Studio Egret West

on behalf of U + I (Projects) Ltd.

Mayfield Gatehouse
Site Off Baring Street
GIS coordinates 385003 - 397626

Design Intent Statement For a Full Planning Application

September2018

Mayfield

MAYFIELD GATEHOUSE - DESIGN INTENT STATEMENT
SEPTEMBER 2018

DOCUMENT CONTROL

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INTRODUCTION

This planning application constitutes a revised application to the original consented application REF 115237/FO/2017, and seeks the council's permission to change the nature of consent for the development, now titled the "Mayfield Gatehouse", from its original 3 year temporary planning permission (as granted in February 2017), to a permanently consented scheme.

The original application sought to transform an empty site into one that would house an event, exhibition and office space - the "Mayfield Gatehouse" - (sui generis) as well as a new green space for Manchester. Following approval, the plans for the site as originally proposed have been successfully implemented, delivering an important first step of the placemaking principles of the Mayfield Strategic Regeneration Framework as approved by Manchester City Council in May 2018 following consultation during the same year.

Within this revised application, additional approval is sought for a bridge connection - and any necessary demolition works - spanning across from the existing Gatehouse stair tower to the Mayfield platform. This is seen as an important first step in starting to unlock the potential of the Mayfield platform and the "platform park" proposed within the SRF. In order to facilitate the proposed bridge, an extra floor to the stair tower and lift shaft is also proposed among other minor design changes.

SUMMARY OF DESIGN CHANGES:

- Additional floor proposed to the Gatehouse stair tower and lift shaft.
- New bridge connection proposed between the stair tower and Mayfield platform.
- Demolition works of the existing Royal Mail ramp (in part), to enable the implementation of the proposed bridge.
- Amended site boundary
- Minor amendments to height, width and length of the Gatehouse outline proposed in the original planning application

KEY

AREAS OUTLINED IN RED REPRESENT PROPOSED ALTERATIONS TO THE EXISTING SCHEME

HISTORY OF THE SITE

The site lies on Baring Street between the former Mayfield Station and River Medlock. It lies nearby Manchester Piccadilly station and within close proximity to the centre of Manchester itself. The site does not sit in a conservation area.

Since it ceased to be used as a parcel depot in 1986, the site remained disused up until it's reactivation following the original planning consent granted in 2017. The original approved planning application site was derelict in advance of it's subsequent transformation, and did nothing to complement or enhance the local activity and vibrancy of the area. Following the original planning consent for the "Mayfield Temporary Use " being granted, the site has been made safe, secure, and accessible.

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 four 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.

This application seeks to change the original approval to erect a temporary scheme on the empty site for the duration of three years, to a permanent consent based on the implementation of a sensitively designed, high quality proposal which has enhanced the local area and continues to evolve in relation to the context of the wider Mayfield Strategic Regeneration Framework.

The submission should be considered with reference to other high quality built work by Studio Egret West.



Site location



Aerial view of site

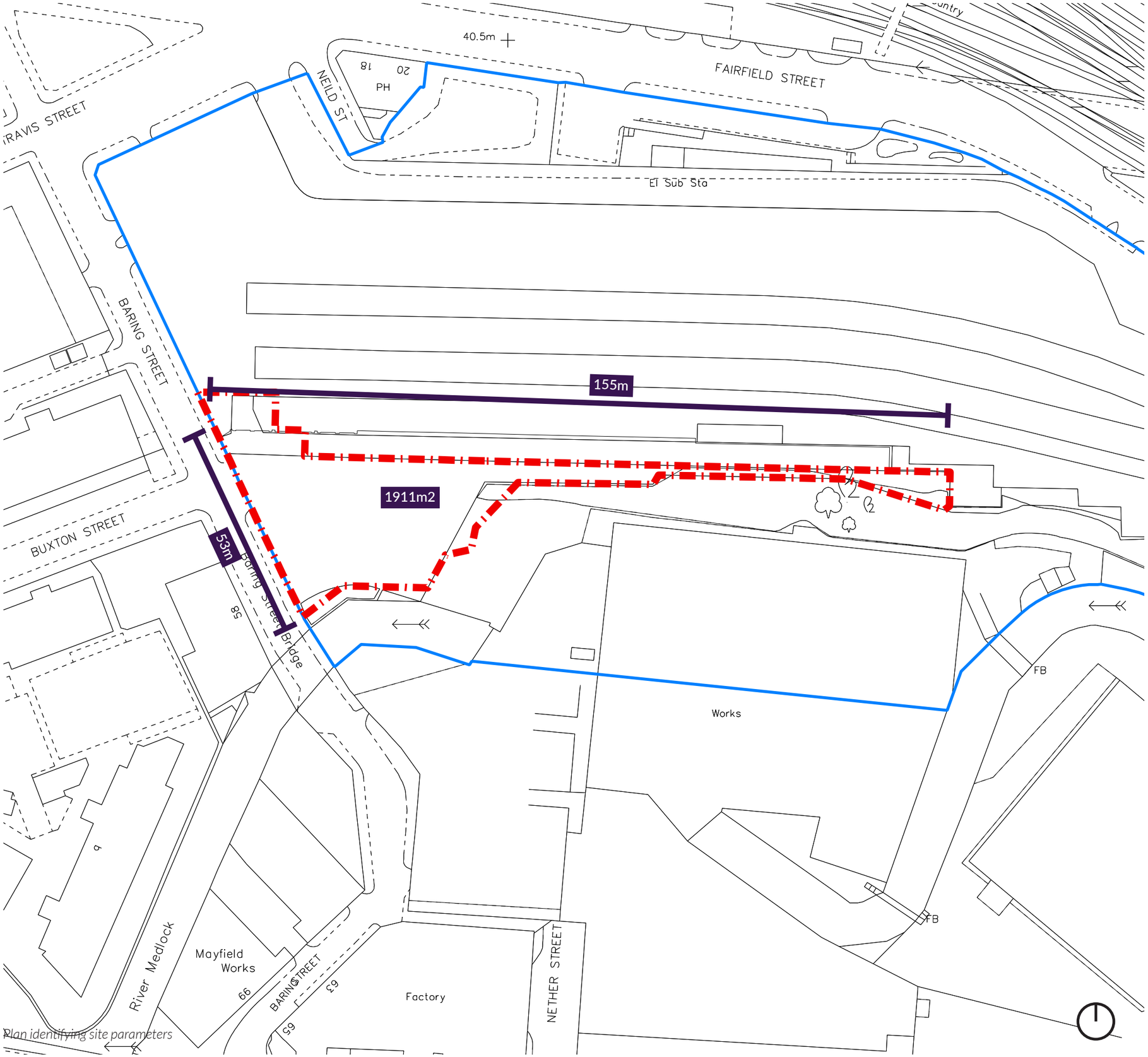
SITE ASSESSMENT

The site for the Mayfield Temporary Use project as submitted in February 2017 was identified as being approximately 1622m2 in size. An additional area of approximately 389m2 has been identified for this revised application in order to include both the proposed bridge and associated landing area on top of the Mayfield platform within the application boundary . The revised site area for the purpose of this application is 1911m2.

At it's extremities, the site is approximately 155m in length and 46m in width. While the length is consistent with the original application, there is an 11m increase in maximum site width where the proposed boundary has been extended to accommodate the bridge, proposed demolition works to the Royal Mail ramp, and acknowledgement of the site area to be made good at the landing point on top of the Mayfield platform.

Following the initial site clearance, and subsequent period of works, a 2m high fence has been installed to ensure a safe and secure perimeter separating the proposed venue from the bank of the River Medlock. The location of this fence defines the final usable area of the site where accessible to the public, with the proposed bridge being installed as a privately accessed extension of the existing stair tower.

The site is currently walled off from Baring Street by a 2m high brick wall, previously existent barbed wire on top of which having been removed following the initial planning approval. Two locked rusted steel gates each approximately 5.2m in width currently provide site access. Both gates have been reinforced following the approval of the initial application, with one of the gates having had a secure intercom accessed door formed within for daily use.



Plan identifying site parameters

SITE CONTEXT

The site is only a short walk from Manchester Piccadilly Station, and approximately 10 minutes from the city's vibrant Northern Quarter. While currently used predominantly by local taxi's for parking, Baring Street also provides a through route for good workers in the neighbouring FedEx Station and skaters using the Projekts MCR skate park beneath the nearby Mancuian Way. That Baring Street is also the location of the 588 bed Unite Students Piccadilly Point accommodation facility further identified the site as a suitable location for a project promoting engagement with what is currently a neglected area of Manchester's city centre.

"The Gatehouse"was seen as an important step in the evolution of the site by complimenting the local activities of the area, and encouraging community engagement with the design, implementation and maintenance of what is seen as the founding piece of the wider site's future regeneration.

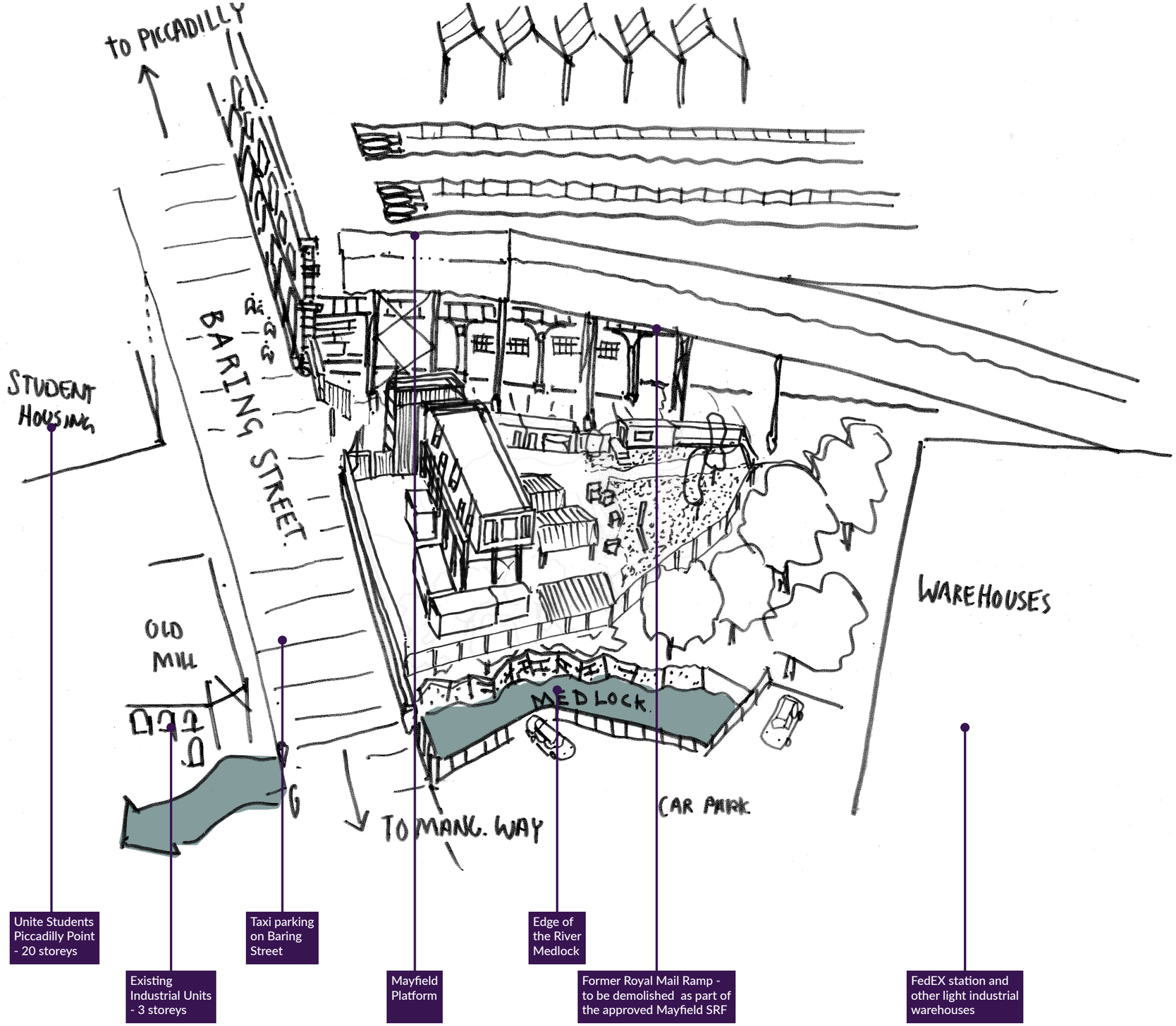
URBAN CONTEXT

The site is located adjacent to Manchester Piccadilly station and within close proximity to a number of bars and restaurants that are starting to appear in the locale. The revised proposals will continue to activate the land south of the Mayfield building and start to allude to and enable both the future Mayfield "Platform Park", and also the Mayfield park where accessed from Baring Street to which the Gatehouse forms one of the primary entrances as illustrated within the Mayfield SRF documentation.

The proposal remains well serviced by local amenities and transport infrastructure, and thus should be considered an appropriate site for a mixed use development.

The surrounding streets are characterised by varying typologies of commercial units within railway arches, industrial sheds, towers and yards.

All of the buildings in relatively close proximity to the site are either roughly equal in height or considerably higher than the Gatehouse proposals which in their massing have sought to respond both to buildings located opposite on Baring Street, and also the Mayfield building itself.



Existing SIte Context

SITE STRATEGY AND PRINCIPLES

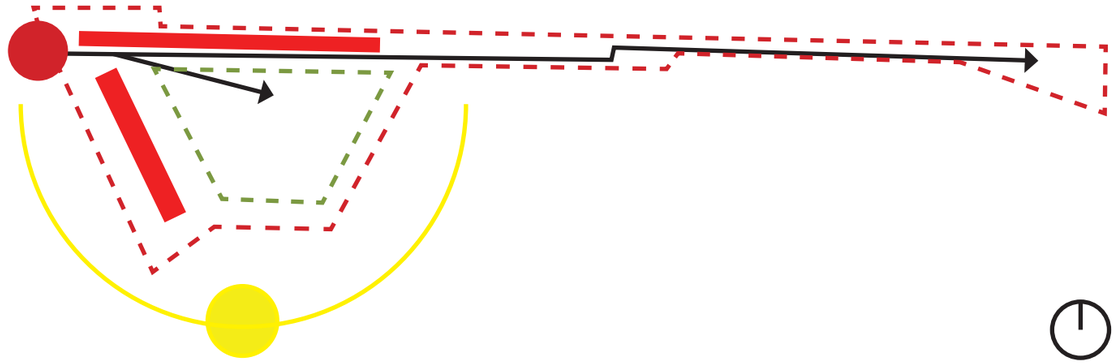
In order to establish a temporary community on this previously disused site, a series of principles were established as part of the initial application in order to provide a public space and facilities that would attract people to Mayfield and start to inform it's future identity.

In order to continue the evolution of the site, a bridge link, principle number 4, has been identified to both enable tenant access to the Mayfield platform, and also to provide a prominent and legible entrance into the site as the future development comes forward.

1. A Gatweway to Regeneration

- Reactive the Mayfield regeneration site with a prominent entrance / frontage.

