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ALBERT SQUARE AND
PUBLIC REALM ENVIRONS

DESIGN AND ACCESS
STATEMENT

PLANIT IE
NOVEMBER 2019



OUR
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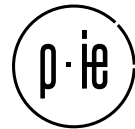
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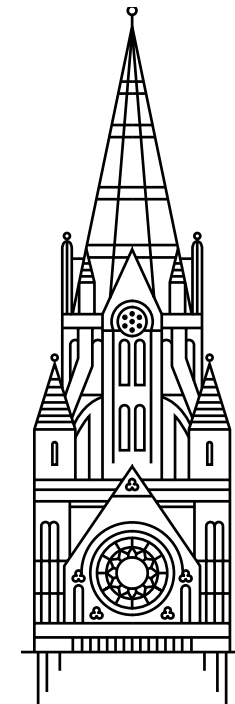
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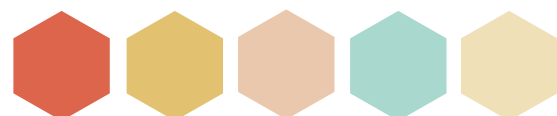
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OUR TOWN HALL PROJECT



Developed in Conjunction with Manchester City Council and:



Deloitte.

RAMBOLL

 **PURCELL**

ARUP

 **mace**

FAITHFUL+GOULD



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Introduction

This Design and Access Statement has been produced in accordance with the requirements of the Town & Country Planning (Development Management Procedure) (England) Order 2010 and guidance set out in Circular 01/06.

It supports the application for Full Planning Permission, submitted on behalf of Manchester City Council and the Our Town Hall project, and sets out proposals to renew Albert Square and surrounding public realm environs. This report is also accompanied by numerous drawings and supplementary design information.

"The project team" is commonly referred to in this report and is represented by the Manchester City Council client team, Planit IE as Landscape Architects and lead designers and Heritage guidance from Purcell Architects. Arup and Ramboll have provided Engineering services including Utilities, Lighting design, Civils, Highways and Structural design. Additional reports from each of these disciplines have been produced to support this application and are readily available.

The design proposals have gone through rigorous technical and cost control processes managed by Faithful & Gould, Lendlease and MACE to ensure that they not only offer best value for the city but are fit for purpose and respond directly to the design brief.

All key design proposals are validated through the project's governance structure with final approval granted by the Project Board.

The project team have established the baseline conditions, challenges and opportunities within the public realm. Many stakeholder engagement workshops have been held with individuals and groups of people that have unique knowledge of the Town Hall's public realm and understanding of its complex functionality.

Some of the fundamental decisions around the future of Albert Square, including the anticipated pedestrianisation of the space were made public in June 2018 and the project team have subsequently held a number of consultation events at Manchester's Central Library including a three day, public consultation event in July this year.

The result of that collaboration and public engagement has directly influenced the design rationale, vision and emerging design proposals seen within this application.

The project team have gained an in-depth understanding of the history of Albert Square, its civic function and how and why it has evolved into the square that we see today. We have also immersed ourselves within the Town Hall and have absorbed its architectural splendour, and with that understanding our designs begin to create the right sense of place and setting for the Town Hall.

Historically, in most cases, the changes to Albert Square have been driven by the need to accommodate statues and transport infrastructure – from the horse and cart; to the street lamp and ultimately cars and other vehicles. Like the City around it, the square marks the key phases in the Industrial Revolution, telling a story in kerb lines; trees and patterns on the ground.

The Our Town Hall project opens up the next chapter of Albert Square's story – one where change is driven not by infrastructure but by people and the imperative that Albert Square should contribute to Manchester's greener policies and become a world-class and democratic public space.

Executive Summary

DESIGN AND ACCESS STATEMENT PUBLIC REALM

Albert Square

The design approach to Albert Square has been defined by thorough investigation of the space and through the numerous stakeholder engagements, consultation events and design workshops that have taken place during the design process. This is set out in detail in the schedules at the back of this report.

This collaborative approach has identified a series of key challenges and looked at how they might inform positive design concepts that define the character of the space:

- Security and Counter Terrorism
- Highways and Road Geometry
- Events Strategy
- Heritage and the setting of the Town Hall and surrounding buildings
- Approach to Historic Monuments
- Approach to Existing Mature Trees

As there is such an interdependence between these issues, a holistic approach has been taken to ensure there is coherence between the different strategies. The approach to managing traffic in the space has been somewhat dovetailed with the need to provide adequate Hostile Vehicle Mitigation (HVM) measures to make the space safe during event mode and normal daily use. This is underpinned by an unashamed ambition to create an inspiring space that is defined by its building edges and not by the highway that currently dominates it.

Security and Counter Terrorism

The importance of appropriate security measures to Albert Square and the Town Hall is made clear in the brief, particularly in relation to heightened counter terrorism risks. This issue has been further highlighted by the recent installation of the concrete National Barrier Asset around the square.

Several Counter Terrorism options have been considered alongside the highways proposals, and the preferred approach has been developed following substantial stakeholder consultation and feedback.

The proposed strategy is to protect a much greater zone than the current secured area, and to minimise the quantity of conspicuous secure barrier systems (National Barrier Asset) and bollards through the utilisation of the surrounding buildings and existing structures as a secure line. Other more subtle protective methods will also be incorporated, including the use of different edge treatments such as planting and natural stone plinths. This will not only improve security, but will also reduce cost, and ensure the square feels open and welcoming, and not surrounded by an obvious barrier that would be detrimental to the character of the public realm and setting of the Town Hall.

Highways and Road Geometry

Substantial baseline analysis of the existing highway has been undertaken during the design phases, with a traffic survey commissioned early in the process in order to obtain an appreciation of the traffic movements through Albert Square, and help inform design proposals. The analysis has shown that the carriageway takes up roughly 25% of the total area of the square, impeding pedestrian movement, impacting negatively on the visitor experience of the space, and creating a disconnection between the active building frontages at ground level. A series of stakeholder consultation sessions have been held with MCC and TfGM and these have provided an invaluable source of information and guidance throughout the process.

The arrangement involves removing the road and consequently vehicular traffic from Albert Square, whilst maintaining access for servicing (including events), emergency vehicles and general maintenance. The proposals will maximise the usable public realm area, whilst fulfilling the current brief of implementing the defined security measures, and achieving the ambition of a truly international square that is defined by its building edges.

Further testing the proposals from a traffic modelling perspective in conjunction with MCC and TfGM has taken place and is available in detail within the Transport Statement included within the application. This allowed the more detailed and technical design process to proceed in earnest. Implementing the changes to the traffic movements in the square will involve a Section 278 Process, Technical Approval from MCC and a Traffic Regulation Order all of which will run in sequence with the application for planning approval.

Events Strategy

A review of the current events calendar during Stage 2 highlighted the unbalanced and inefficient use of the square, with around 25% of the year being taken up by build or break down of events. As so much time is dedicated to events in the square, there is tension around availability of public space, and so the options developed have been focussed around rebalancing the space to accommodate both event mode and everyday functions.

The approved design option for the square will create an increased area for events, whilst ensuring that Albert Square maintains its civic function as a usable public space during all but the largest civic events and ceremonies. Through opening up sight lines across the square, it is possible to increase the usable space and therefore the capacity for such events.

Civic Events

During large scale civic events, it is not possible to maintain clear pedestrian routes, as crowds fill the space from wall to wall including the Princess Street carriageway. The security strategy should ensure that the reliance on the police service to protect the square during such events is reduced, allowing resources to be redirected to other parts of the event.

Christmas Markets

The increased usable area of the square for events will allow the current Christmas Markets to be accommodated, whilst maintaining the 6m wide 'Blue Zone' to the front of the Town Hall, and generous pedestrian routes to all edges.

Medium and Small Events

The majority of medium sized and smaller events can be accommodated within the southern half of the new square (Main Event Zone), allowing the sunnier northern half of the square to remain open to the public, in addition to maintaining a ceremonial route around the Albert Memorial between Brazennose Street and the Town Hall entrance.

Monuments

During Stage 2 several options for the monuments were considered and discussed within the project team and various stakeholders including MCC Heritage, Historic England, and the Victorian Society. A substantial amount of background research has been undertaken by the project team in order to fully understand the historic development of the square and the significance of the monuments.

The approved approach is to retain the monuments in their existing locations, however there is an acknowledgement from the stakeholders that the position and significance of the Fraser statue to the north of the square has been somewhat compromised by the Second City Crossing which has widened the Princess Street carriageway leaving a narrow footway to the front of the statue.

The proposed design introduces a soft planted edge to the Princess Street side of the square around the Fraser statue and Jubilee Fountain. This is a considered approach to deter drivers from mounting the kerb and in doing so will offer a degree of protection for the Fraser statue. It also creates a much more attractive setting where pedestrians are likely to sit in close proximity to the monuments.

All of the monuments have costs allocated to them for carrying out degrees of work. The Albert Memorial is being considered for full restoration due to its dilapidated state. The fountain will undergo some limited cleaning and restoration work and the four statues will be cleaned.

Trees and Planting

The large Plane Trees that are situated to the north and south edges of the square are the most historic trees and date to circa 1965. The Lime trees that line the square were planted as part of the 1987 redesign of the square. A BS:5837 Tree Survey was commissioned during this design stage, the results of which are discussed later in this report.

Members of the project team met with MCC Senior Tree Officers to review the condition and long term prospects for the existing trees within the square. Very little value was placed on the smaller Lime and Hornbeam trees that run parallel to the road. Those trees were seen as poor specimens, inappropriate species, and have apparently been planted in concrete manhole rings. Thus the health, vigour and life expectancy of those trees is limited.

The mature London planes do not have Tree Preservation Orders but are afforded blanket protection due to their location in the conservation area. Although they have a relatively high amenity value, through ground investigation they have been found to have poor root zones.

Ground investigations were undertaken on the plane trees within Albert Square as part of the Intrusive Surveys package and captured within the Tree Root Investigation Report. Following this a further report was produced by TEP providing an appraisal of three options for Albert Square, one of which is to remove all of the existing plane trees within the square, the other two include the retention of some of the plane trees.

The current proposals are based upon the removal of many of the existing trees within Albert Square, and replacement with new trees in engineered cellular tree pits, significantly increasing the growth potential, overall health and species palette available. Four of the existing mature plane trees will be retained as part of the proposals.

