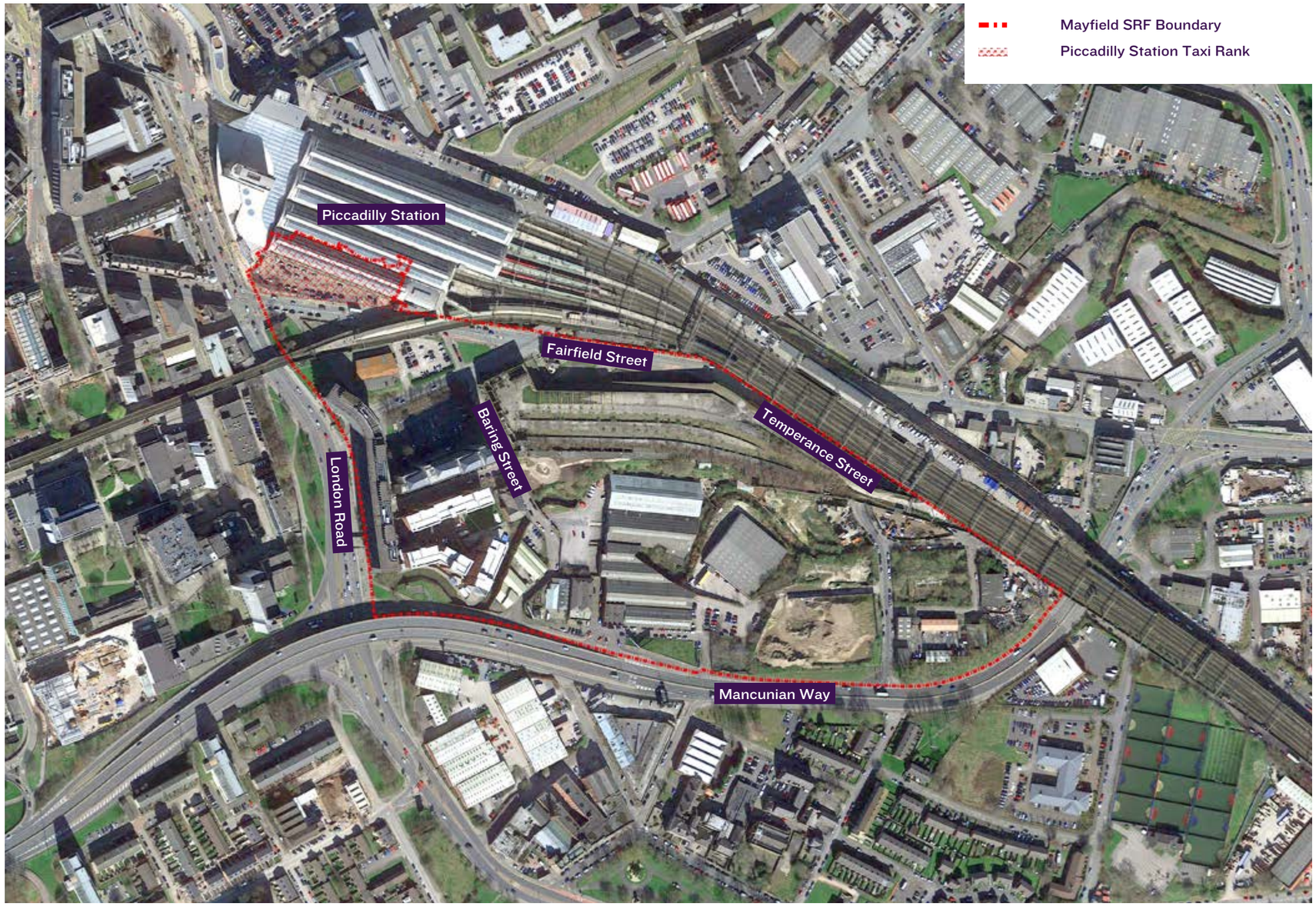
- Adequately insulating dwellings or other noise sensitive buildings against the impact of rail and road traffic noise to the north and south of the site.

- Providing sufficiently beneficial massing to protect the tranquillity of the proposed park area.

- The requirement for an appropriate specification of acoustic glazing and ventilation to outward-facing blocks, especially at the perimeter of the site and to the southern boundary.

- The mitigation of environmental noise due to intensification of road traffic on local roads associated with the masterplan development.

- The location, design and management of noise associated with commercial and retail uses, including from plant, music and visitors, to minimise potential impact on the future residential units and associated amenity spaces.



Site with the local noise sources within the vicinity