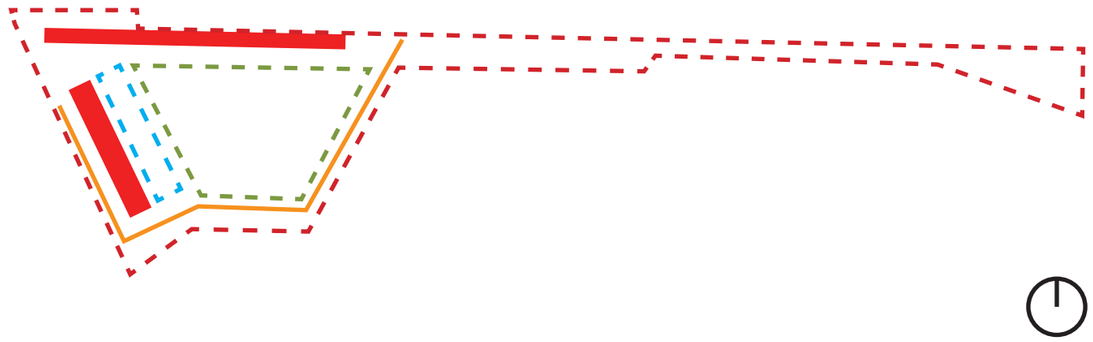
- Form two perimeters of containers so the site opens out as you enter, providing a route to future events and a new community garden.



2. Sheltered Market Space

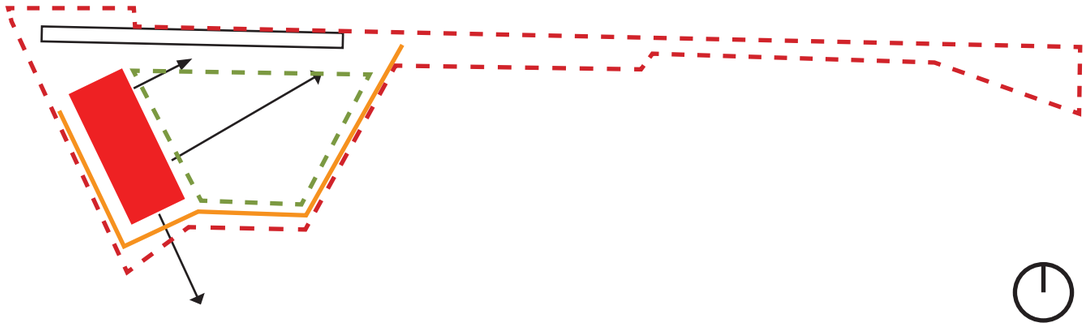
- Provide a sheltered, semi-enclosed public space served by sheltered market stalls.

- Define the site with a 2-4m high fence for security and prevention of access to the banks of the River Medlock.



3. Raised Office Space

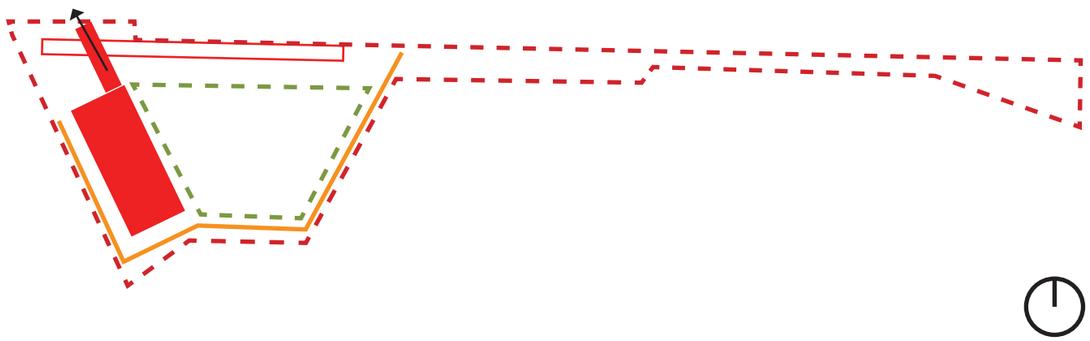
- Offices, to include those for the applicant, U + I, create an on-site community and embrace views over the regeneration site.



4. Bridge Link

- The bridge link emphasises the notional gateway to the site while enabling a controlled and private tenant access on to the roof of the existing Mayfield platform.

- Allude to the future connection to the proposed Mayfield platform park.



MEANWHILE USES IMPLEMENTED FOLLOWING INITIAL CONSENT

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, "Grub", attracting many visitors to this previously vacant site adjacent to the Mayfield Depot. A four storey timber structure has been built on site to host the U+I office, along with further markets, creative events and installations.

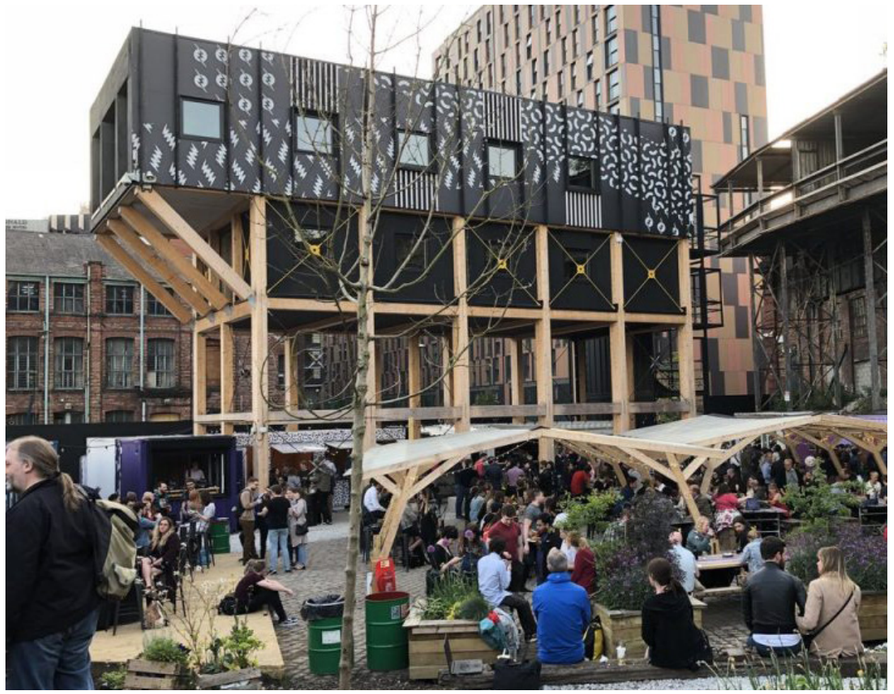
The depot itself has hosted a multitude of events, such as Manchester International Festival and Street Food Awards 2017. A commitment to events in this space will continue.

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

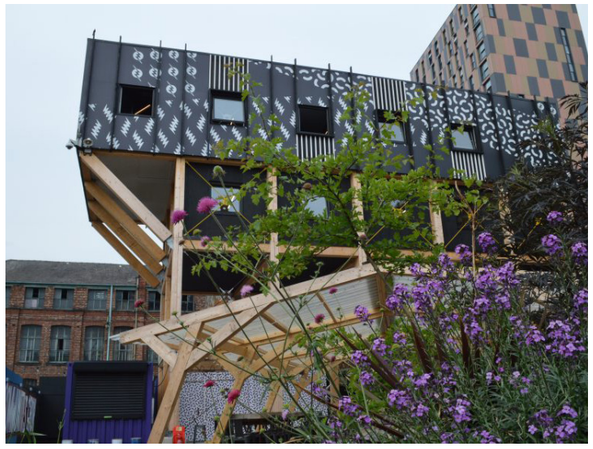
As Mayfield is fully redeveloped it will continue to host a range of temporary 'meanwhile' uses in order to facilitate ongoing regeneration, including economic and social activity, with a particular focus on the local community.

Mayfield Meanwhile Uses implemented since the original 2017 planning consent (top left to bottom right):

1. Grub at the Mayfield Gatehouse, May - September 2018
2. Mayfield building in use for the British Street Food Awards, October 2017.
3-5. Mayfield Gatehouse Community Garden, 2018
7 - 8 Grub at the Mayfield Gaethouse, June - September 2017

















LAYOUT - GROUND FLOOR

The scheme consists of a shipping container perimeter wall to the north and west of the site, with a further enclosure formed along the south-east of the site with a proposed 2m high fence. The shipping containers to the West of the site will open onto a covered double height external area underneath the raised office space. The lightweight raised offices have been established to relate to the height of neighbouring buildings and also facilitate a future connection to the Mayfield platform.
The offices are constructed from a Glulam timber frame, with lightweight timber infill at levels 02 and 03. The existing stair tower and lift shaft are steel framed structures to be clad in a combination of metal and polycarbonate cladding.

Flexibility

The proposed containers along the northern boundary provide a degree of future flexibility with the potential for adding and / or subtracting further containers as use requires, and subject to the required planning permission.

Public Elements

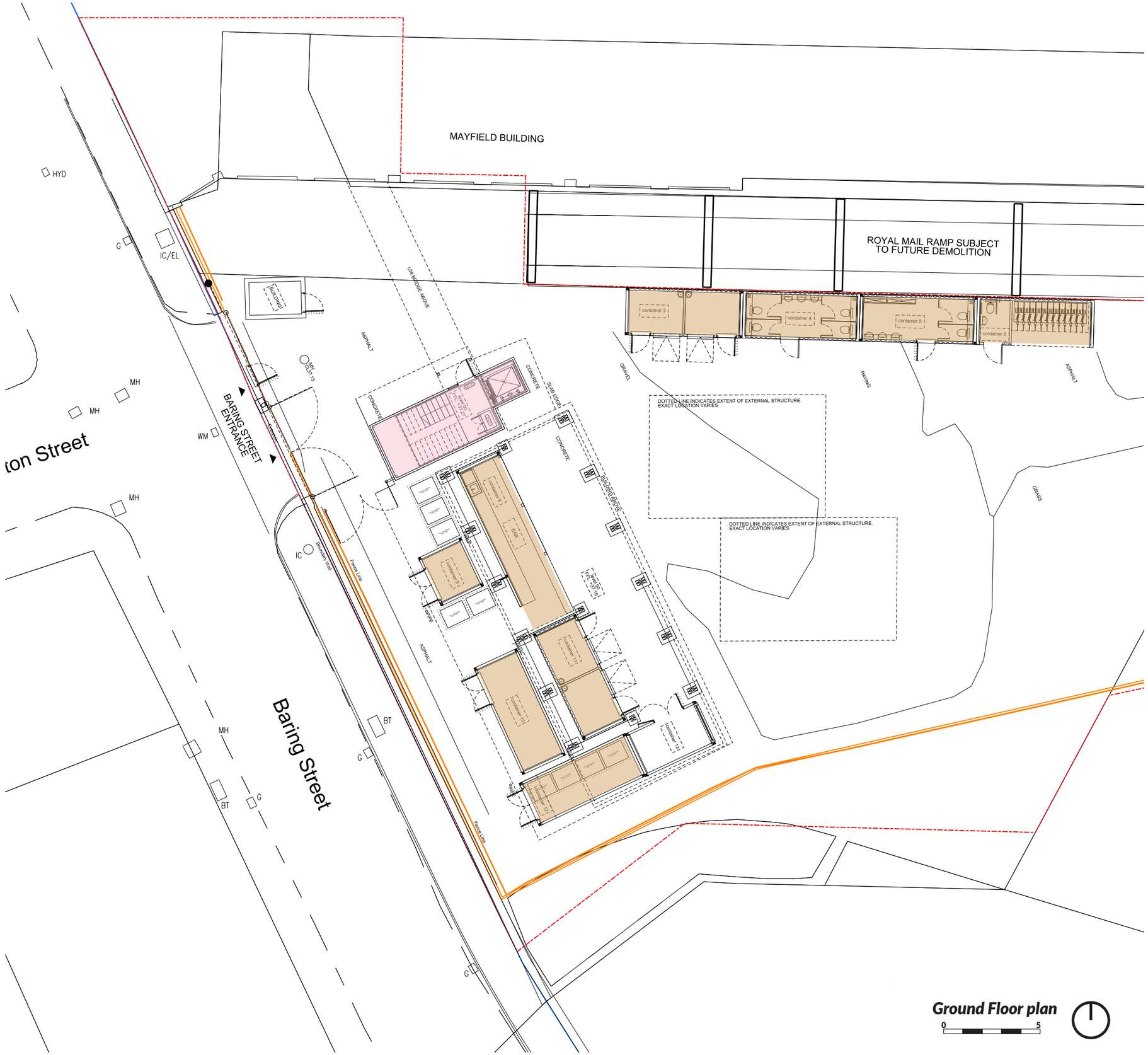
The 'public' elements of the scheme . A community use garden, event space, food and drink retailers , toilets and bike stores are all located on the ground floor to allow ease of use and access.

Entrances / Exits

There are 2 different points to enter the scheme, one proposed for public access into the site, and a further adjacent private entrance for users of the raised office space which will be accessed via a private stair and site hoist.

Communal facilities & utility space

Communal facilities including on-site bike storage and toilets are located in easily located containers subject to high levels of surveillance along the Northern perimeter of the site. Services and utilities such as refuse storage and security are to be located close to street side for ease of access.



Ground Floor plan

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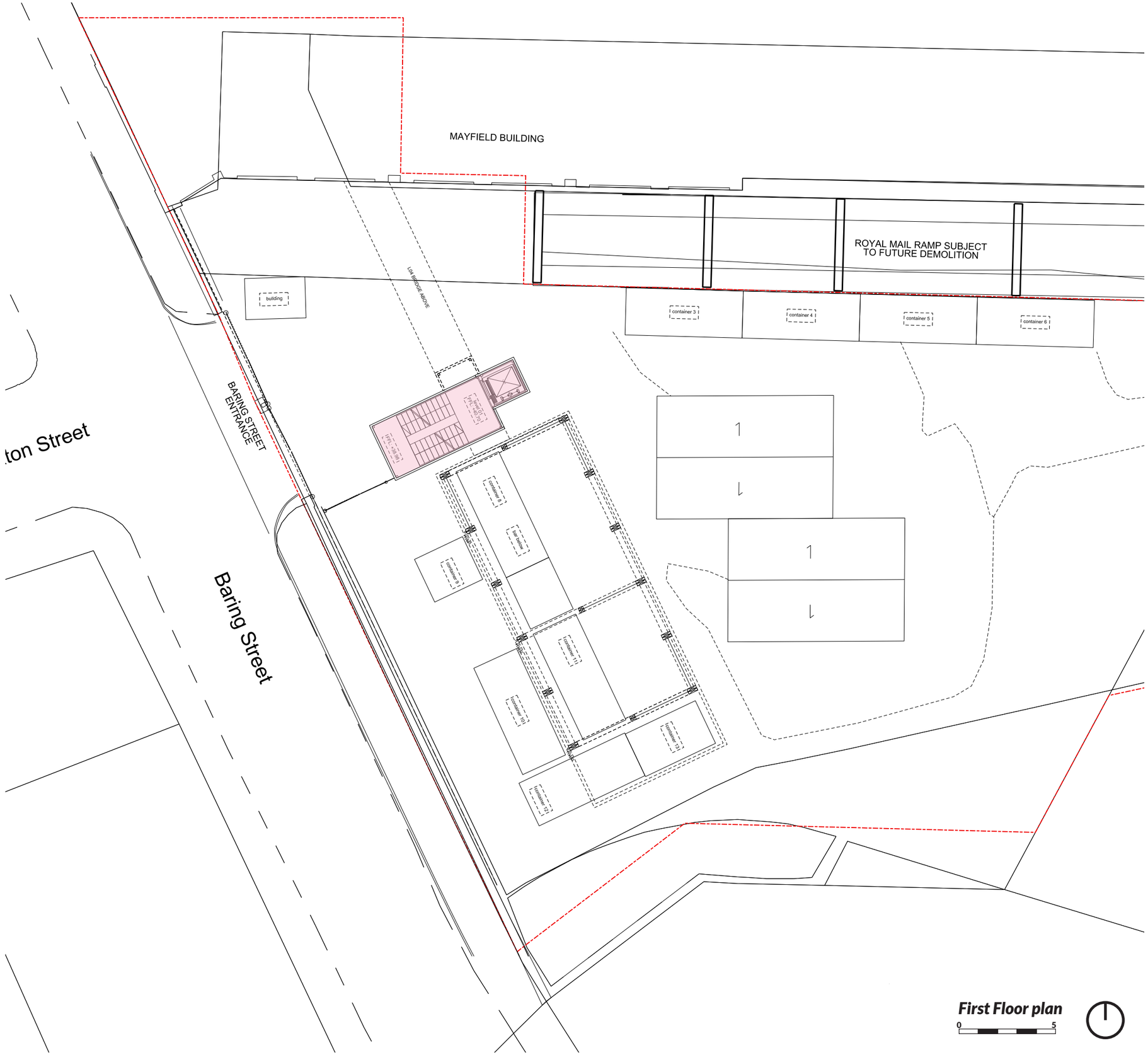
LAYOUT - FIRST FLOOR CIRCULATION

The first floor level does not contain any usable area other than that within the stairwell providing circulation to the floors above.