The replacement trees will be diverse, will outnumber those removed, and will be of a significant size as seen recently on St. Peter's Square. The positioning of new trees around the square has been considered around providing more open, usable space as well as clearer site lines of the surrounding building entrances.

Planting beds have been placed along the edge of the Princess Street highway to create a small element of greenery within the square. From a security perspective the northern part of the square is seen as the most vulnerable as it has the most open face and is less defensible than other entrances into the square. For that reason, high impact bollards are seen as necessary along the entire seventy metre elevation.

Creating a green edge to the square using low level plant species that can be kept below a metre in height will soften the impact of those bollards immeasurably. Whilst planting of this nature is not characteristic of Albert Square's heritage it is a more welcoming inclusion than so many high impact bollards. It is important to note that views of the Town Hall and of other buildings across the square will not be impeded by panting due to the low-level nature of planting beds and high clear stems of new trees in the area.

Materials

Throughout the year the square caters for a wide variety of events, and so the surfacing is subjected to regular HGV trafficking and high vehicle point loadings.

The cropped Portuguese granite setts that were installed in 1987 cover the main area of the pedestrian square are laid in an attractive segmental arch pattern, and have provided a robust surface which has served the square well over the last 30 years. The sub base however is insufficient to accommodate the heavy usage and loading requirements of the modern day square.

There has been significant development of the materials palette, detailed paving and edgings design during the design process. Materials have been selected for their durability, robustness and appropriateness for the setting of the surrounding buildings and monuments. The two key paving materials are complimentary in scale and colour tones to each other and create a unified space. We aim to use deep granite sett paving (120mm gauge) within the main square where event vehicles are likely to have a large impact. Yorkstone flags will be laid to the footways around the Town Hall and to the building edges of the square.

Surface finishes ie flamed or picked are not traditional techniques but are necessary to comply with slip resistance. Cropped and hewn surfaces are deemed to be unsuitable for inclusive access because of their unevenness. Although traditionally the setts within the square were likely to be a UK sourced yorkstone, it is unlikely that this would be durable enough to withstand modern day vehicle loading and has therefore been discounted.

The designs have identified opportunities for reuse of reclaimed materials throughout the public realm such as reusing some of the existing granite setts within the remaining Mount Street access route and resurfacing the moat with yorkstone reclaimed from the square.

Access and Inclusivity

At each of the key arrival points to the square, there will be clear views across the square and around the perimeter. The positioning of trees and other features will ensure clear sightlines are maintained, and views to the Albert Memorial and Town Hall are 'framed'.

The Town Hall building and iconic monuments will also act as orientation points and ensure ease of legibility for visitors and users of the square. The removal of the carriageway to the southern and western edges will create a much more open and accessible space, and materials and other enhancements, such as lighting and wayfinding, will further contribute to the clarity of the new square for all users.

Despite the challenges of creating accessible entrances to the Town Hall we believe that the design embraces the guidelines within Part M, BS 8300:2001 and guidance set out in Manchester City Council's 'Design for Access 2'

Steps - All steps will be designed in line with Building Regulations Part M and BS8300 guidelines. Step treads are between 150 and 170mm and widths vary from 300mm. Corduroy paving will be provided at the top and bottom of landings in a material matching the stair..

Handrails are proposed on all steps in accordance with Part M. All paved surfaces will be non-slip and steps and ramps will be in contrasting colour giving a distinguishable surface for people with impaired vision.





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1

SITE CONTEXT

1.1 Site Context

The Town Hall is situated in Manchester's Civic Quarter. The area is characterised by its architecture; collectively the buildings constitute one of the finest collections of historic and modern civic, cultural and commercial buildings in the UK, set within high quality public realm. Development within the area has been guided by the Civic Quarter Regeneration Framework.

This has been delivered together with the transformation of St Peter's Square into a world-class open urban square which celebrates the architecture of the surrounding buildings. St Peter's Square is a major gateway and key arrival point to the city centre, which sits at the heart of the Civic Quarter. Recent years have also seen the refurbishment and extension of Central Library along with the Town Hall Extension complex, delivered through £177 million of public investment.

The Civic Quarter has also seen significant transport infrastructure development through the delivery of Metrolink's second city crossing scheme. By 2021, the Metrolink extensions and service improvements are expected to treble the number of passengers accessing the city centre by tram. When fully operational the St Peters Square Metrolink stop will see 48 trams pass through every hour.

Redevelopment within the Civic Quarter has also delivering significant new, high quality commercial floor space. This includes No.1 and No.2 St Peters Square which provide 268,000 and 190,000 square foot of grade A office space respectively. Further investment within the area includes the redevelopment of: Peterloo House; the former Odeon Cinema; London Scottish House; planned enhancements to the Radisson Hotel and the reuse of Theatre Royal.

GREAT NORTHERN WAREHOUSE, MANCHESTER CENTRAL AND CASTLEFIELD QUAY

The SRF area for the Great Northern Warehouse, Manchester Central and Castlefield Quay incorporates the regeneration objectives for a number of the Civic Quarter's key assets.

Planning permission was granted in 2018 for refurbishment of GNW and Deansgate Terrace and redevelopment of Great Northern Square as part of network of public realm and green space.

The Great Northern is a major site, in a prime location in the Civic Quarter. The site covers a 4.5 hectare area and accommodates a number of established uses including a multi-screen cinema, casino, car parking and retail / leisure uses.

Planning permission was granted in 2018 for the refurbishment of The Great Northern Warehouse and Deansgate Terrace, and the redevelopment of the Great Northern Square as part of the wider network of public realm developments. Linked with sites to the rear of the former Manchester Central Station (now Manchester Central Convention Centre) and Castlefield Quay collectively will provide high quality residential, retail, commercial, culture, hotel and leisure uses, and introduce higher quality public realm, that will create an attractive environment where people would want to live, work, visit and spend their leisure time.

As another major asset of the Civic Quarter, Manchester Central has established itself as a leading convention complex and is recognised as a premier venue for international association and other major conferences.

ST MICHAELS

Located on the site of the former Bootle Street Police Station, the redevelopment of St Michaels will create a new landmark neighbourhood within the heart of both the city centre and the Civic Quarter. This will create a mix of uses including, commercial, residential, retail, leisure and public space.

The mixed use development will include;

- A major five star international hotel, in the heart of the city.
- Residential development – The inclusion of high specification residential apartments.
- Commercial space – Grade A office space, to meet growing demand within the city centre.
- Retail / Leisure – Retail, leisure and bar / restaurant accommodation at street level.
- Synagogue – A new purpose built facility for the Manchester Reform Synagogue (MRS), keeping the religious and community facility in the city centre.
- Public Realm – New active public spaces to serve the neighbourhood.

OXFORD ROAD STATION

Oxford Road Station and the surrounding area has been identified as a key redevelopment, regeneration and transport opportunity connecting Corridor Manchester to the Civic Quarter and the adjacent parts of the city centre.

The Oxford Road Station area is strategically placed to make a significant contribution to the future prosperity of the city centre. The area holds the potential for new Grade A office accommodation, providing an attractive, highly accessible, location for businesses and bringing new jobs into the city centre. Alongside this, the site will see residential development which in turn will meet increasing demand for homes within the region's economic hub.

The Oxford Road Station site also has the potential to support a variety of complementary leisure uses, as a location for retail and leisure amenities for both residents and visitors.

The Oxford Road Station and Northern Hub proposals will deliver significant improvement in connectivity and capacity to one of the city centre's key transport hub, enabling more people to access the commercial, retail and leisure opportunities within Corridor Manchester, Civic Quarter and the wider city centre.

The Civic Quarter and St Peter's Square act as an anchor to Corridor Manchester – an area where key institutions are focused such as the University of Manchester, Manchester Metropolitan University, and the NHS Campus. Corridor Manchester is an area where there is a growing clustering of research and laboratory space including at Manchester Science Park, Citylabs and the Graphene Innovation Centre. The scale of the opportunity is articulated in Corridor Manchester, Strategic Vision to 2025, which states that over the next 10 years the area has a committed and planned investment by the major institutions estimated at £1.5 billion.



1.2 Location and Site Boundary

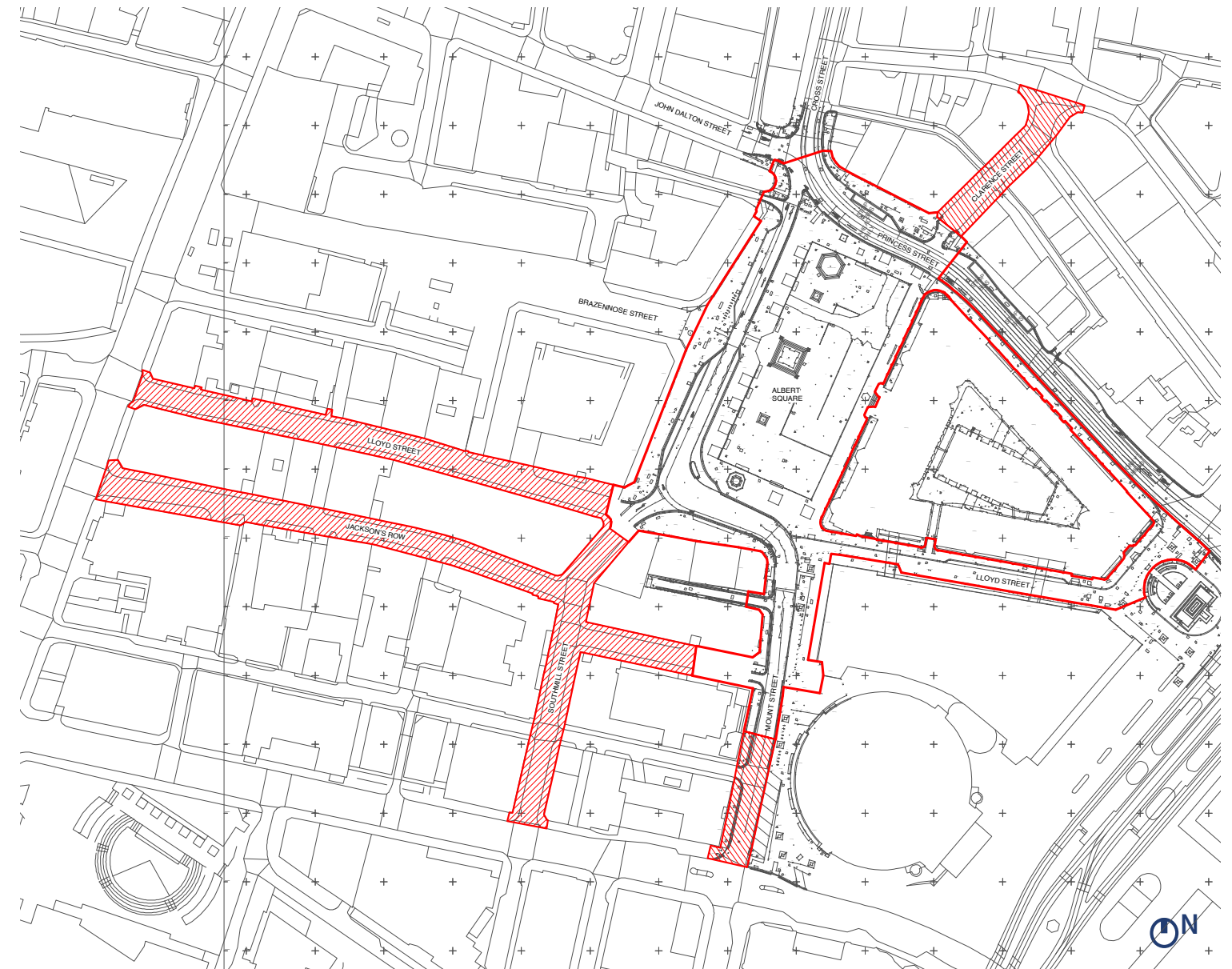
The application boundary principally comprises the area of Albert Square, and the adjacent streets that connect with the square including: Mount Street, Southmill Street, Lloyd Street, Brazennose Street, and Princess Street.