First Floor plan

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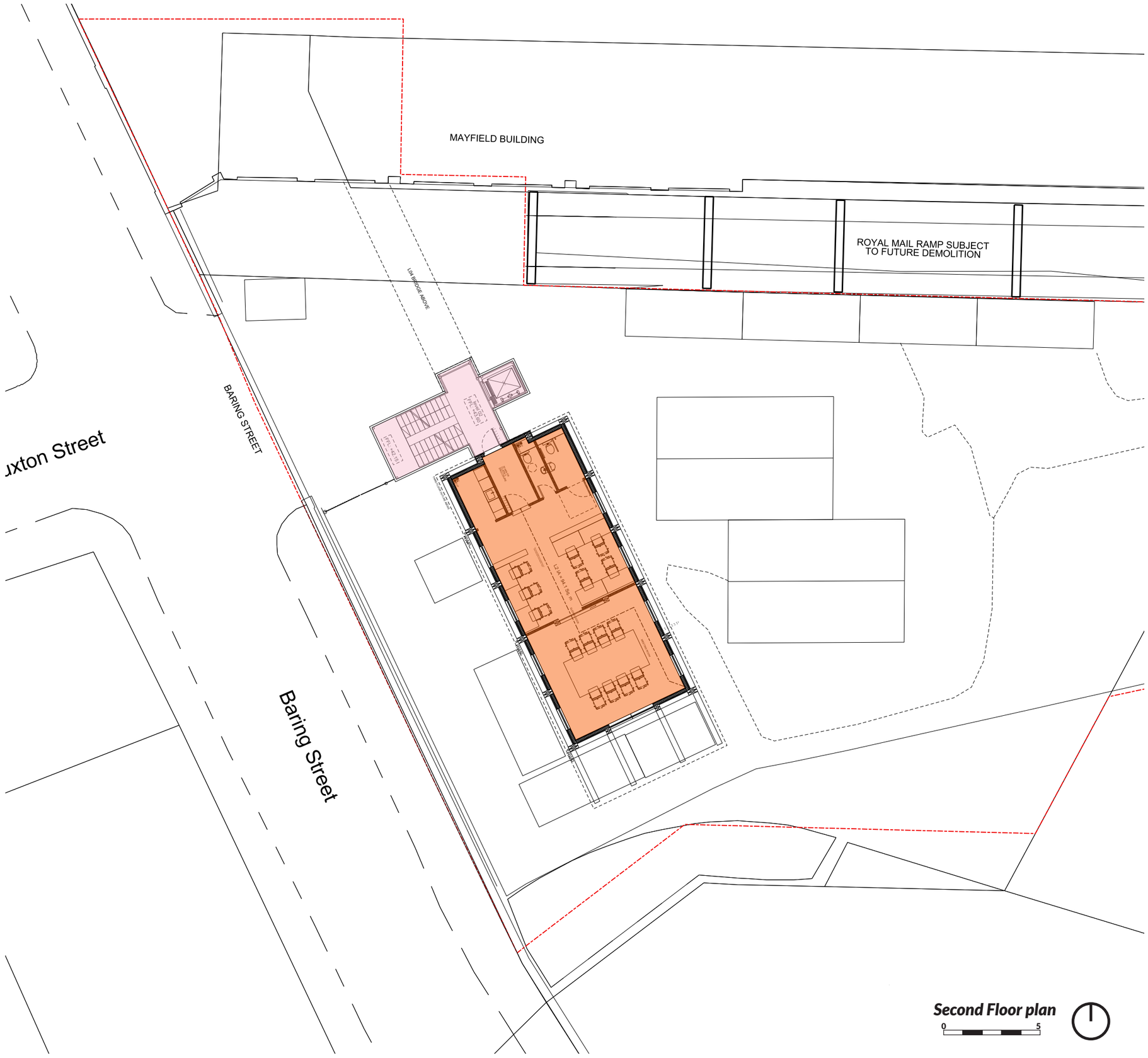
LAYOUT - SECOND FLOOR CO-WORKING SPACE

Two floors of raised office space are accessible from the stair tower and lift, with the second floor office space providing 94m2 of accommodation (GIA). The office space is built from lightweight construction and provides flexible meeting space and community co-working space, “Mayfield & Co.”, providing office space to local start-ups and small businesses.



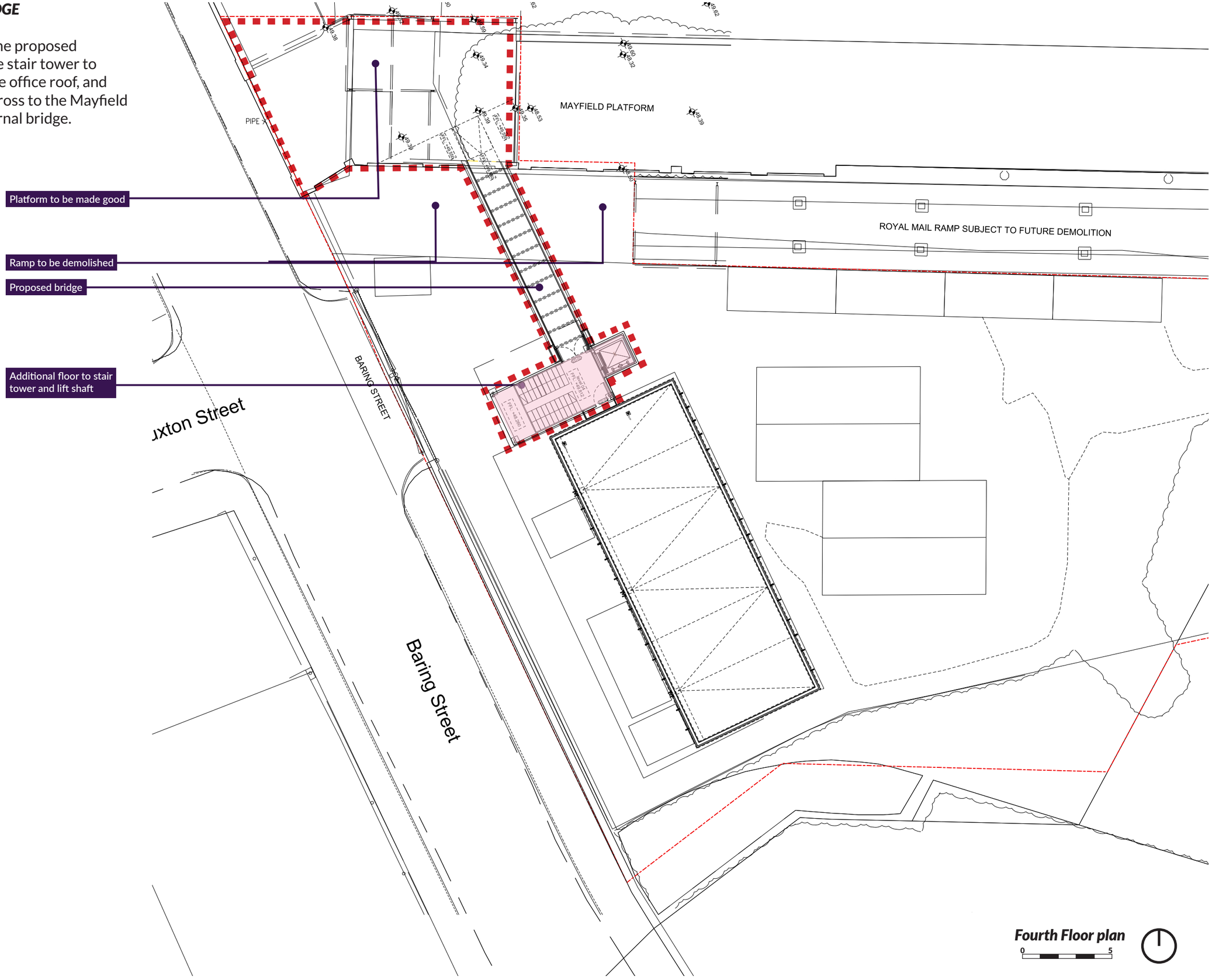
LAYOUT -THIRD FLOOR RAISED OFFICE SPACE

The third floor office space is used by the applicant, U + I Plc. The layout will be similar to the floor below only with a slightly increased floor area of 129m2 (GIA)resulting from the south facing propped office overhang.



LAYOUT - FOURTH FLOOR BRIDGE

The fourth floor comprises of the proposed additional circulation within the stair tower to allow maintenance access to the office roof, and controlled horizontal access across to the Mayfield platform via the proposed external bridge.



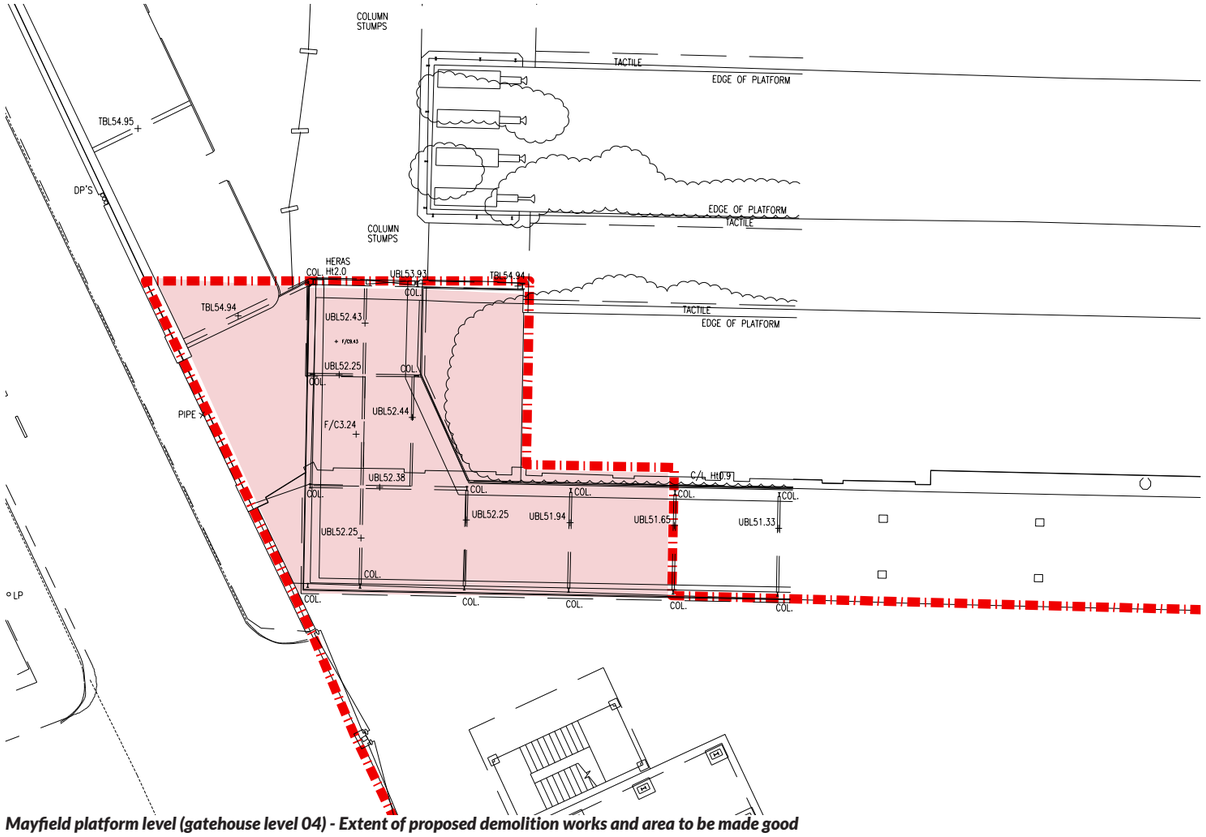
LAYOUT - FOURTH FLOOR MAYFIELD LANDING

Likely works to platform level, scope to be confirmed following demolition.

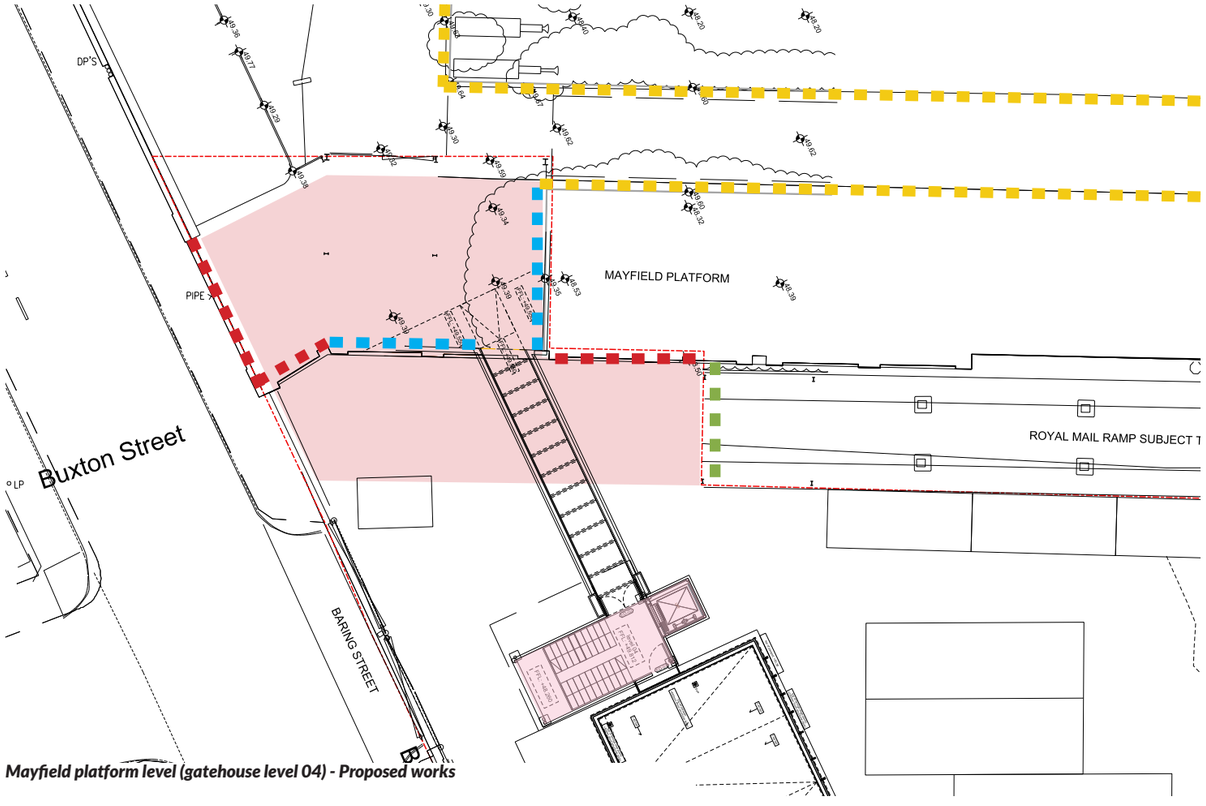
- Localised demolition of concrete platform deck and masonry support to facilitate bridge support.
- Possible making good of platform edge and supporting masonry following removal of ramp.
- New handrail installation, to suit proposed bridge balustrade.
- New temporary handrail following proposed demolition of the highlighted ramp area.
- Localised requirements for Edge protection / handrail to be confirmed following survey of the condition and height of existing parapet

Existing photos of the platform landing point (top to bottom):

1. View of the existing Gatehouse structure and Royal Mail ramp
2. View of existing Royal Mail ramp interface with the Mayfield building
3. View of existing track recess adjacent to landing point. Area to be made good.
4. View from proposed landing area across the Mayfield platform.



Mayfield platform level (gatehouse level 04) - Extent of proposed demolition works and area to be made good



Mayfield platform level (gatehouse level 04) - Proposed works

Key

- New handrail installation, to suit bridge balustrade
- Localised requirements for edge protection / handrail to be confirmed following post-demolition survey of the condition and height of existing parapet
- Suitable edge protection to be reviewed subject to access.
- New temporary handrail following proposed demolition of the highlighted ramp area.
- Proposed area for demolition / making good



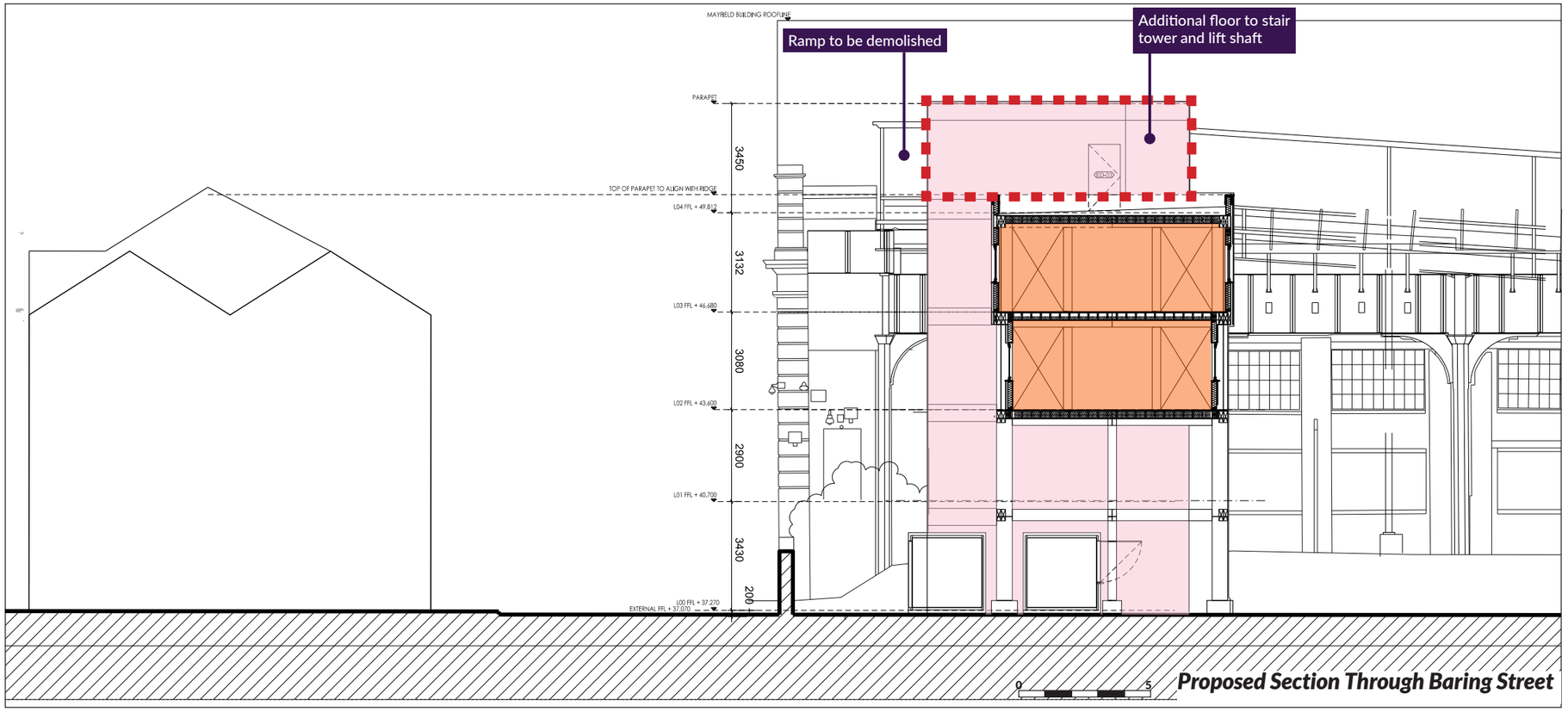


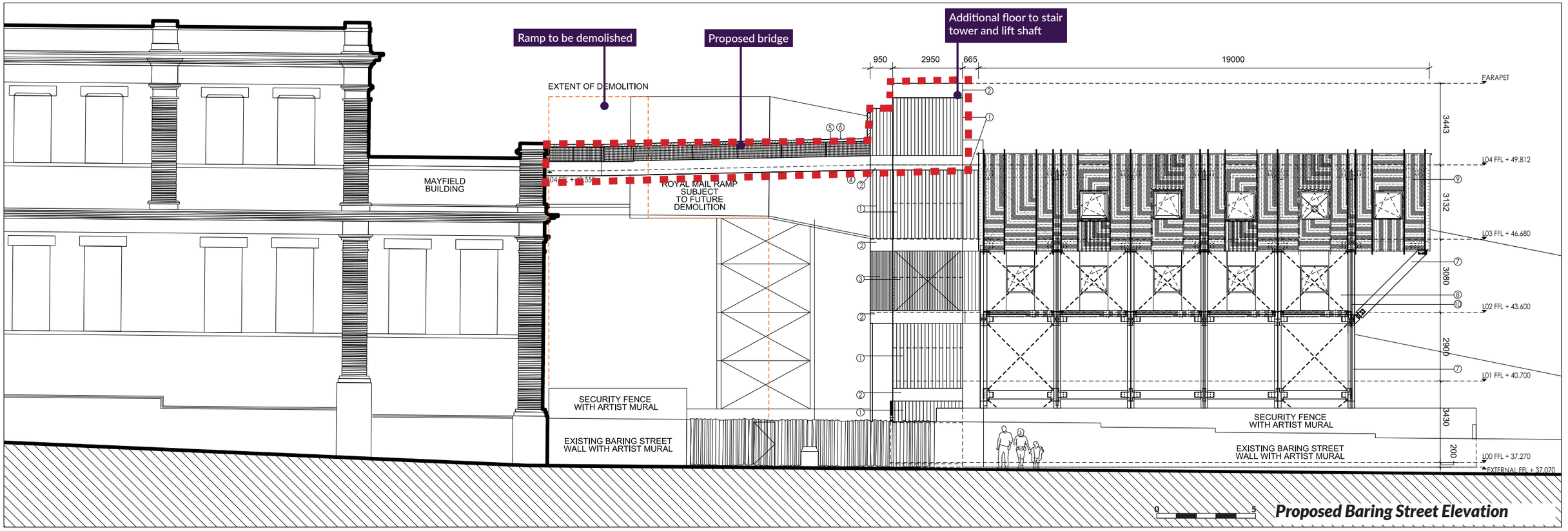




SCALE

The scale of the proposal has evolved to balance with the nearby buildings and surrounding streetscape. While proposed to relate to the existing scale and structure of the royal mail ramp which is attached to the Mayfield building, the additional floor of the proposed stair tower ensures the proposal continue to step down in scale from the Mayfield platform to the Gatehouse, the height of which relates directly to the ridge line of the existing building which sits opposite on Baring Street. The additional floor to the stair tower and bridge has been highlighted in red to show proposed alterations to the previously consented scheme.





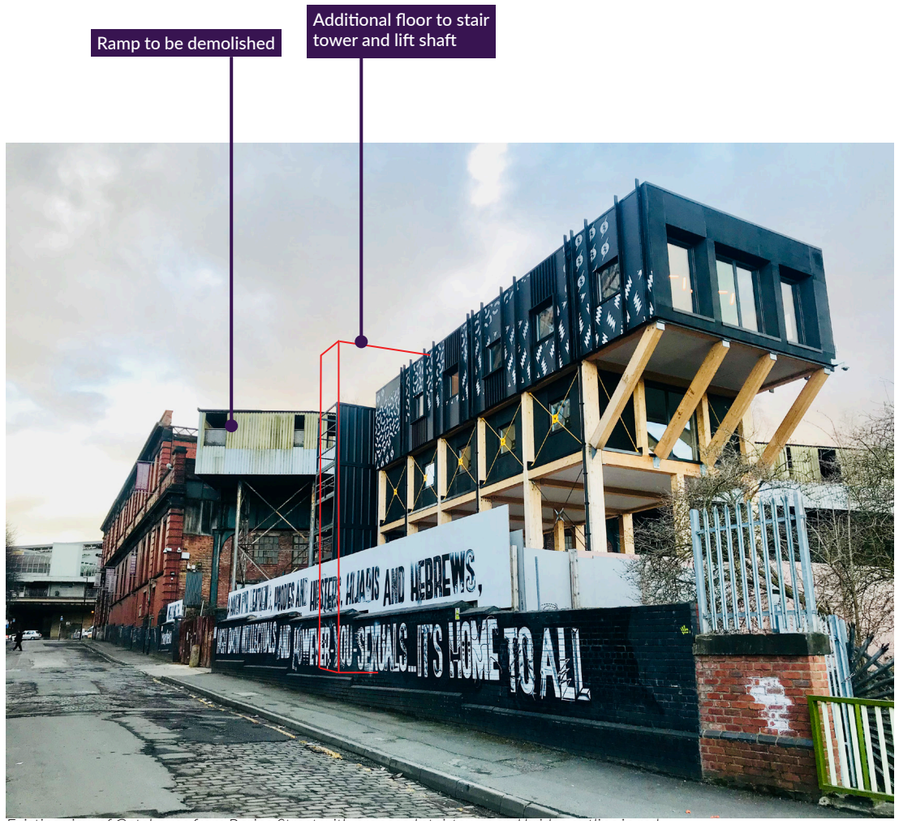
PROPOSED ALTERATIONS TO THE EXISTING STRUCTURE - STAIR TOWER EXTENSION AND BRIDGE

The revised proposals seek to add an additional floor to the consented stair-tower to enable horizontal access to the Mayfield platform via the proposed bridge extension. In the context of the approved Mayfield SRF, the gatehouse plays a prominent role in the way-finding across the site, and is reference to being a permanent feature in the SRF, forming a legible and distinct entrance to the proposed Mayfield park.

The photos adjacent illustrate the extent of the proposed amendments to the initially consented scheme where an additional storey and to the stair tower and bridge connection to the Mayfield platform are proposed.



Existing view of Gatehouse from Baring Street with proposed stairtower and bridge outline in red



Existing view of Gatehouse from Baring Street with proposed stairtower and bridge outline in red

Views from Mayfield SRF (left to right):

1. Aerial view with Gatehouse in foreground
2. View within the future Mayfield park, Gatehouse in background
3. View within the future Mayfield park, Gatehouse in background







APPEARANCE AND MATERIALS

The existing development drew inspiration from public spaces, festivals, street markets and community schemes across the UK and Europe.

Since the original planning consent, the Baring Street wall and security hoarding has been painted with a mural by a street artist and the rusted metal gates reinforced and made fit for purpose with added security features and signage.

Shipping containers have been used for many different applications as they are affordable, versatile, easily-up scaled and can quickly be implemented to create enclosures and define spaces. Containers have been used not only to enclose the site, but also to create spaces for food and drink stalls which have created the primary draw needed to initially activate the site. 20ft containers have been used in a modular manner to create affordable spaces which can be modified and relocated as the wider site evolves. Internally the containers have been lined with OSB board befitting the intent of the original planning application which sought to emphasise the use of industrial and re-purposed materials. Externally the containers have been painted in a variety of colours derived from the sites former use as a Calico printing plant, with vinyl applied patterns taken from the same source of inspiration.

Beyond the use of containers at ground floor, a community garden has been developed in conjunction with local community groups and charities, and has sought to use readily available material such as timber and polycarbonate in conjunction with re-purposed materials such as oil drums and wheelbarrows to create a series of seats, planters, surface finishes and canopies for the external event space.

The existing office building is formed from a glulam timber frame which references the structure of the to be demolished royal mail ramp. Structural steel cross-bracing reinforces this reference, and i s painted yellow at upper floors in a nod to an existing steel structure on top of the Mayfield platform.

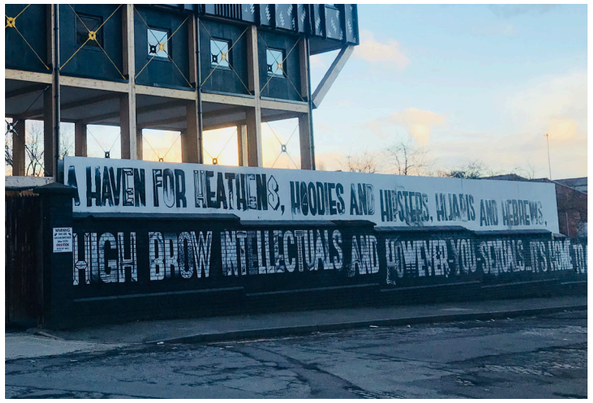
The office is clad in outdoor grade black painted ply, with the upper floor over-clad in a printed dibond panels recalling graphics and patterns from Thomas Hoyle's Calico printing plant.

The stair tower is to be clad in profiled black metal cladding, with a band of profiled polycarbonate cladding introduced at the second floor to break up the mass and allow internal cross bracing to be read. Flat horizontal bands are proposed at intermediate floor levels and relate to the existing datums established by the glulam frame.