The wider site includes a number of existing adopted highways and footpaths, including; Lloyd Street (section between the Town Hall and the Town Hall Extension), Cooper Street, Princess Street, Mount Street (A6042), Central Street, County Street, Southmill Street, and Clarence Street.

Manchester Town Hall itself lies at the heart of this area but is excluded from the application boundary.

There are a number of listed structures which are included within the site application red line boundary for the public realm works. No works are proposed to these structures within this application; the listed structures will be subject to temporary protection during the works. A separate planning and Listed Building Consent application is required for their refurbishment as part of the Our Town Hall project.

As part of the development proposals, it has been identified that there will need to be changes to the traffic signage, road markings and parking on the public highway network outside of the project red line boundary. The section 278 drawings produced by Ramboll indicate these changes and there will be different TROs required to legally enforce them. These TROs will need to be agreed with MCC highways as part of the section 278 process which continue once planning permission has been granted.



Site boundary plan

KEY

- Site Red Line Boundary
- ▨ Proposed Section 278 Works Boundary

1.3 Conservation Area Context

The Albert Square Conservation Area is bounded on the east by the George Street Conservation Area and the Upper King Street Conservation Area. St Anne’s Square Conservation Area lies in close proximity to the site to the north. St Peter’s Square and Deansgate\Peter Street Conservation Area are within the visual envelope of the Site.

As a result of the historic development of the area, the character and appearance of the conservation area is primarily associated with the combination of the civic grandeur afforded by the collection of high quality civic buildings and spaces within it, alongside the historic commercial and smaller scale character of accompanying buildings.

The civic group is broadly comprised of principal public buildings and structures such as the Town Hall, Town Hall Extension, Central Public Library, Albert Memorial, Manchester War Memorial and wider context of commemorative structures. These are varied in style, but there is a contextual relationship between the Neo Gothic form of the Town Hall and the Gothic accents of its 1938 extension. Association with skilled architects (notably Alfred Waterhouse, architect of the Town Hall), key public figures as well as political and social developments and events add to the historic interest of the area.

Albert Square is home to the Grade I listed Albert Memorial, an elaborate 73ft Gothic enclosure sheltering a marble statue of the Prince Consort. Stone, brick, terracotta and slate are used considerably in the buildings surrounding the square. The large public space is home to many seasonal events, including the famous Manchester Christmas Markets. Just to the north of Lincoln Square is another public space adjacent to Mulberry Street. This street is also home to St Mary’s ‘The Hidden Gem’, thought to be the oldest post-Reformation Catholic Church founded in England.

Albert Square and its surroundings, the heart of Manchester’s civic spaces, were designated a Conservation Area in April 1972.

Further information can be found in the Heritage Impact Assessment prepared by Purcell.

- Listed Buildings
1.

Manchester Town Hall - Grade 1
2.

Manchester Town Hall Extension- Grade 2*
3.

Central Public Library- Grade 2*
4.

Friends Meeting House- Grade 2
5.

Lawrence Buildings- Grade 2*
6.

1-5 Central Street- Grade 2
7.

Memorial Hall- Grade 2*
8.

Albert Chambers- Grade 2
9.

Carlton House- Grade 2
10.

St Andrews Chambers- Grade 2
11.

Lloyds House- Grade 2
12.

Elliot House- Grade 2
13.

Onward Building- Grade 2
14.

Royal London House- Grade 2
15.

184 and 186 Deansgate- Grade 2
16.

John Rylands Library- Grade 1
17.

Sawyers Arms Pubilc House- Grade 2
18.

105-113 Deansgate- Grade 2
19.

Roman Catholic Church of St Mary- Grade 2
20.

Abbey National Building- Grade 2
21.

86 Cross Street- Grade 2
22.

Northern Rock Building Socieity - Grade 2
23.

10 & 12 Tib Lane- Grade 2
24.

Northern Assurance Building- Grade 2
25.

10 Kennedy Street- Grade 2
26.

32,34,36 Kennedy Street- Grade 2
27.

Vine Inn & 65-71 Princess Street- Grade 2
28.

73 & 75 Princess Street and Waldorf House- Grade 2
29.

14 & 16 Princess Street- Grade 2
- Listed Memorials & Statues
- A.

Gladstone Statue - Grade 2
- B.

Heywoods Statue - Grade 2
- C.

Albert Memorial - Grade 1
- D.

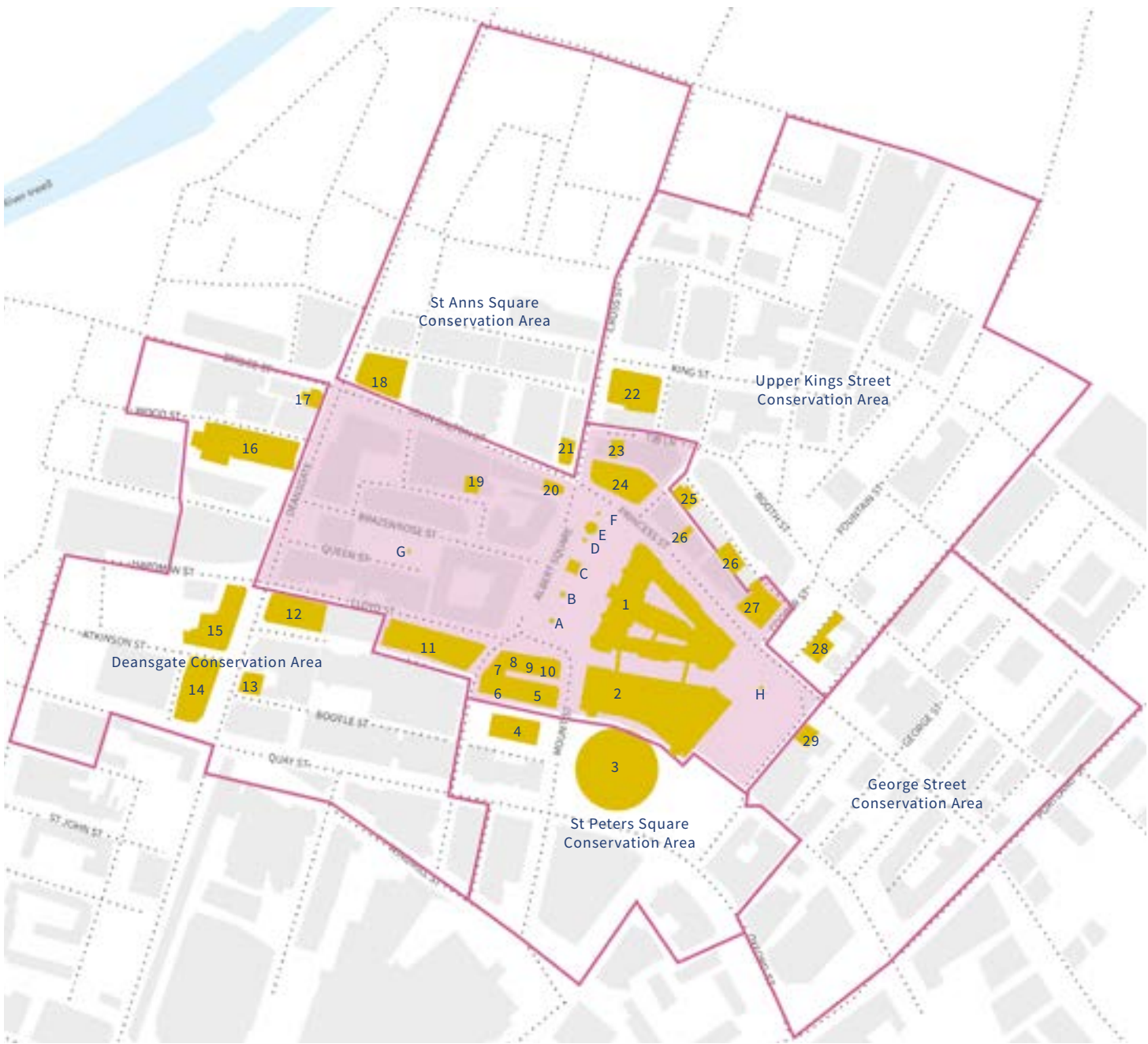
Brights Statue - Grade 2
- E.

Jubilee Fountain - Grade 2
- F.

Fraser Statue - Grade 2
- G.

Abraham Lincoln Statue - Grade 2
- H.