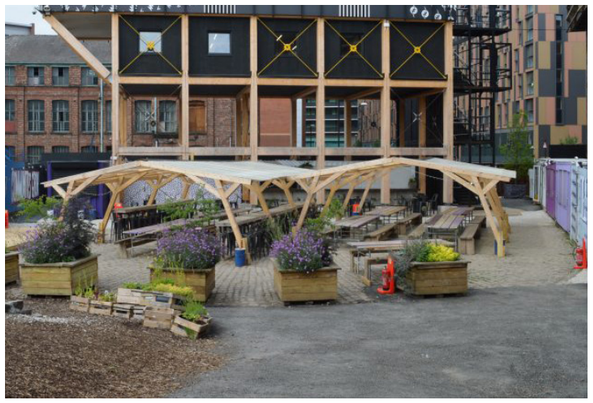
The structural steelwork for the bridge is proposed as being painted black to suit the rest of the Gatehouse, with balustrade and decking to be formed from galvanized steel mesh.

Material photos existing and proposed (top left to bottom right):

1. Existing wall and site hoarding with artist mural
2. Existing corrugated steel gate with intercom and signage
3. Existing community garden with timber planters, benches / tables and portal framed covered areas with polycarbonate roof
4. Existing ground floor shipping containers painted in brand appropriate colours and with patterned vinyl applications.
5. Existing Gatehouse glulam timber frame structure, with black external grade ply cladding and yellow structural cross bracing at level 02, with feature profiled treated timber fins and battens at Level 03, and patterned over-cladding of patterned Dibond. All rainwater goods in black galvanized steel.
6. Galvanized mesh balustrade and deck proposed to for the bridge.
7. Profiled black metal cladding proposed to the existing stair-tower.

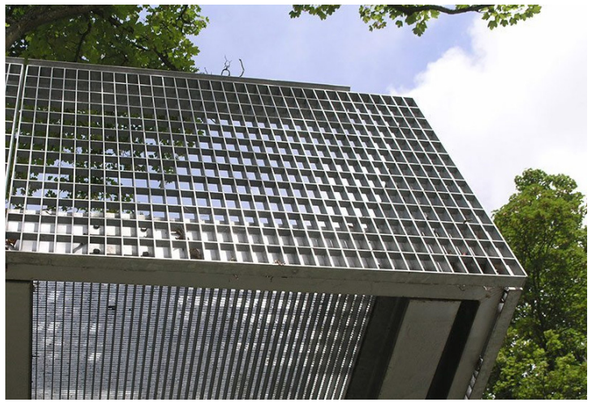


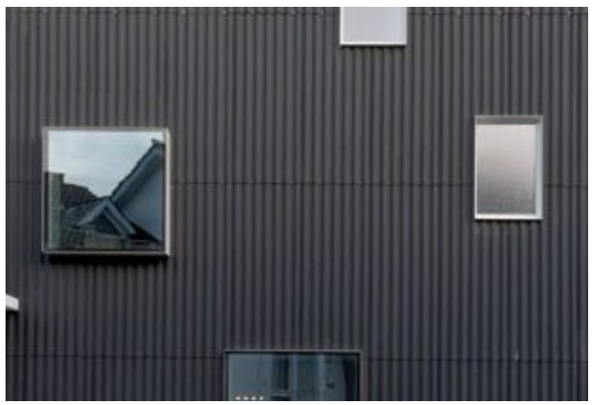










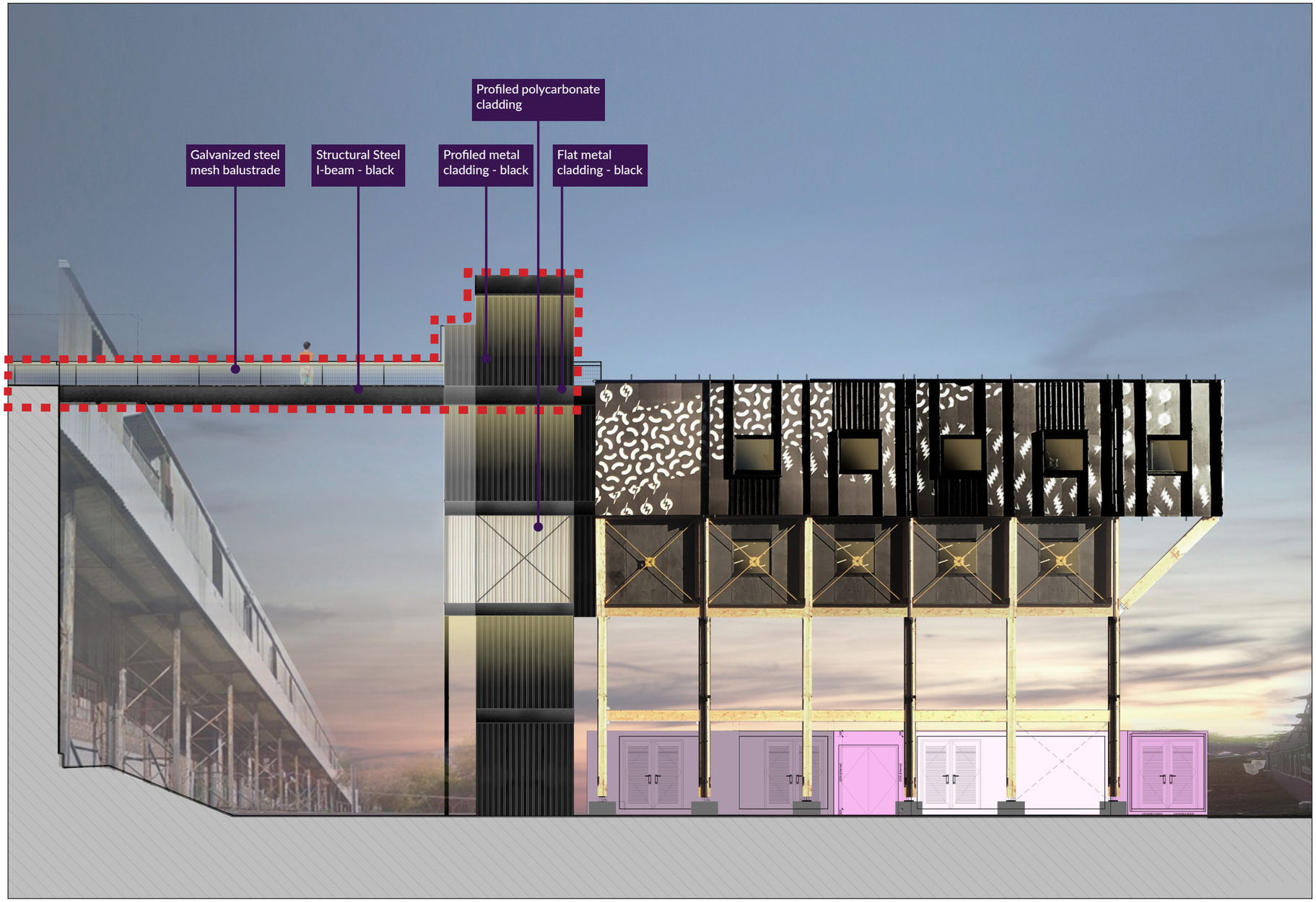


APPEARANCE AND MATERIALS - STAIR TOWER AND BRIDGE

The 4 storey stair tower currently provides access to the office space at levels 02 and 03, with an additional floor proposed to access the bridge at level 04 so that a connection is created with the existing Mayfield platform in line with the SRF proposals.

The stair tower is proposed as primarily being clad in profiled black metal cladding in keeping with the industrial aesthetic used throughout. Intermediate flat bands are proposed to relate to the existing glulam structure, and profiled polycarbonate cladding introduced at level 02 to express the internal cross bracing of the stairwell and allow natural light into semi-external environment of the stair-tower.

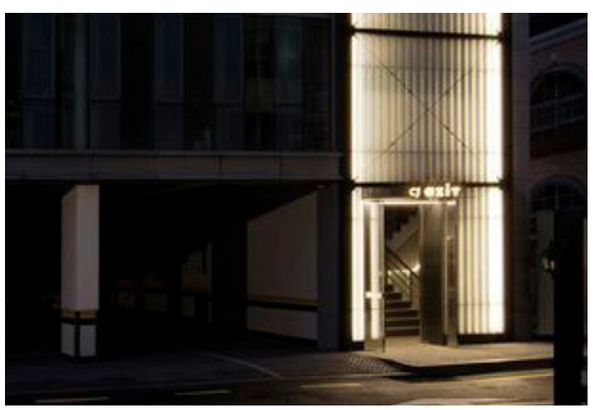
The bridge is proposed as a simple galvanized mesh enclosure sat within a supporting steel I-beam structure.

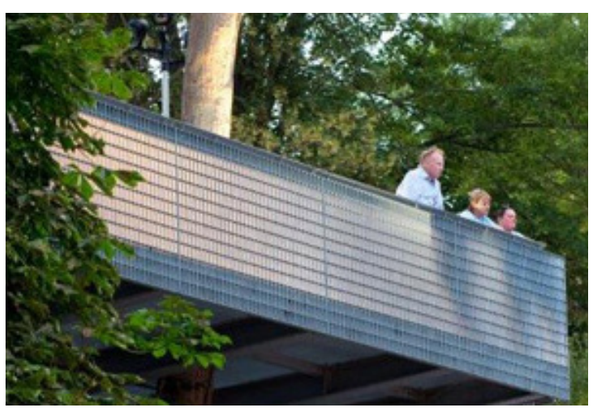


Precedents (left to right):

1. Existing structural steelwork of the Mayfield building informs the proposed bridge design.
2. Unknown- translucent profiled polycarbonate cladding illuminated at night.
3. Bradfield College Greek Theatre by Studio Octopi, Bradfield, UK.







SITE ACCESSIBILITY

- The site is in an area which is in close proximity to the centre of Manchester.

- Excellent public transport links by rail and bus .

- Bicycle parking for 14 Bikes is to be provided in an overlooked area within the confines of the site.

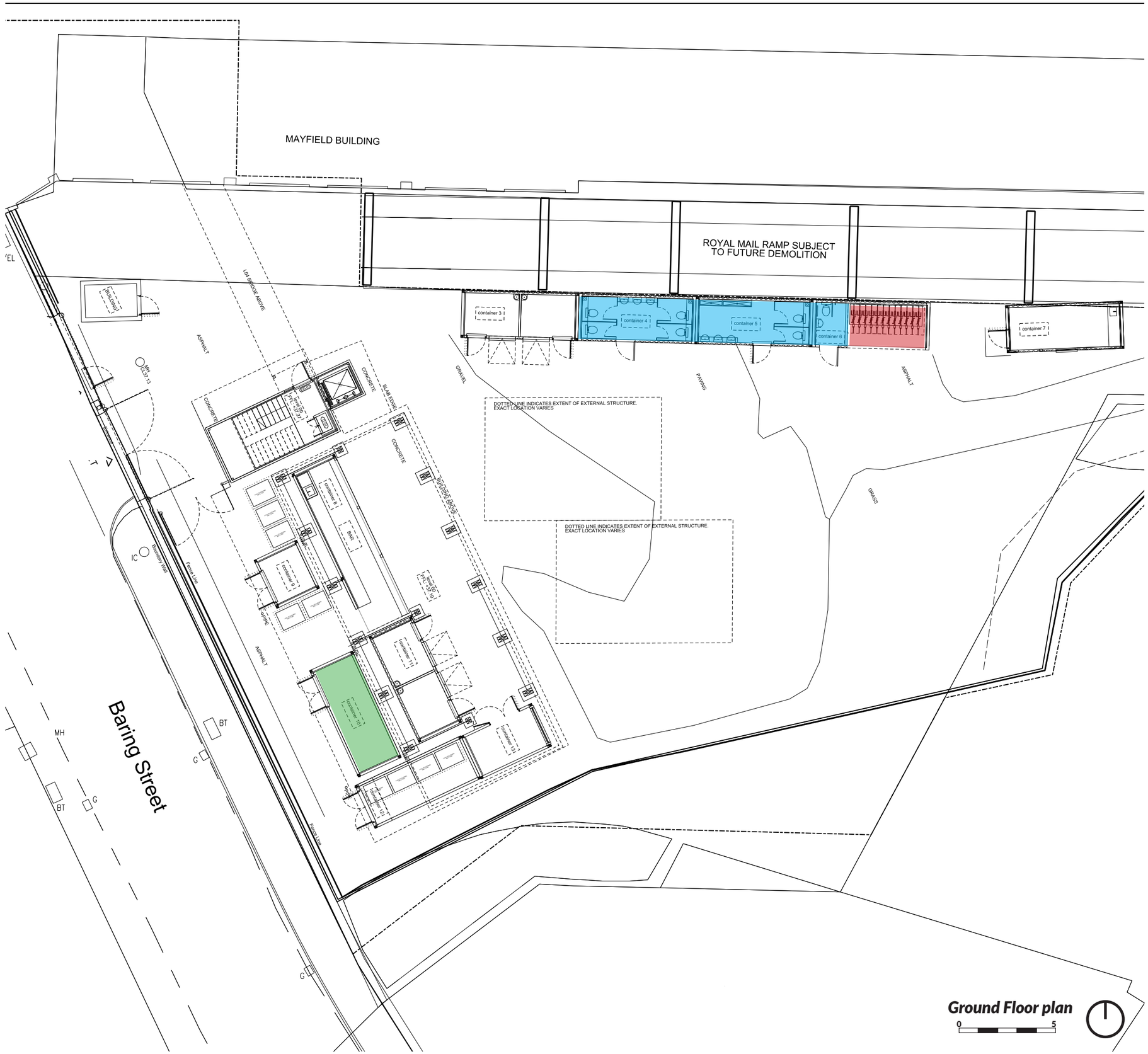
- All level changes are to be in accordance with Building regulations.

- A lift enables controlled upper floor access for wheelchair users.

- Toilets for the outdoor event space are located in easily located containers subject to high levels of surveillance, and include a wheelchair accessible WC. Existing toilet provision is in compliance with British Standards and Building Regulations.

- Additional Tenant WC's are located within the office spaces at levels 02/03. Existing toilet provision is in compliance with British Standards and building regulations

- The two containers currently in closest proximity to the stair-tower are proposed as being relocated a more generous opening into the courtyard space. As the development of the park is brought forward, it is perceived that over time the containers will be relocated to an alternative location within the wder SRF site. The container currently used for site security is proposed as being relocated to the baring street side of the site in what functionally operates as the back of house to the external event space.



Key

secure cycle storage

toilet facilities

security container

SECURITY STRATEGY

- Creating a secure campus with 2 access points and designated hours of operation.

- Secure stair tower and lift access t to upper levels allows access to tenants only.