Manchester War Memorial - Grade 1



Albert Square Conservation Area Boundary and Listed Buildings

- Albert Memorial
- Victoria Building
- Northern Assurance Building
- 1 Albert Square
- Pearl Assurance Building
- Commercial Union House
- Lincoln Square
- Manchester Town Hall
- Heron House
- Lloyds House
- Memorial Hall
- Carlton House
- Town Hall Extension
- Central Library



Buildings surrounding Albert Square

1.4 Planning Policy Context

PLANNING POLICY FRAMEWORK INTRODUCTION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

DEVELOPMENT PLAN

The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To-date only the Core Strategy DPD has been adopted by Manchester City Council. Within this context, the Development Plan comprises:

- Manchester Core Strategy 2012 (“the Core Strategy”);
- Manchester Proposals Map (2012); and,
- Saved Policies of the Manchester Unitary Development Plan 2005 (“the UDP”).

The Core Strategy was adopted in July 2012 and is the key overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester’s future development and forms the primary framework that planning applications will be assessed against. Despite being largely superseded by the Core Strategy, a number of UDP Policies have been “saved” and comprise part of the Development Plan.

THE PLANNING (LISTED BUILDING AND CONSERVATION AREAS) ACT 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 is of relevance to the proposals to undertake work to the Listed Building, as it provides protection for buildings and structures and area of special architectural interest.

In particular, Section 66 of the Act requires the Local Planning Authority to ‘have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses’ when considering whether to grant Planning Permission.

NATIONAL PLANNING POLICY FRAMEWORK (2019)

At the heart of the 2019 revised NPPF lies the ‘presumption’ in favour of sustainable development, which supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

The NPPF states that ‘the purpose of the planning system is to contribute to the achievement of sustainable development’ (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Section 16 of the NPPF sets out the Government’s planning policies on the conservation of the historic environment, particularly in the context of sustainable development. In these terms, development which fail to give due weight to the conservation of heritage assets are deemed not to be sustainable development, and consequently should not be supported. This is because one of the key dimensions of sustainability is protecting and enhancing our historic environment (NPPF paragraph 8).

The focus of Government planning policy regarding the historic environment is to ensure that account is always taken of the desirability of sustaining and enhancing the significance of heritage assets, putting them to viable uses consistent with their conservation, and for new development to make a positive contribution to local character and distinctiveness (NPPF paragraph 185).

The NPPF stresses that ‘great weight’ should be given to the conservation of designated heritage assets (NPPF paragraph 193), emphasising the need to avoid substantial harm, in terms of demolition, alteration or the compromise of an asset’s setting.

NATIONAL PLANNING POLICY GUIDANCE

National Planning Practice Guidance (NPPG) was introduced in March 2014 as a live web-based resource to support the NPPF. It brings together planning practice guidance for England in an accessible and usable way and is a material consideration in assessing this application. The NPPG has recently been updated in July 2019.

The NPPG recognises that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle, requiring a flexible and thoughtful approach to get the best out of assets. It states that:

“Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals.”

The NPPG acknowledges that substantial harm is a high test, and that it is the degree of harm to the significance of an asset, rather than the scale of the development, which is to be assessed.

The NPPG also sets out that developments which impact upon heritage assets should deliver public benefits (paragraph 020). These benefits should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, NPPG notes that benefits do not always have to be visible or accessible to the public in order to be genuine public benefits. Public benefits may include heritage benefits, such as:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- reducing or removing risks to a heritage asset; and
- securing the optimum viable use of a heritage asset in support of its long term conservation.

MANCHESTER CORE STRATEGY (2012)

The Manchester Core Strategy sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. It sets out that historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced for their own heritage merits and as part of wider heritage regeneration proposals.

Core Strategy Policy EN3 Heritage is the key policy from a heritage perspective. It states as follows:

“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. 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.”

Core Strategy Policy CC9 Design and Heritage is also of relevance. It states as follows:

"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, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form."

In addition, the following policies are of relevance to the proposals and will be considered in the Planning Statement:

Policy EC1

Employment and Economic Growth in Manchester

Policy EC2

Existing Employment Space

Policy EC3

The Regional Centre

Policy CC1

Primary Economic Development
Focus: City Centre and Fringe

Policy CC5

Transport

Policy CC8

Change and Renewal

Policy CC10

A Place for Everyone

- Policy T1 – Sustainable Transport
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN8 – Adaptation to Climate Change
- Policy EN9 – Green Infrastructure
- Policy EN10 – Safeguarding Open Space, Sport and Recreation Facilities
- Policy EN14 - Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN16 – Air Quality
- Policy EN19 – Waste
- Policy DM1 – Development Management

SAVED POLICIES OF THE MANCHESTER UNITARY DEVELOPMENT PLAN (UDP) (1995)

The Saved UDP Policy of most relevance to the proposals is Policy DC18.1 (Conservation Areas), which sets out to encourage and help ensure the protection, preservation and enhancement of the City’s Conservation Areas, which it recognises as areas of special character representing the rise and development of Manchester as the world’s first industrial city. The policy states that the protection of such areas helps stimulate local pride, and encourages both tourism and further investment, and recognises the Local Planning Authority’s obligations under statute to give particular attention to the quality of developments within Conservation Areas. Other relevant Saved UDP Policies include; Saved UDP Policy E3.4 Environmental Improvement and Protection; and, Saved UDP Policy Development and Noise.

DESIGN FOR ACCESS 2 (2003)

This document sets out the City’s aspirations for an inclusive environment through guidance on external areas such as public realm as well as how to design for inclusive access within buildings.

MANCHESTER ZERO CARBON
FRAMEWORK 2020-38

Shortly after the IPCC report was published in November 2018, The Manchester Climate Change Board submitted a proposal to Manchester City Council setting out what the city needs to do to make its full contribution to the Paris Agreement.

The Tyndall Centre’s analysis recommends that Manchester should adopt the following Science Based targets:

- Only emit a maximum of 15m tonnes CO2 during the period 2018-2100 (our ‘carbon budget’)
- Reduce CO2 emissions by 13%-year-on-year, starting from 2018
- Become a zero carbon city by 2038.

Manchester City Council considered the proposal "Playing Our Full Part" and supporting documents at the Council's Executive Meeting on November 14th 2018 and formally endorsed and adopted the targets as policy.

Alongside the adoption of the targets the Executive also committed the City Council ‘to develop[ing] a draft action plan by March 2019 and a final detailed plan by March 2020 setting out how the city will ensure that it stays within the proposed carbon budget’. In line with Manchester Climate Change Board’s role to help drive forward this agenda, it has been working with partners to start to develop an approach that can assist with the production of the citywide action plan.

The Manchester Zero Carbon Framework promotes activities in a number of areas to combat emissions:

- Significantly increase local renewable energy generation
- Move away from natural gas heating in domestic and commercial properties, coupled with a widespread energy demand reduction retrofit programme

Reductions in passenger transport miles per person, move towards zero carbon transport and shift to rail rather than road freight distribution

- Tree planting and peatland restoration
- Electrification of industry and adoption of carbon capture and storage
- Reduce material consumption and waste production

POLICY EN 9
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.

Key features of Manchester’s green infrastructure will include:

- The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.
- The continued maintenance and management of the Rivers Mersey and Irwell and their tributaries, for example the River Irk, River Medlock, Chorlton Platt Gore, Gatley Brook, Moston Brook and adjoining land, with regard to their multiple functions including recreation, flood management, and biodiversity.
- The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme.
- The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.

New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.



SCOTTISH PROVIDENT INSTITUTION BUILDINGS

JOHN D. ROBINSON & CO. DAL & CO. MERCHANTS

FRY'S MILK COCOA

WALLIS & SON WINE MERCHANTS

FOUNTAIN

ALBERT SQUARE

PHOTOGRAPH BY J. H. B. 12119

2.1 The Brief

The Town Hall Complex is one of Manchester's greatest cultural and civic assets, which makes a significant contribution not only to the heritage but also to the identity of the City. Manchester Town Hall, Albert Square and the Albert Memorial are the most important of the buildings, monuments and public realm within the Complex in terms of significance.

Over the past twenty years the Council has completed a series of flagship restoration projects in the civic heart of the city. This significant public investment has led the regeneration of the Civic Quarter, securing the buildings and the public realm for the future.

In July 2017, Manchester City Council appointed the project team for the Our Town Hall project to undertake the restoration and refurbishment of the Town Hall building, Albert Square and surrounding public realm.

PUBLIC REALM

The public realm forms an essential component of the Town Hall complex and will make a key contribution to the project objectives regarding improvements to the buildings setting, its functionality, the commercial aspirations, heritage and accessibility.

The overall objective for the square and for all of the spaces around the Town Hall is to create an enhanced destination, with improved links between the square and the building, more inclusive public access and a square which is able to host significant large-scale cultural and civic events whilst providing a world-class setting for a Grade I listed building.

The project team shall:

- Respect the Grade I listed status of the building, the significance of the square and the statues and monuments.
- Explore options for improving the accessibility and relationship between the Town Hall and Albert Square, Cooper Street, Lloyd Street and Princess Street.
- Ensure the design allows for the remedial works required to remedy health and safety issues identified during the survey phase.
- Develop designs for the surface finishes of Albert Square and the surrounding public realm space, ensuring the space can be safely used by everyone for its intended use.
- Work with the wider team to develop the intended future use of the square and establish the design requirements of this use
- Work with respective specialists to establish the substructure and point load requirements within Albert Square to support future uses.
- Work with respective specialists and develop the design to align with the security strategy, ICT strategy, MEP strategy facilities management and operational strategy accordingly.

HIGHWAYS

Albert Square not only provides access to the Town Hall complex, but also forms a key destination and thoroughfare within the city centre. Access to and across the square, by all modes of travel is therefore a critical consideration in the development of detailed design proposals.

The project team shall:

- Develop proposals for new or amended pedestrian crossing provision influenced by the Second City Crossing Scheme and consider proposals to limit vehicular access through Albert Square if this is deemed necessary to improve Albert Square as a destination.
- Develop a highways access strategy for vehicles requiring access to both the Town Hall and the Town Hall Extension. This shall take into consideration the future parking strategy and acknowledge the range of potential new uses in the Town Hall and their access and servicing demands.
- Acknowledge that it is likely that access to the square will continue to be required for large vehicles setting up, servicing, and removing events infrastructure, and occasional smaller vehicles accessing the Town Hall front entrance.
- Review demands for on-street parking and taxi waiting to determine an appropriate balance and identify a suitable site for relocated taxi waiting.
- Consider the provision of a coach drop-off location in close proximity to the square for tourism and event uses.
- Cycle parking facilities in the square are currently limited. Additional locations around the square utilising widened pavements should be considered for additional cycle parking provision.
- Work with respective specialists and develop the design accordingly to align with the security strategy, ICT strategy, MEP strategy facilities management and operational strategy.
- Servicing of all properties fronting the square needs to be accounted for, with consultation to affected properties.

SUSTAINABILITY

The Project Team shall, as a partner of Manchester City Council, have a responsibility to ensure that the design development is in keeping with the carbon reduction targets and the objectives of the Climate Change Action Plan 2015/16 to 2019/20.

In January 2016 the Our Manchester Strategy 2016-25 was published and sets out the vision for Manchester to become a liveable and low carbon city which will;

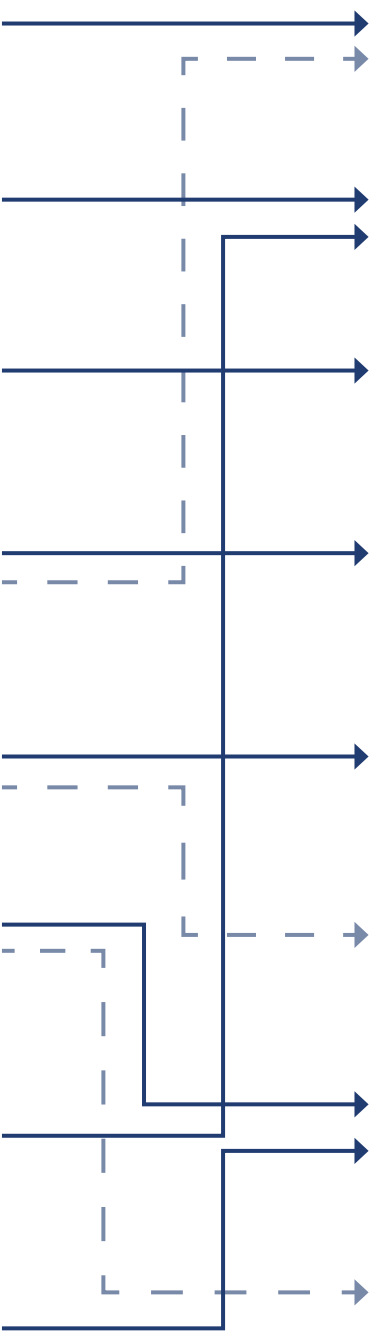
- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's inter-government Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models; and
- Protect our communities from climate change and build climate resilience.

2.2 Objectives

A series of eight high level objectives have been set out by Manchester City Council to set the scene for the project. These have been interpreted into a series of public realm objectives that follow the same principles and themes but are specifically tailored to the public realm requirements. The diagram below shows how the public realm objectives respond to the high level project objectives. The public realm objectives have been used as a guiding set of principles for all of the design strategies and proposals that have been developed.

PROJECT OBJECTIVES

-  To secure the long term future of the Manchester Town Hall, its Civic role and its external setting.
-  To retain and enhance as a functioning and efficient Town Hall.
-  Restore and celebrate this significant heritage asset for Manchester.
-  To enhance the use of the building as a visitor destination and increase access to Mancunians.
-  To transform users' and visitors' experiences.
-  To reduce carbon footprint and energy costs.
-  To maximise commercial opportunities and offset costs to the public purse.
-  To deliver economic and social value for Manchester.



PUBLIC REALM OBJECTIVES

-  Create an enhanced destination and external setting for the Town Hall - the heart of the Civic Quarter.
-  Improve the function and operation of the Town Hall and Albert Square.
-  Protect and enhance the heritage assets including the Town Hall, Albert Memorial and monuments.
-  Improve access to and across the square, and into the building. Improve entrance accessibility and remove trip hazards.
-  Provide high quality public and civic spaces that open up the city and provide places for people to meet and spend time.
-  Provide adequate security measures appropriate to the use of the square.
-  Consider opportunities to provide green space to enhance quality of life and achieve carbon reduction objectives.
-  Encourage walking, cycling and public transport use.

2.3 The Vision

VISION STATEMENT

Albert Square will be a place of international significance, pride and influence, providing a beautiful and befitting setting to the Grade I listed Town Hall building.

It will act as the civic, ceremonial and social heart to the city and Civic Quarter whilst delivering a dynamic and multifunctional space that caters for the city's cultural, economic, and events functions, attracting visitors from around the world.

It will celebrate the history and heritage of Manchester and provide a safe and accessible place for it's people to come together for socialising and celebration.

PUBLIC SQUARES

Many major cities possess their own 'go to' square, the one that automatically attracts crowds for the city's impromptu celebrations and demonstrations. These squares are often the place defining spaces of a city and combine an events function alongside a key contribution to the setting of important architecture.

Key principles of such successful public squares include;

1. Simple, open and level spaces with no roads or other obstructions.
2. Generous proportions that can accommodate large pedestrian flows and crowds.
3. Create the setting for historic buildings with appropriate scale of public realm.
4. Celebrate historic building façades, open up views to important elevations.
5. Provide flexible space that can be used for both civic functions, day to day activities and public use and different scales of events, both formal and informal.
6. Act as a visitor destination with a unique sense of place and user experience.



PRECEDENT STUDIES AND SCALE COMPARISONS



Old Town Square, Prague - 100 x 90m - 9,000m2

- An example of a grand civic square with generous proportions allowing for uninterrupted views the historic building facades
- A flexible space, used for events and civic functions that is a renown visitor destination within the city.
- A space with minimal clutter and restricted vehicular access.
- Similar scale to Albert Square



Grand Place, Brussels - 68 x 110m - 7,480m2

- A square that is defined by its building edges, not by roads, establishing a setting for the grandeur of the Town Hall in Brussels.
- A simple, open space with no obstructions and clear views of important historic building facades.
- Similar scale to Albert Square



Place de la République - 65 x 225m - 14625m2

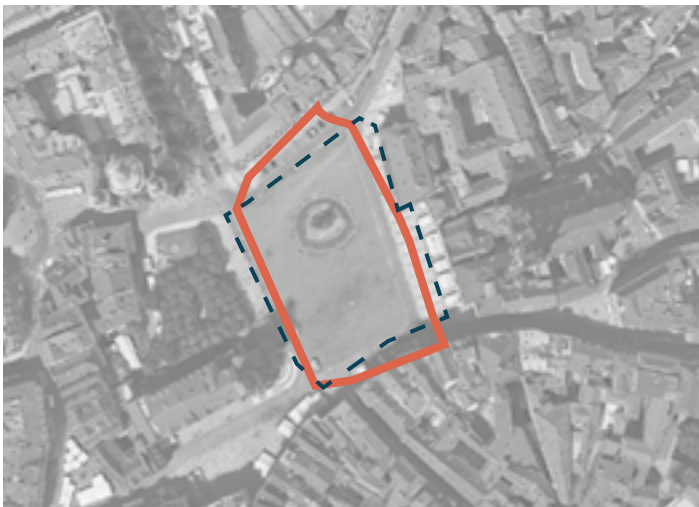
- A public square designed around the elimination of the traffic circle that dominated the space, and the decision to create the largest pedestrian square in Paris. The square has helped facilitate pedestrian flow through different districts, similar to that of the Civic Quarter in Manchester.
- A new, appropriate setting for the Grade 1 listed statue of Marianne that sits centrally within the square, an improvement on the previous traffic island it used to sit within.
- The square uses tree planting to create formal avenues and boulevards, located in front of historically important building facades.



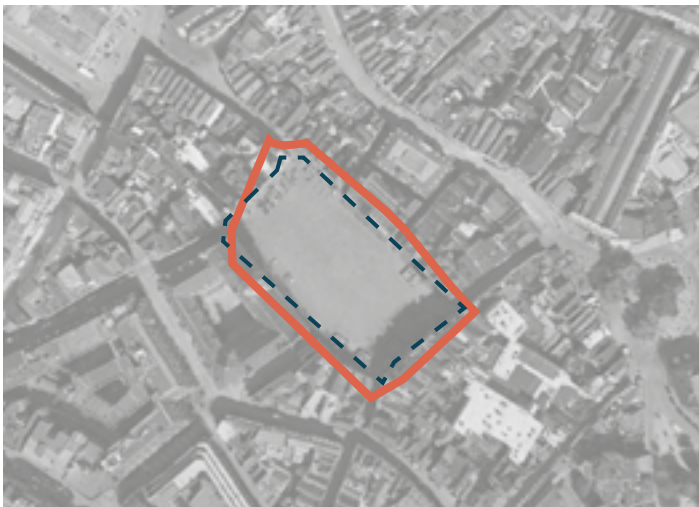
Rathausmarkt, Hamburg - 85m x 130m - 11050m2

- A public square located in front of the Rathaus in Hamburg, chosen as a successful example of how trees are used to define the edges of historic square. Here, they are used to formality, and provide an enclosed edge to the large, open civic space.
- Similar scale to Albert Square, with an existing road to one edge of the square, similar to Princess Street.