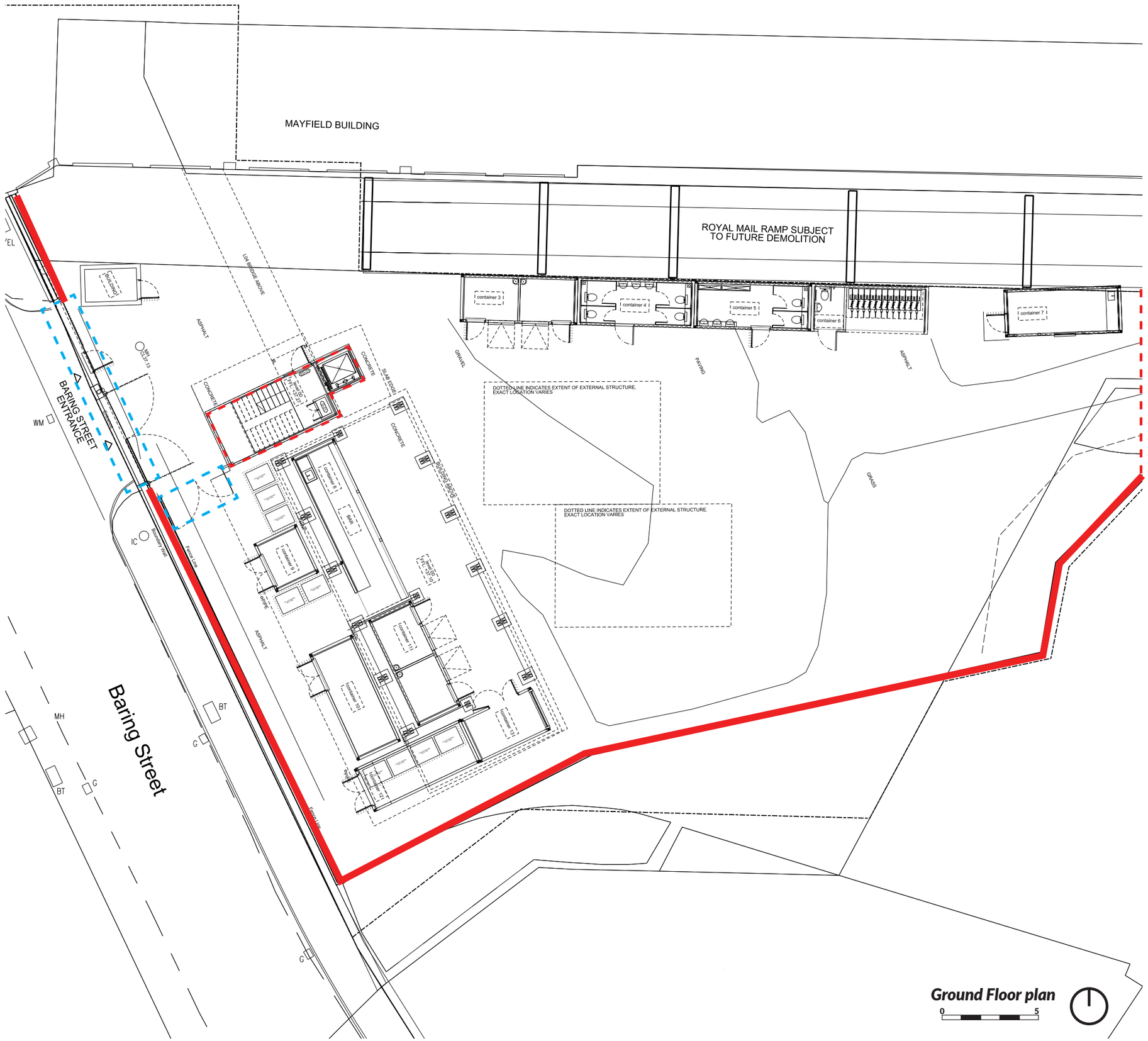
- Lighting to be used to reduce potential dark spots.

- Events to be managed with specialised event co-ordinators.

- Raised office occupancy enables wider site surveillance.

- Use of Baring Street as part of the taxi ranking system enables consistent site surveillance.

- No spaces allowed for hiding between containers when in event use.



Key

- Secure stair and lift for authorised personnel only
- Secure Lockable entrances
- Location of additional security fence
- Flexible security fence to allow access to rest of site

LIGHTING STRATEGY

- Existing Street Lighting is intermittently spaced down Baring Street.

- Wayfinding and Signage lighting will be used to assist the location of entrances, exits and public amenity.

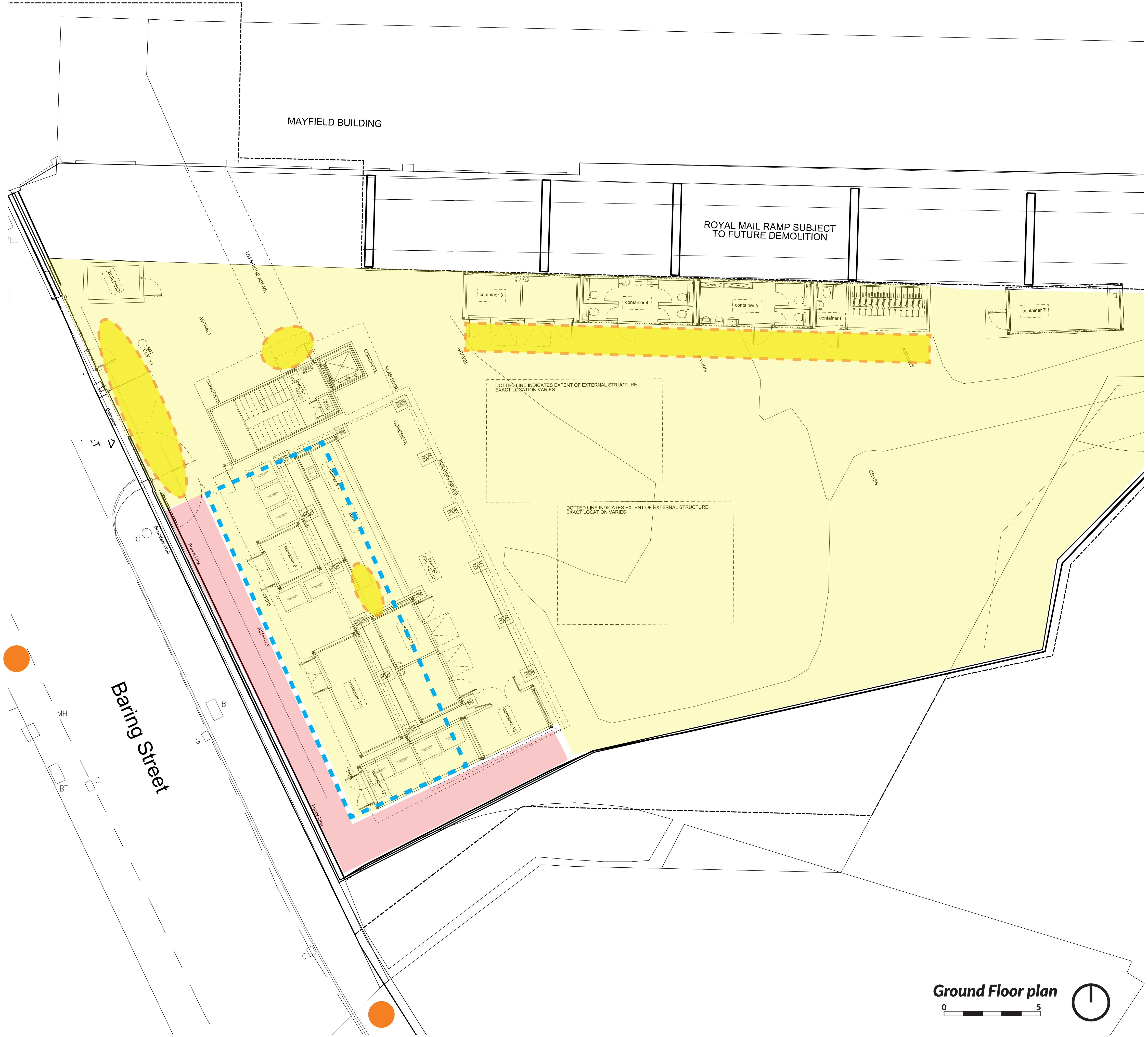
- Ambient background lighting will be used in the covered market areas and landscape.

- Low level of light needed to the raised office spaces.

- Controlled lighting for events to the first floor event space.

- Security lighting will be activated by motion sensors.

- All lighting to be compliant with BS5489;2013.



Key

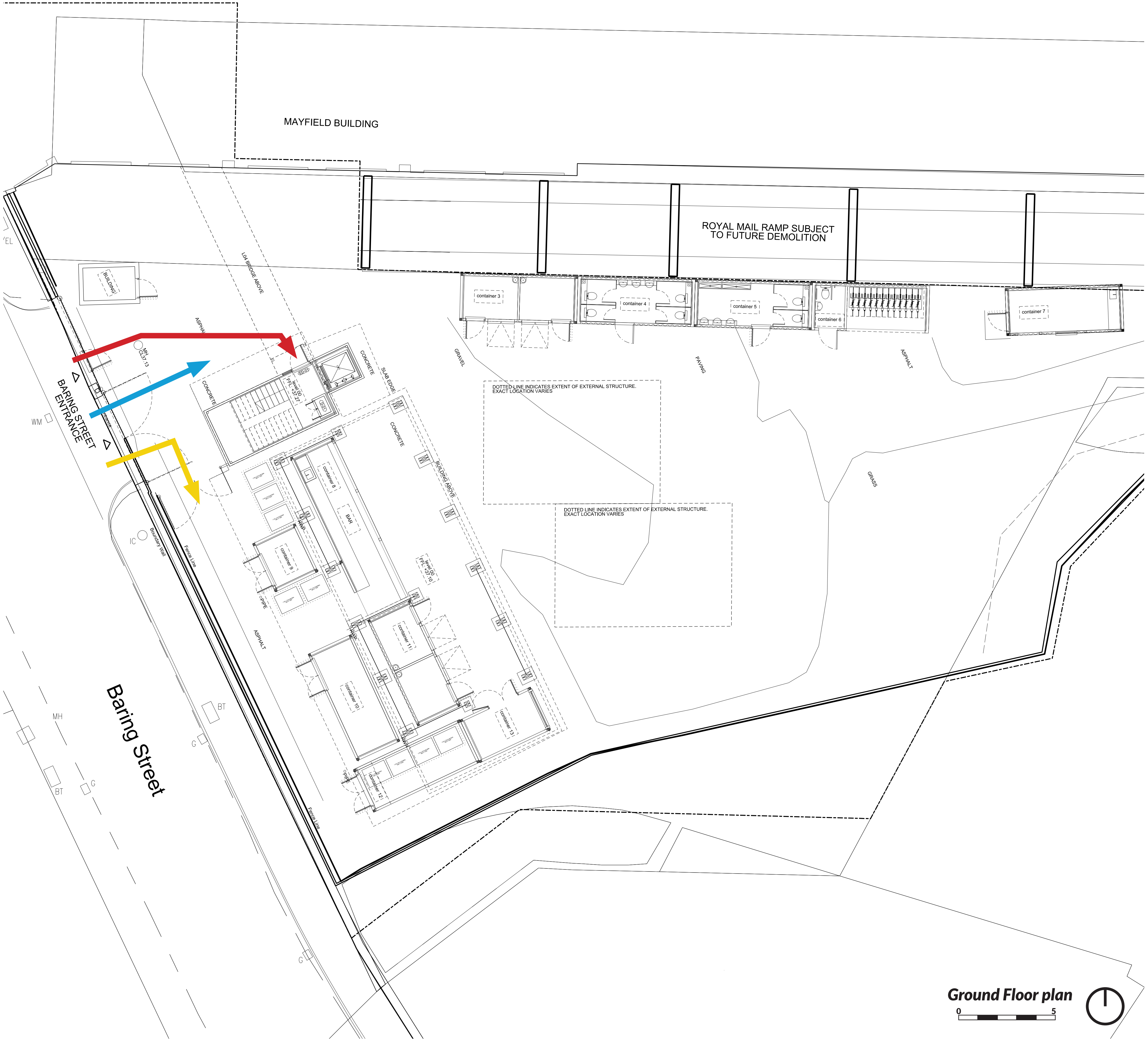
- Existing lampposts
- ambient lighting (including landscape)
- wayfinding and signage
- controlled lighting for events
- controlled lighting for first floor event space
- security lighting

EVENT AND CROWD MANAGEMENT

- Seperate entrances for tenants and event attendees.

- Position of main event entrance allows for queueing on site.

- Controlled secondary access to back of house between baring street wall and western container edge.



Ground Floor plan

Key

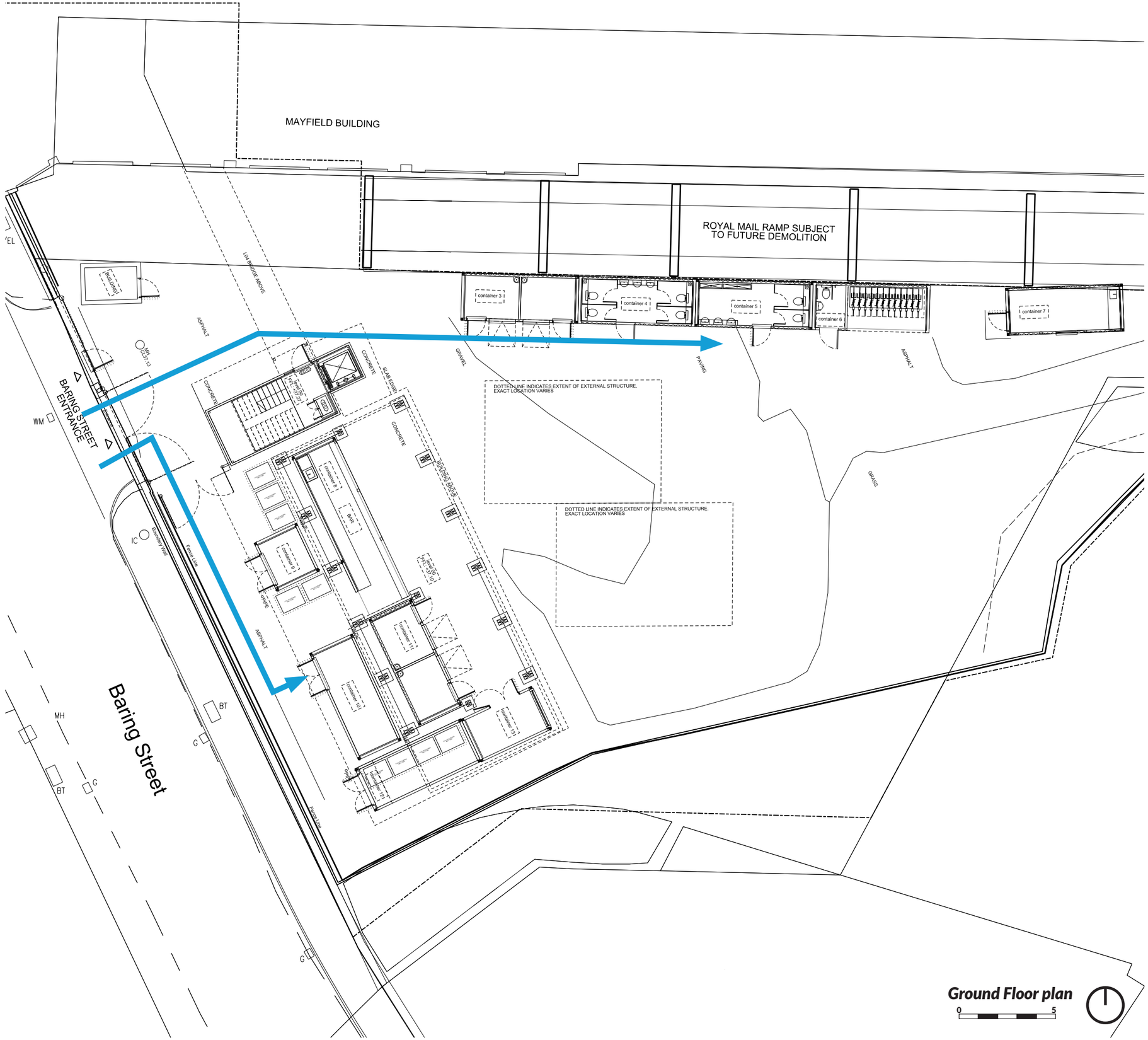
Primary Queue

Tenant entrance

Secondary entrance and emergency exit

STRATEGY FOR DELIVERIES AND SERVICING

- Deliveries can be made through both the primary entrance and secondary / back of house entrance depending on time of day and site inhabitation.