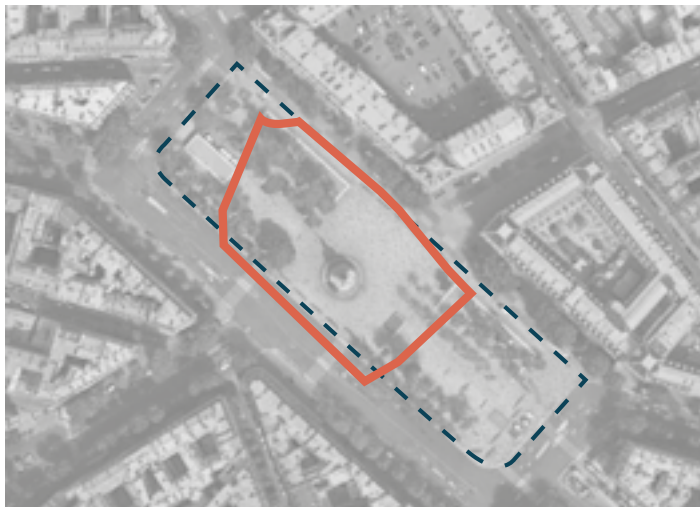
SCALE COMPARISON



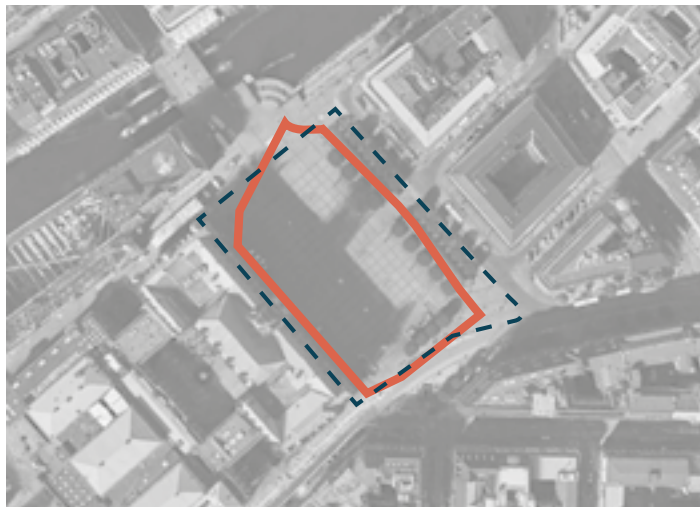
Albert Square, Manchester - 70 x 140m - 9,800m2
Old Town Square, Prague - 100 x 90m - 9,000m2



Albert Square, Manchester - 70 x 140m - 9,800m2
Grand Place, Brussels - 68 x 110m - 7,480m2



Albert Square, Manchester - 70 x 140m - 9,800m2
Place de la République - 65 x 225m - 14,625m2



Albert Square, Manchester - 70 x 140m - 9,800m2
Rathausmarkt, Hamburg - 85 x 130m - 10,790m2



EAST LANCASHIRE
TERRITORIAL
ARMY AND AIR FORCE
ASSOCIATION
AT TOWN HALL

CHUBB

BLUE ST. & LANE



3.1 Historic Development of Albert Square

The construction of the Town Hall was a direct consequence of the Albert Memorial being commissioned in Manchester. The Memorial was first proposed in 1862, following the death of the Prince Consort, and before conception of a new Town Hall for Manchester. A location for the Memorial was sought within Manchester and the old Town Yard site was finally chosen. At the time, this was an insalubrious area of dilapidated structures that required substantial improvement and clearance. The construction of the Albert Memorial here from 1864 led to selection of the triangular site to the east for the new Town Hall for Manchester and the Memorial sat covered with sheets on Albert Square for some years, until it was finally unveiled in 1867 with the opening of the Town Hall. The positioning of the Albert Memorial within the square established a ceremonial route along Brazennose Street (and further) was established towards the Albert Memorial, with pedestrian flow uninterrupted any traffic.

Over time, the commemorative character of the Albert Square established by its namesake was continued and developed, and a series of statues were added in a short period between the late 1880s and early 1900s. Bishop Fraser was added first (1888), positioned on the northern extreme of Albert Square, facing north (outwards from the Square). Fraser was followed by John Bright (1891) to the north of the Albert Memorial (facing the Town Hall) and Oliver Heywood (1894) to the south of the Memorial (also facing the Town Hall). William Gladstone was added last (1901) at the southern end of the Square, facing the Town Hall. The Jubilee Fountain (1897) was a replacement of the original fountain on the square (built to celebrate the arrival of water from the Thirlmere Reservoir). The fountain was moved to Heaton Park in the 1920s but returned in 1997.

The location of the Albert Memorial dictated the early flow of traffic in front of the Town Hall, which had no restrictions imposed upon it. Traffic could pass through the square in each direction and did so for over a century. Public transport, first horse-drawn omnibuses, then horse-drawn trams were in use in the square in the 1890s.

The introduction of the additional commemorative structures led to the expansion of the originally small paved area around Albert Memorial, eventually creating an ‘island’ in the centre of the square around which traffic flowed. The impact of this was a space that was increasingly formalised and restricted in terms of vehicular movement. With the increasing use of the car in the 20th century, the nature of trafficked areas changed considerably. Whereas originally the square could be characterised by free movement, the dominance of the car increased, bringing with it associated changes including signage, facilities and separate / dedicated routes. This created barriers to the historic character of free movement and visual clutter which increased over time and had a considerable detrimental impact on the character of the space.

The OS maps from the late 19th to early 20th century illustrate the evolution of the traffic routes and development of a defined island as traffic controls were added. The Victorian urinals were located at the southern end of the square on the site of Gladstone in the late 19th century, which were replaced with early 20th century underground public conveniences, situated between Gladstone and Heywood.

In the late 1960s, a tree-planting scheme was implemented in Albert Square. The positions were restricted by the extents of the carriageway and the trees were planted within the central pedestrian island. Five of the trees planted at this time are still in the square today and serve to highlight the extents of the original island.

In 1986, a major scheme for the square was undertaken, most notably resulting in the pushing of vehicular routes to the extremities of the square and replacement of the ground paving to the arrangement seen today. This was a major change to the square - the removal of traffic from the front of the Town Hall and other traffic route alterations meant that the Square ceased to be a traffic island and a large area was opened up for pedestrian use. This scheme represented a considerable positive step in enhancing the historic characteristics of the square associated with free movement and visual openness.

(This text is a summary and has been partially extracted from the Public Realm Heritage Impact Assessment produced by Purcell).



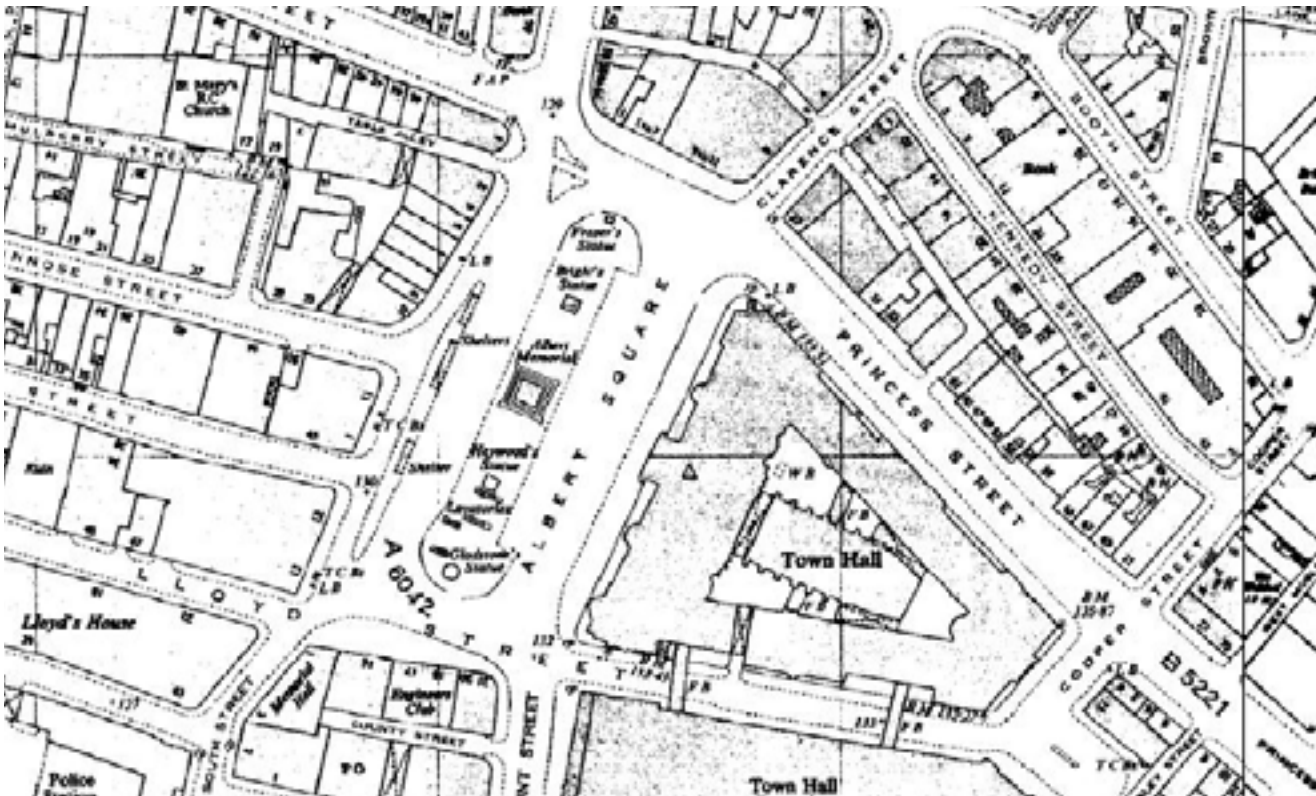
1850



1891



1896



1950

3.2 Historic Timeline



1860 Map of Albert Square



1884 Map of Albert Square



1900 Map of Albert Square

1861

In 1860 the area where Albert Square now sits was covered with dense housing, industrial buildings and derelict land.



Albert Memorial designed by Thomas Worthington, 1862

1867

The Albert Memorial, designed by Thomas Worthington was completed in 1867.

Architectural drawings of Alfred Waterhouse's design for the Town Hall



In 1891 the monument of British Radical and Liberal statesman John Bright by Albert Bruce-Joy was added to the square.

1891

1864

In 1861 it was decided to erect a memorial to commemorate the death of Prince Albert as part of a project by Manchester Corporation Monuments Committee.

In 1864 clearance of the site began, and over 100 buildings were demolished to create space for the new square.

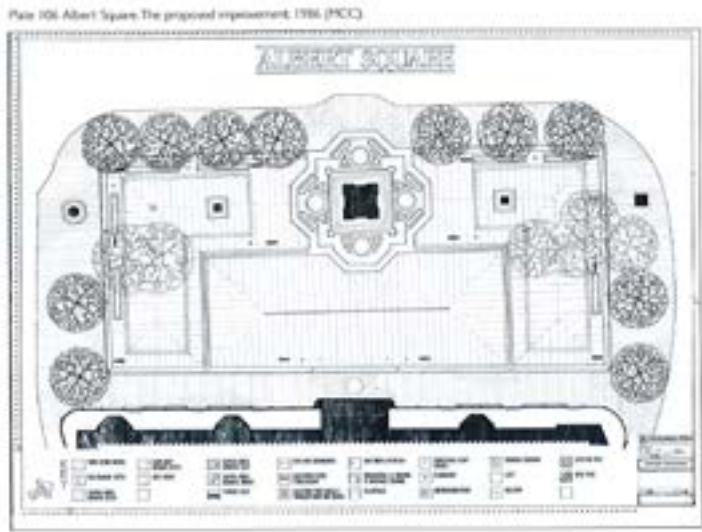
1868

It was decided to construct a new Town Hall for Manchester due to the need for a larger building to cope with demands due to the rapid growth of Manchester during the Industrial Revolution. Alfred Waterhouse won the competition with a Neo Gothic design which commenced in 1868 and was completed in 1877.



1888

A monument to Bishop James Fraser by Thomas Woolner was introduced to the square in 1888.



1986 - Albert Square design



Painting of Albert Square by Adolphe Valette, 1910



Albert Square Manchester after Valette by Emily Allchurch, 2015

1894

The banker and philanthropist Oliver Heywood was celebrated with a monument in 1894, also created by Albert Bruce-Joy.



1901

The final monument of William Gladstone by Mario Raggi was installed in 1901.



Albert Square before pedestrianisation in 1985

2018

In 1897 a fountain was installed in the square to celebrate the Queen Victoria's Diamond Jubilee. It was moved to Heaton Park in the 1920's and only returned to the square in 1997.



Queen Victoria Jubilee Fountain

1897

In 1987 the square underwent a redesign by the city council, and the eastern side of the square was pedestrianised, creating a larger square for public use and events. A new carpet of segmental arch pattern granite setts was installed in the square along with new tree planting, street furniture and lighting.



Granite setts being laid during the 1987 redesign

1987



MIF in Albert Square

3.3 Photographic Record of Albert Square



1877



1885



1895



1895



1900



1907



1912



1923



1939



1940



1953



1958



1964



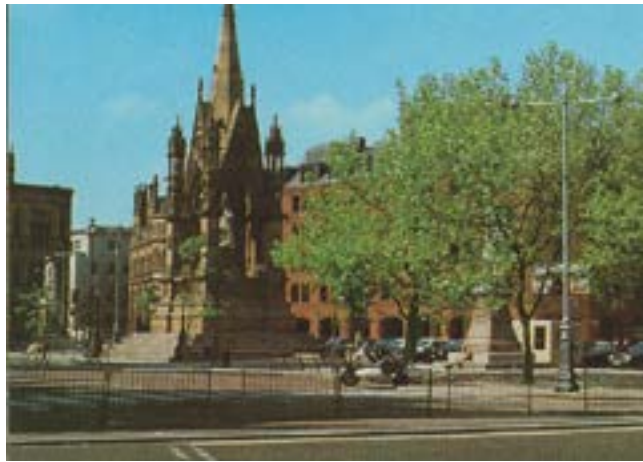
1968



1964



1987



1987



1989

3.4 Heritage Features: Albert Memorial, 1867

LIST ENTRY DESCRIPTION

SJ8398SE ALBERT SQUARE 698-1/27/5
Albert Memorial 18/12/63

GV I

Memorial to Prince Albert. 1862-5, by Thomas Worthington, with statue by Matthew Noble. Mostly sandstone, with statue of white marble. In the form of a large Gothic ciborium or canopy, to a design derived from the C13 church of Santa Maria della Spina in Italy: square in plan, with a tall 2-centred arched opening in each side under a steep gable with carved enrichments, corner piers surmounted by tall canopies with shafts and heavily carved crocketed tops, containing statues representing Art, Commerce, Science and Agriculture, and an octagonal spire with crocketed top and delicate wrought-iron open-work finial. Raised on base with moulded plinth and bands of heraldic panels, and mounted on podium of 5 steps. Under the canopy, a statue of a standing figure, mounted on a pedestal. History: first major Albert Memorial to be completed; perhaps a prototype for the Albert Memorial in Kensington, by Sir George Gilbert Scott.

National Grid Reference: **SJ 83822 98116**

LIST ENTRY SUMMARY

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: **Albert Memorial**

List entry Number: **1197820**

Location: **Albert Memorial, Albert Square**

District: **Manchester**

District Type: **Metropolitan Authority**

Grade: **I**

Date first listed: **18-Dec-1963**

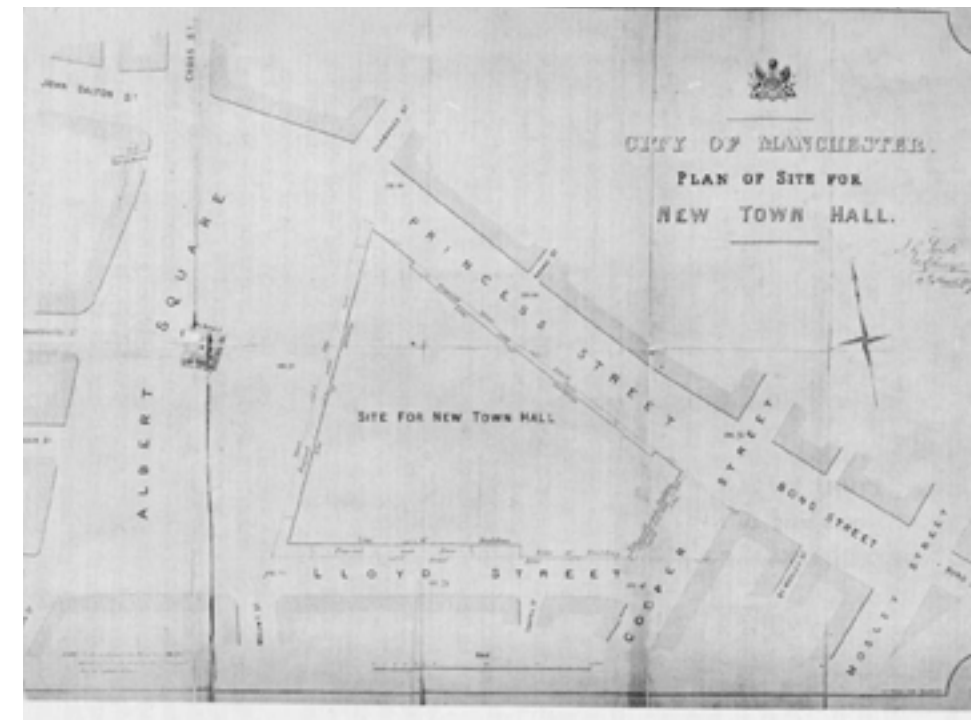
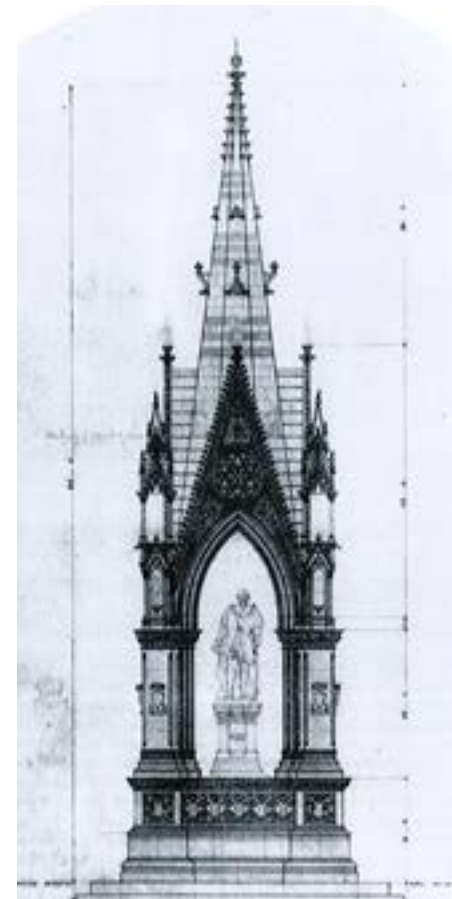
Date of most recent amendment
Not applicable to this List entry.

Legacy System: **LBS**

UID: **387866**

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.



3.5 Heritage Features: Statues



1888
Bishop Fraser, Thomas Woolner
Grade: II
Date first listed: 03-Sep-1974
Statue of James Fraser DD (1818-85), former Bishop of Manchester. 1888, by Thomas Woolner. Polished marble [granite] pedestal, bronze statue. Square pedestal with broad moulded plinth, bronze relief panels in 3 sides, prominent moulded cornice; statue of standing figure.



1891
John Bright, Bruce Joy
Grade: II
Date first listed: 03-Sep-1974
Statue of John Bright, the Liberal Quaker statesman. 1891, by W.Theed. White marble statue on polished brown granite pedestal. Square pedestal on base of 2 steps, with moulded plinth and concave tapered sides and moulded cornice; standing figure in long coat.



1894
Oliver Heywood, Bruce Joy
Grade: II
Date first listed: 03-Sep-1974
Manchester banker and benefactor. 1894, by Albert Bruce Joy. Polished granite pedestal, marble statue. Square pedestal on base of two steps, with concave tapered sides, inscription on east side, moulded cornice; statue of standing figure in top coat.



1901
William Ewart Gladstone, Mario Raggi
Grade: II
Date first listed: 03-Sep-1974
Statue of W.E.Gladstone (1809-1898), Liberal statesman and Prime Minister. 1878, by W. Theed jun. Polished granite pedestal on sandstone base, with bronze statue. Octagonal base of 2 steps, moulded octagonal plinth to straight-sided pedestal with large inverted consoles at the corners, carved frieze; standing figure in attitude of declamation with raised pointing hand.



1891 Map



1911 Map

3.6 Bishop Fraser Statue, 1888

James Fraser

James Fraser (18 August 1818 – 22 October 1885) was a reforming Anglican bishop of Manchester, England. An able Church administrator and policy leader, he was active in developing the Church's approach to education and in practical politics and industrial relations. Though his views were ecumenical and he was respected within a wide variety of religions, against his own instincts he allowed himself to become involved in some unpleasant litigation under the Public Worship Regulation Act 1874.

LIST ENTRY
DESCRIPTION

SJ8398SE ALBERT SQUARE 698-1/27/7
Fraser's Statue 03/09/74

GV II

Statue of James Fraser DD (1818-85), former Bishop of Manchester. 1888, by Thomas Woolner. Polished marble (granite) pedestal, bronze statue. Square pedestal with broad moulded plinth, bronze relief panels in 3 sides, prominent moulded cornice; statue of standing figure.

National Grid Reference: **SJ8384398159**

LIST ENTRY
SUMMARY

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: **Fraser's statue**

List entry Number: **1197822**

Location: **Fraser's Statue, Albert Square**

District: **Manchester**

Grade: **II**

Date first listed: **03-Sep-1974**

Date of most recent amendment:
Not applicable to this list entry.