Key

delivery route

STRATEGY FOR REFUSE COLLECTION AND RECYCLING

Refuse requirements as per the Manchester City Council document 'Waste Storage and Guidelines for New Developments':

Offices (approx 223m2) -
2600 litres per 1000m2 of gross accommodation.
223m2 GIA = 579 litres (rounded up to 580)
Total office bin requirement is 2x 240l (740x580) and 1x 140l (555x505). Note 50% of this should be for recycling and therefore 1 x 240l bin and 1 x 140l bin should be provided for general waste, with 1 x 240l bin and 1 x 140l bin provided for recycling.

Containers (approx 180m2 providing for approx 100 covers):
150 litres per 20 covers = 7500 litres
Total market stall refuse requirement is 7x 1100l (1375x990). Recycling Percentage variable.

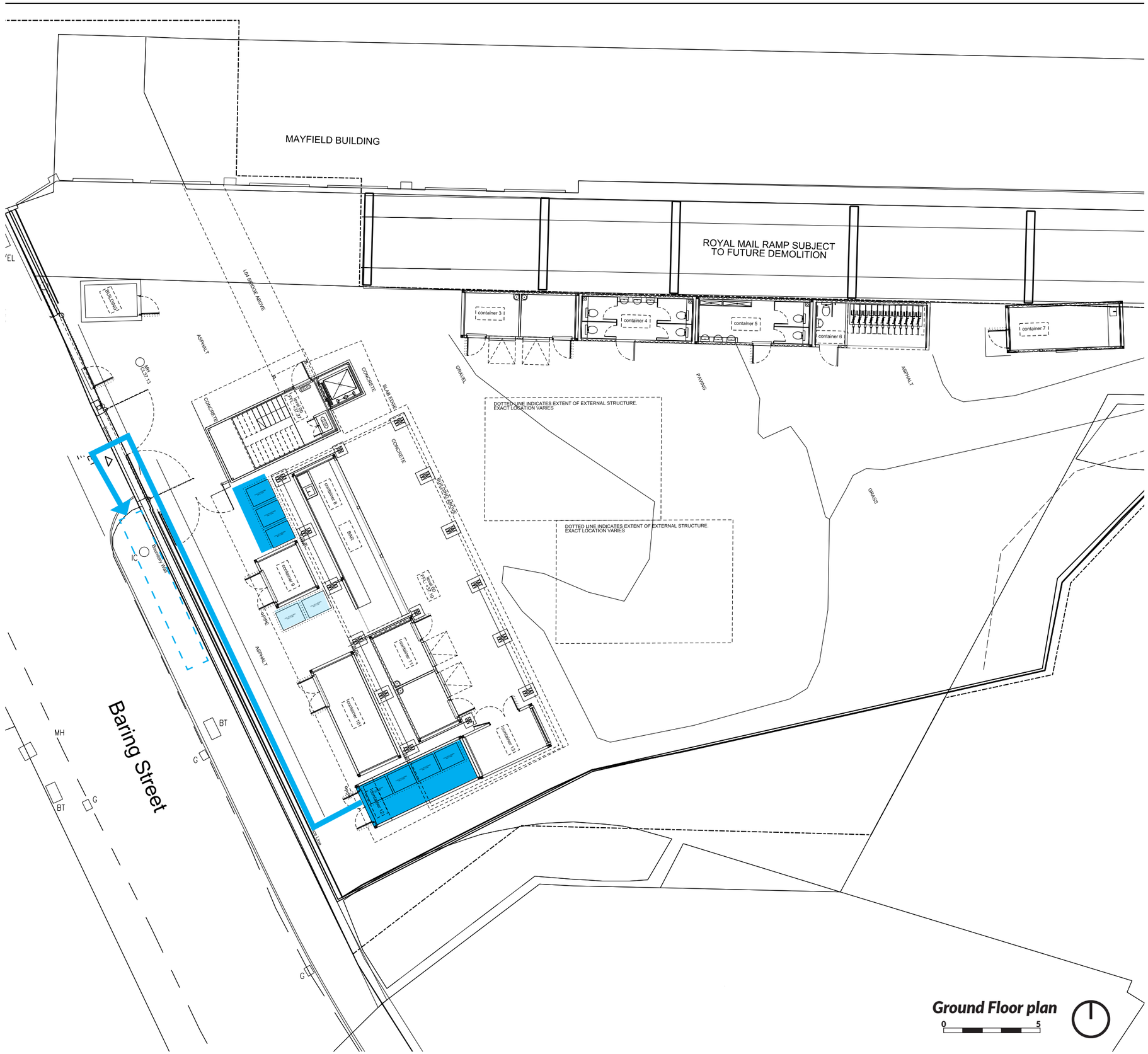
- The bin store is located in a suitably sized container close to the street within the dedicated "back of house" service area. Bins will be emptied on-street as part of a managed system.

- There will be separate bins for garden waste, plastics, cardboards, glass and non-recyclables.

- Restaurants / cafe's will have a separate kitchen bin for food waste.

- Individual units will have their own recyclable / non-recyclable bins will be emptied regularly into the external bins by the tenants.

- Garden waste can be decomposed and kept for compost on-site.



Key

refuse route for managed on-street collection

general refuse store

office refuse provision

managed on-street collection point

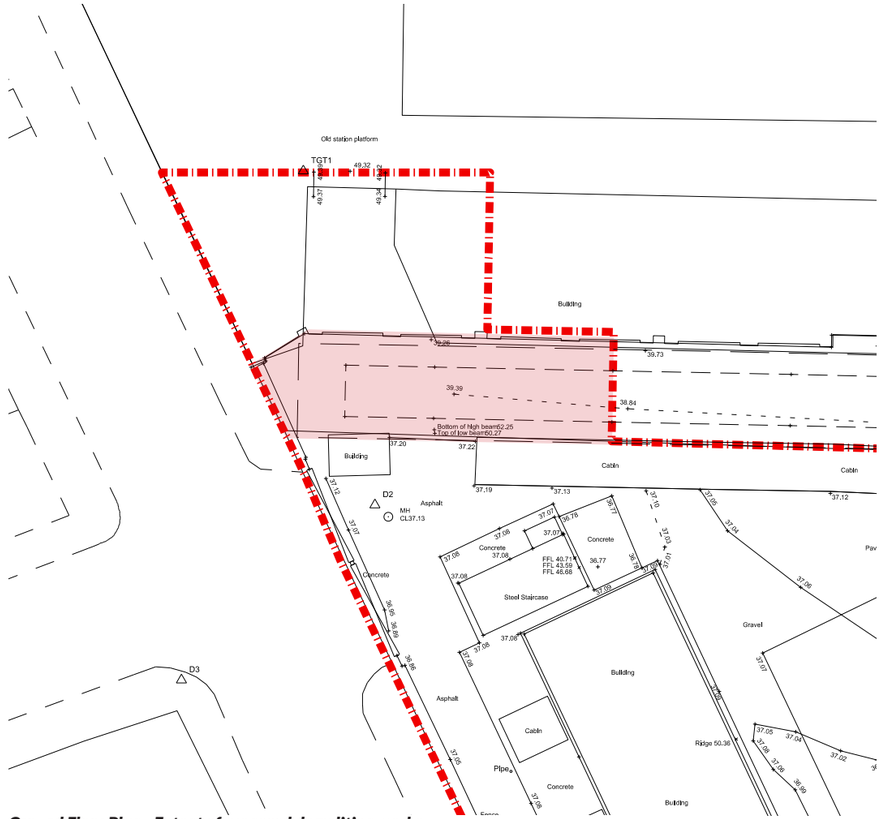
DEMOLITION STRATEGY

As part of the foot bridge installation there is need to part demolish the existing ramp that links to the Mayfield Depot platform level. This will be part implementation of the full removal of the ramp, which has been agreed through endorsement of the wider Mayfield masterplan and strategic regeneration framework (May 2018).

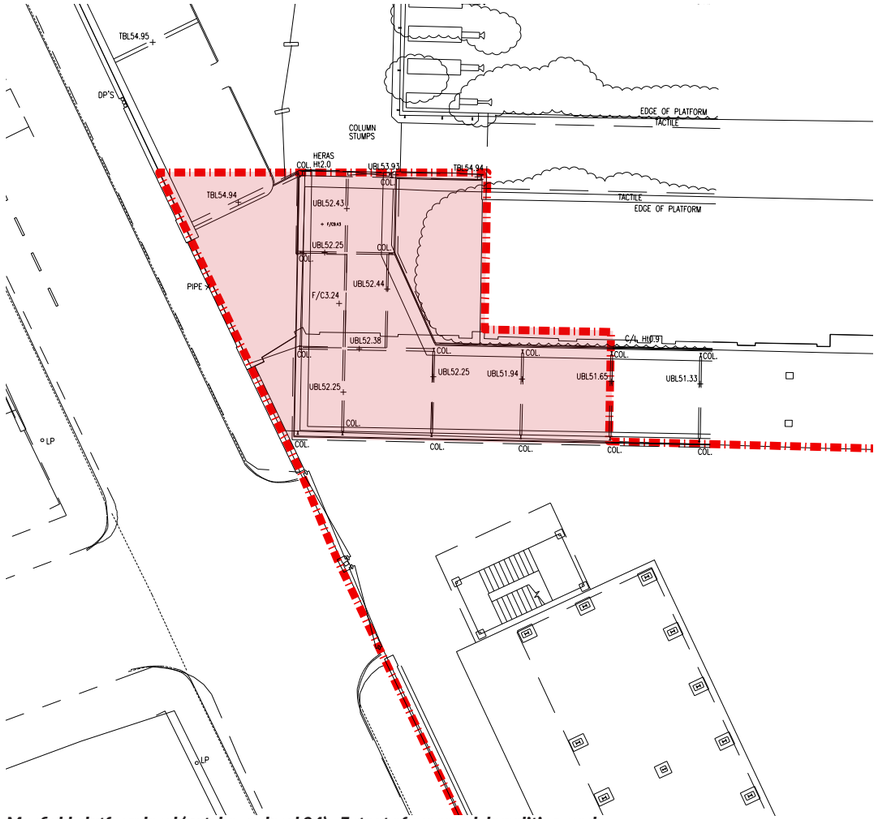
The ramp consists of an independent steel framed ramp with precast concrete ramp deck and insitu topping. The ramp is cladding to the walls and roof in corrugated metal sheeting with a bituminous coating identified as possibly containing asbestos. The section of ramp can be removed without affecting structural integrity of the Depot building other than localised repairs around the connection of the ramp deck to the platform.

Demolition is envisaged to occur in the following sequence (subject to specialist contractor input):

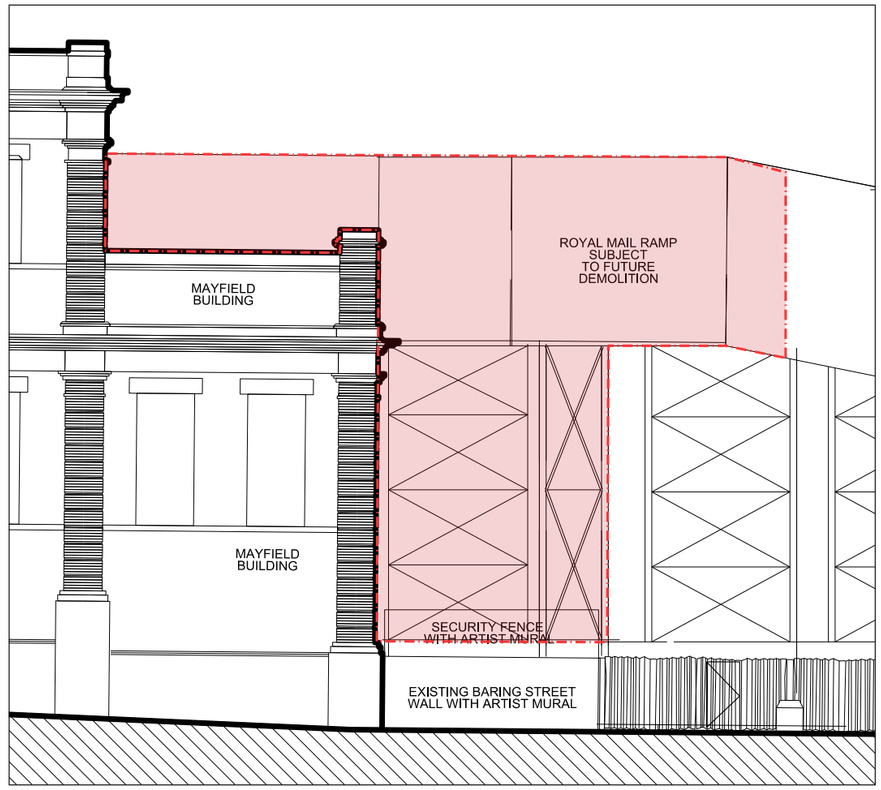
- Removal of cladding by specialist contractor (asbestos survey has identified the possible presence of asbestos in the bituminous coating covering the corrugated metal sheeting)
- Removal of all steelwork above the ramp deck by unbolting and craning down individual elements, in a revise of construction
- Break out of concrete ramp deck by cutting longitudinally across the ramp into manageable portions prior to craning down to ground level for further breakout
- Removal of all steelwork below ramp deck level terminating at a point of vertical structural support. Steel removed by unbolting and craning down individual elements, in a revise of construction
- Make good working edges or retained structures and construct new edge protection



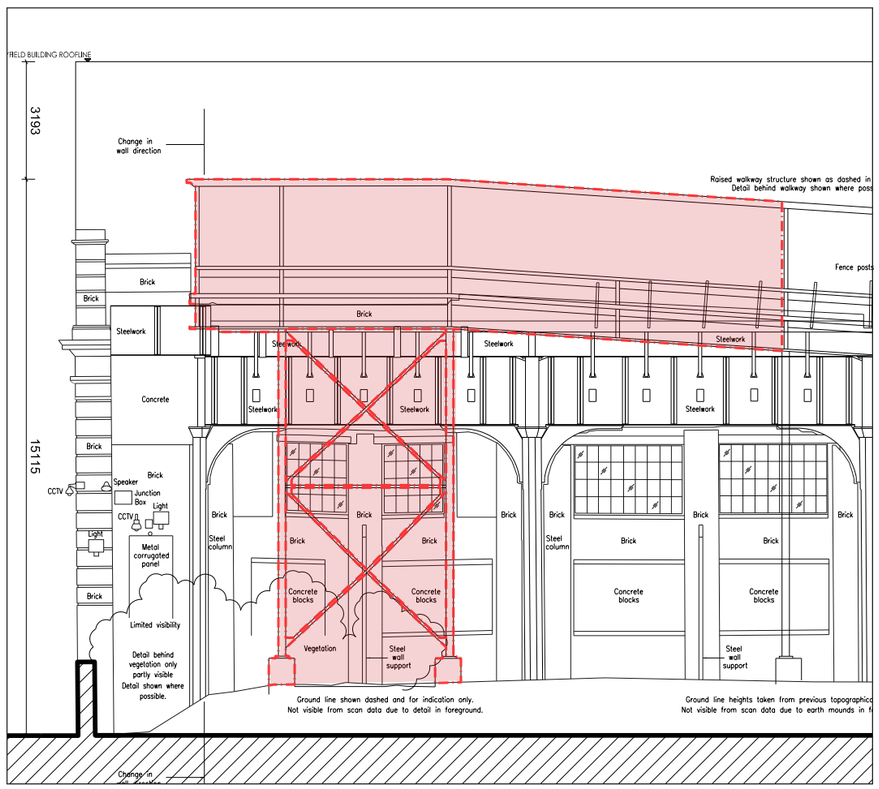
Ground Floor Plan - Extent of proposed demolition works



Mayfield platform level (gatehouse level 04) - Extent of proposed demolition works



Extent of proposed demolition works - Baring Street Existing Elevation



Extent of proposed demolition works - Mayfield Building Existing South Elevation

Key

proposed ramp demolition area

STRUCTURAL STRATEGY

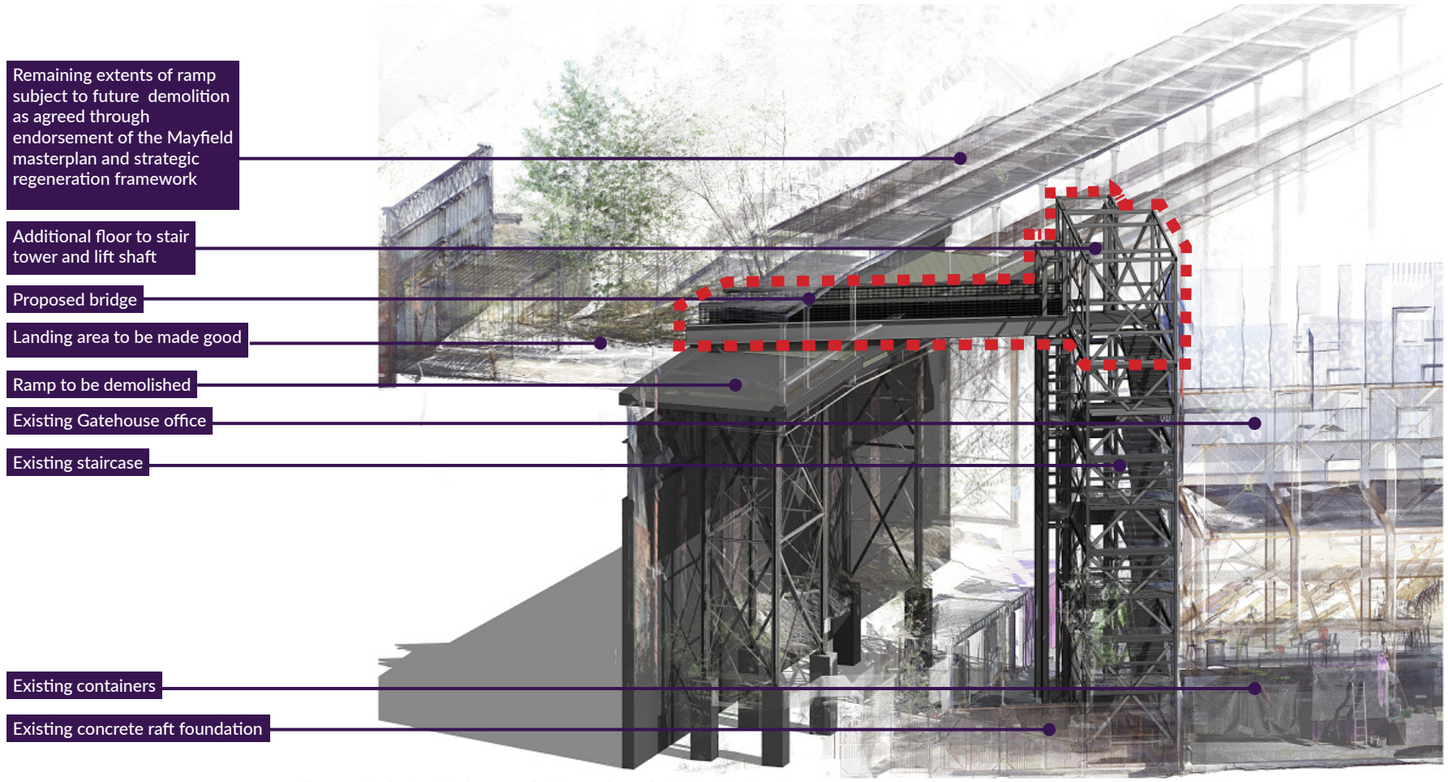
The existing stair tower takes the form of an open steel framed stair tower. The stair rises 3 levels to access the office building at levels 2 and 3. The stair consists of a steel durbar plat treads and landing. Stability is by moment frame with fully welded connections.

The existing foundation is a concrete raft founded on made ground. Insitu testing has confirm the soil bearing capacity, concrete strength and reinforcement provision.

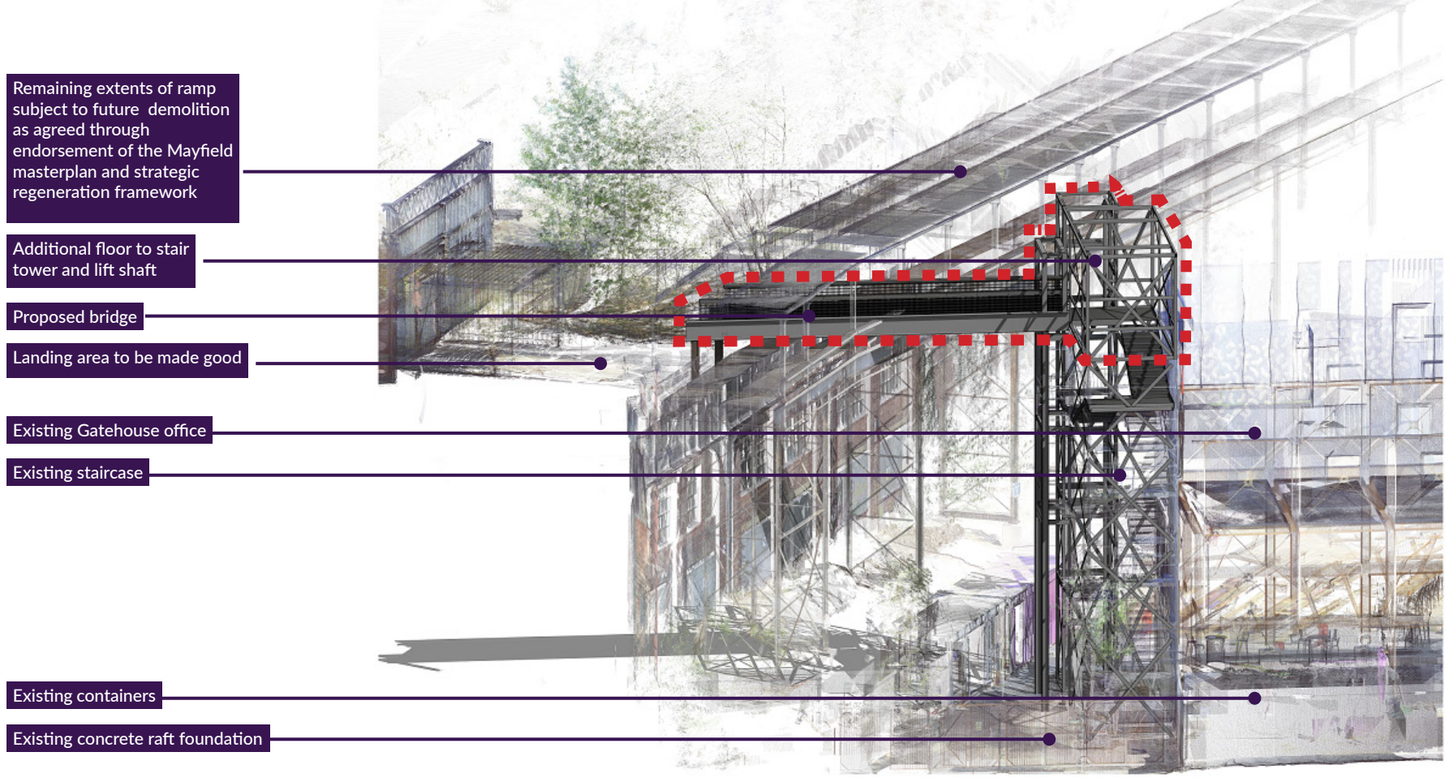
Design checks on the existing structure and design of the new structural elements have been completed to current structural codes and standards, namely Eurocodes EC0, EC1 and EC3. As such the structural design will facilitate a life span similar to that expected of a permanent structure, circa 50 years, subject to appropriate inspection and maintenance. Whilst finishes may be selected to suit the temporary nature of the scheme, there is no structural limitation that would prevent elongation of the building lifespan subject to maintenance or replacement of these finishes.

The new works includes the addition of a further level of stairs, in a similar form to that of the existing, with the additional of welded cross bracing. The bracing is required to strengthen the existing structure sufficient to provide and additional level, allow the structure to be clad and to provide stability to the new bridge. Further modification of the stair tower includes the installation of a steel lift shaft to facilitate a DDA compliant lift.

The new bridge comprises a simple universal beam bridge with steel mesh deck and balustrade. It takes support from 2 new columns on the stair end, tied into the stair tower for stability. At the existing depot platform end the bridge takes support off the existing station steel girder visible from the building elevation. Some localised break out of the platform deck and supporting masonry wall will be required to access the steel for connection. The platform connection will also incorporate a bearing support to accommodate lateral movement. Considering the historic loads of the depot platform the loads imposed by the pedestrian bridge are considered to pose minimal impact on the existing structure.



Proposed relationship between bridge and mayfield platform in advance of ramp demolition



Proposed relationship between bridge and mayfield platform following ramp demolition

SCHEDULE OF ACCOMMODATION

Summary of changes in area between the proposed development and approved application:

- An additional site application area of approximately 389m2 has been identified for this revised application in order to include both the proposed bridge and associated landing area on top of the Mayfield platform within the application boundary . The revised site area for the purpose of this application is 1911m2.
- The proposed area of concrete raft required has been reduced from 734m2 to 263m2 as per the existing structure.
- The quantity of containers has been reduced from 15 in the original application to 12 in the proposed design to reflect their final locations, uses and future re-location elsewhere across the wider Mayfield SRF site.
- The originally proposed terraced “super-stair” has been omitted.
- The originally proposed first floor terrace area and security container have been omitted.
- The second floor office and co-working space has been increased by approximately 6m2 (GEA) as per the existing structure.
- The third floor office space has been increased by approximately 13m2 (GEA) as per the existing structure.
- An additional level of circulation space (24m2) is proposed at level 4.
- Overall the final office space area (GEA) has increased by 19m2 from that proposed in the original application, increasing from 240m2 (GEA) to 259m2 (GEA).
- The proposed area of the bridge is approximately 17m2.
- A landing area on top of the Mayfield building of 120m2 has been identified to be made good in relation to the revised application boundary.

MAYFIELD GATEHOUSE SCHEDULE OF ACCOMMODATION														
LEVEL	20FT Containers	Containers gea	Containers GIA	Containers NIA	Covered Seating Area	Office/Showspace GEA	Office/Showspace GIA	Office/Showspace NIA (% of GIA)	Superstair Seating	Circulation	Total GEA	Total GIA	Total NIA
								80%					
GROUND	12	200	180	150	110				23	19	734	180	150
1ST	3	50	45	38	77				23	25	175	45	38
2ND						110	94	75	23	45	178	94	75
3RD						130	113	90	23	44	197	113	90
TOTAL sqm		251	226	188	187	240	207	166	93	133	1285	433	354
TOTAL sqft		2697	2427	2023	2013	2583	2228	1783	1001	1432	13830	4655	3805

Site Area (inc. Path to Arch)
1622
Concrete Raft Area
734
10ft Containers
0
20ft Containers
15
40ft Containers
0

CONTAINER NIA ASSUMPTIONS			
	GEA(sqm):	GIA:	NIA:
10FT	7.3	6.6	5.5
20FT	16.7	15.0	12.5
40FT	29.3	26.3	21.9

Mayfield Meanwhile Use Schedule of Accommodation - January 2017

MAYFIELD GATEHOUSE SCHEDULE OF ACCOMMODATION													
LEVEL	20FT Containers	Containers GEA	Containers GIA	Containers NIA	Covered Seating Area	Office/Showspace GEA	Office/Showspace GIA	Office/Showspace NIA (% of GIA)	Superstair Seating	Circulation	Total GEA	Total GIA	Total NIA
								80%					
GROUND	13	217	195	163	53					22	263	195	163
1ST										22	22	0	0
2ND						116	94	86		25	141	94	86
3RD						143	129	129		25	168	129	129
4th										25	25	0	0
TOTAL sqm		217	195	163	53	259	223	215		119	619	418	378
TOTAL sqft		2337	2104	1753	570	2788	2400	2314		1281	6663	4504	4067

Site Area (inc. Path to Arch)
1911
Concrete Raft Area
263
10ft Containers
0
20ft Containers
13
40ft Containers
0

CONTAINER NIA ASSUMPTIONS			
	GEA(sqm):	GIA:	NIA:
10FT	7.3	6.6	5.5
20FT	16.7	15.0	12.5
40FT	29.3	26.3	21.9

Mayfield Meanwhile Use Schedule of Accommodation - September 2018

SUMMARY

As stated at the beginning of this document, this planning application constitutes a revised application to the original consented application REF 115237/FO/2017, and seeks the council's permission to change the nature of consent for the development, now titled the "Mayfield Gatehouse", from its original 3 year temporary planning permission (as granted in February 2017), to a permanently consented scheme.

In conclusion, subsequent to the original planning consent, the Gatehouse has come forward as a key component of the Mayfield Strategic Regeneration Framework, within the documentation for which the Gatehouse has been illustrated and described as a permanent feature acting as a prominent way-finding point within the future proposed park. The public realm proposed within this document is temporary and will be superseded by future planning applications as the SRF comes forward.

SUMMARY OF DESIGN CHANGES:

- Additional floor proposed to the Gatehouse stair tower and lift shaft.
- New bridge connection proposed between the stair tower and Mayfield platform.
- Demolition works of the existing Royal Mail ramp (in part), to enable the implementation of the proposed bridge.
- Amended site boundary
- Minor amendments to height, width and length of the Gatehouse outline proposed in the original planning application



Artists impression of the Gatehouse as per the approved Mayfield Strategic Regeneration Framework