Legacy System: **LBS**

UID: **387868**

Asset Groupings

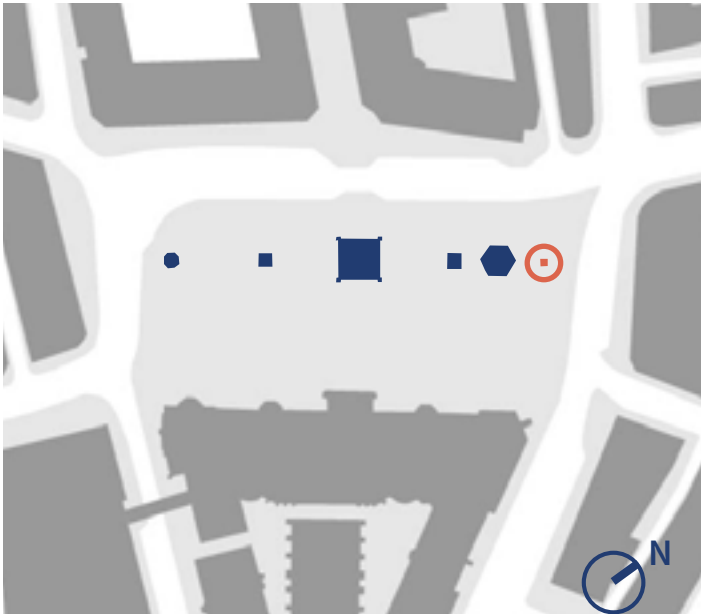
This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

Woolner, James Fraser, bronze relief on pedestal

with Woolner apparently deciding that its best position was looking towards Princess Street rather than facing towards the town hall or the square.¹³ This decision appears to have been taken at the last moment because the inscription was now on the rear rather than on the front of the pedestal. Fraser's biographer, John Diggle, refers to a much longer inscription on the pedestal – it spoke of his 'unfading industry, noble simplicity of character, large views and kindness of heart' – but this was dropped in favour of a briefer one.¹⁴

The unveiling ceremony in April 1888 attracted a large crowd keen to see Manchester's statue of its 'Citizen Bishop'. Two notable absentees in an otherwise formidable group of principal guests were Thomas Woolner and Mrs Fraser.¹⁵ The ceremony was conducted with the usual generous speeches, the honour of unveiling the statue going to the mayor, James Harwood.¹⁶ The statue was well received, except for Woolner's decision to position it so that it was looking away from the square and the town hall. Calls were made for this 'blander' to be rectified, but no action was taken.¹⁷ The final sum subscribed for the statue amounted to £3,046, leaving a small surplus to be paid into Bishop Fraser's Scholarship Fund.¹⁸ The three plaster reliefs (bronzed) made for the Fraser statue were sold at the auction of Woolner's studio in 1913.¹⁹

Since the unveiling of the statue, further calls have been made to turn either the figure or the pedestal.²⁰ But, in spite of the addition of further statues in the square, all facing the town hall, Fraser has remained looking towards Princess Street, or, as some have assumed, towards the cathedral. An opportunity to turn the statue offered itself in 1960 when a lorry collided with it. Fraser was removed from his pedestal, but the bishop was not for turning.



Location plan



3.7 John Bright Statue, 1891

John Bright

John Bright (16 November 1811 – 27 March 1889) was a British Radical and Liberal statesman, one of the greatest orators of his generation and a promoter of free trade policies.

A Quaker, Bright is most famous for battling the Corn Laws. In partnership with Richard Cobden, he founded the Anti-Corn Law League, aimed at abolishing the Corn Laws, which raised food prices and protected landowners' interests by levying taxes on imported wheat. The Corn Laws were repealed in 1846. Bright also worked with Cobden in another free trade initiative, the Cobden–Chevalier Treaty of 1860, promoting closer interdependence between Britain and France. This campaign was conducted in collaboration with French economist Michel Chevalier, and succeeded despite Parliament's endemic mistrust of the French.

Bright sat in the House of Commons from 1843 to 1889, promoting free trade, electoral reform and religious freedom. He was almost a lone voice in opposing the Crimean War; he also opposed Gladstone's proposed Home Rule for Ireland. He was a spokesman for the middle class, and strongly opposed to the privileges of the landed aristocracy. In terms of Ireland, he sought to end the political privileges of Anglicans, disestablished the Church of Ireland, and began land reform that would turn land over to the Catholic peasants. He coined the phrase "Mother of Parliaments."

LIST ENTRY DESCRIPTION

SJ8398SE ALBERT SQUARE 698-1/27/6
Bright's Statue 03/09/74

GV II

Statue of John Bright, the Liberal Quaker statesman. 1891, by W.Theed. White marble statue on polished brown granite pedestal. Square pedestal on base of two steps, with moulded plinth and concave tapered sides and moulded cornice; standing figure in long coat.

National Grid Reference: **SJ8383398138**

LIST ENTRY SUMMARY

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: **Brights Statue**

List entry Number: **1197821**

Location: **Brights Statue, Albert Square**

District: **Manchester**

Grade: **II**

Date first listed: **03-Sep-1974**

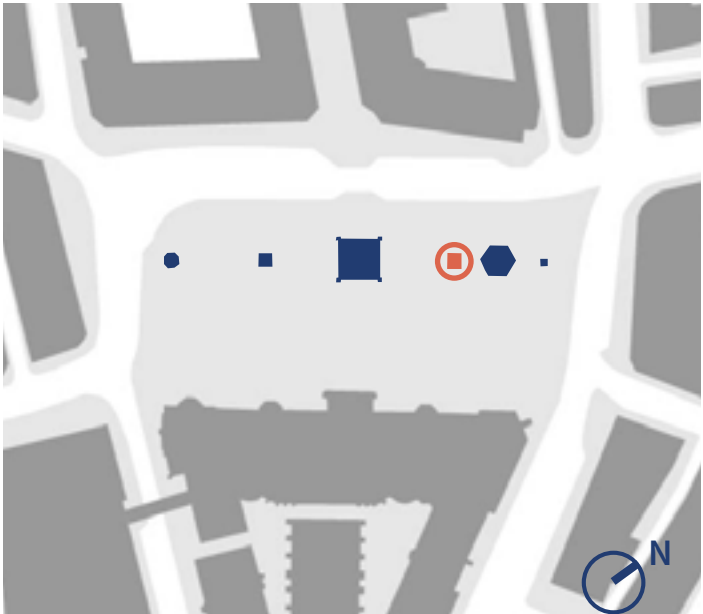
Date of most recent amendment:
Not applicable to this list entry.

Legacy System: **LBS**

UID: **387867**

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.



Location plan



3.8 Oliver Heywood Statue, 1894

Oliver Heywood

Oliver Heywood (9 September 1825 – 1892) was an English banker and philanthropist. Born in Irlam, Lancashire, the son of Benjamin Heywood, and educated at Eton College, Heywood joined the family business, Heywood's Bank in the 1840s.

Heywood sponsored many philanthropic causes, including Manchester Mechanics' Institute, Chetham's Hospital, Manchester Grammar School and Owens College. He was selected as High Sheriff of Lancashire for 1888.

In 1888, Heywood's public work and sacrifice was acknowledged by the city of Manchester making him the city's first Honorary Freeman. On 17 March 1892, he died in his home. He was buried at St. John's church in Pendlebury. The funeral ceremony was vast and impressive: The bishops of Guildford and Manchester both conducted the service where thousands of people showed up to pay their respects and 150 carriages were used. On the afternoon of Heywood's funeral, shops in Irlams O' Th' Height and Pendlebury closed in his honour.

It was decided to erect a marble statue in commemoration and to place it in Albert Square, Manchester. The commission was given to Albert Bruce-Joy, with the £2600 cost being met by contributions from 332 donors. Bruce-Joy had previously sculpted a statue of John Bright in Albert Square and the committee overseeing the Heywood memorial believed that his statue of Heywood would complement that of Bright. It was unveiled in December 1894 and bears the inscription that his life was one "devoted to the public good"

LIST ENTRY DESCRIPTION

SJ8398SE ALBERT SQUARE 698-1/27/9
Heywood's Statue 03/09/74

GV II

Statue of Oliver Heywood, a Manchester banker and benefactor. 1894, by Albert Bruce Joy. Polished granite pedestal, marble statue. Square pedestal on base of 2 steps, with concave tapered sides, inscription on east side, moulded cornice; statue of standing figure in top coat.

National Grid Reference: **SJ 83813 98094**

LIST ENTRY SUMMARY

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: **Heywoods Statue**

List entry Number: **1197821**

Location: **Heywoods Statue, Albert Square**

District: **Manchester**

Grade: **II**

Date first listed: **03-Sep-1974**

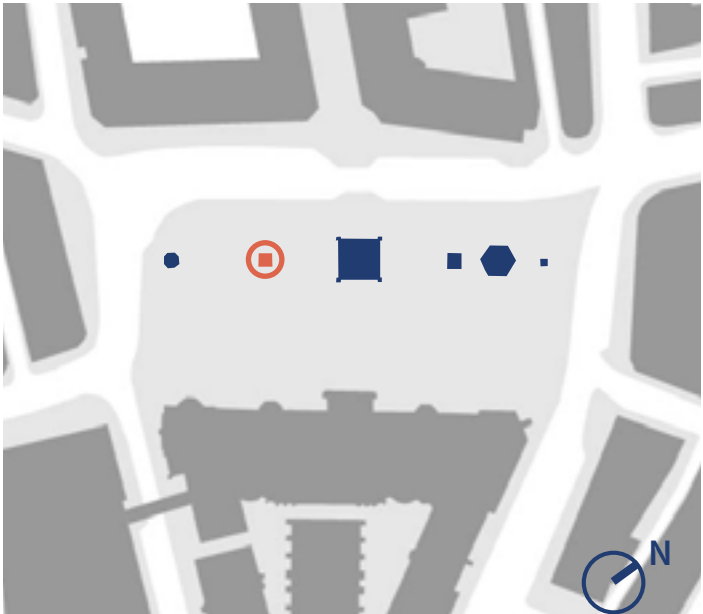
Date of most recent amendment
Not applicable to this list entry.

Legacy System: **LBS**

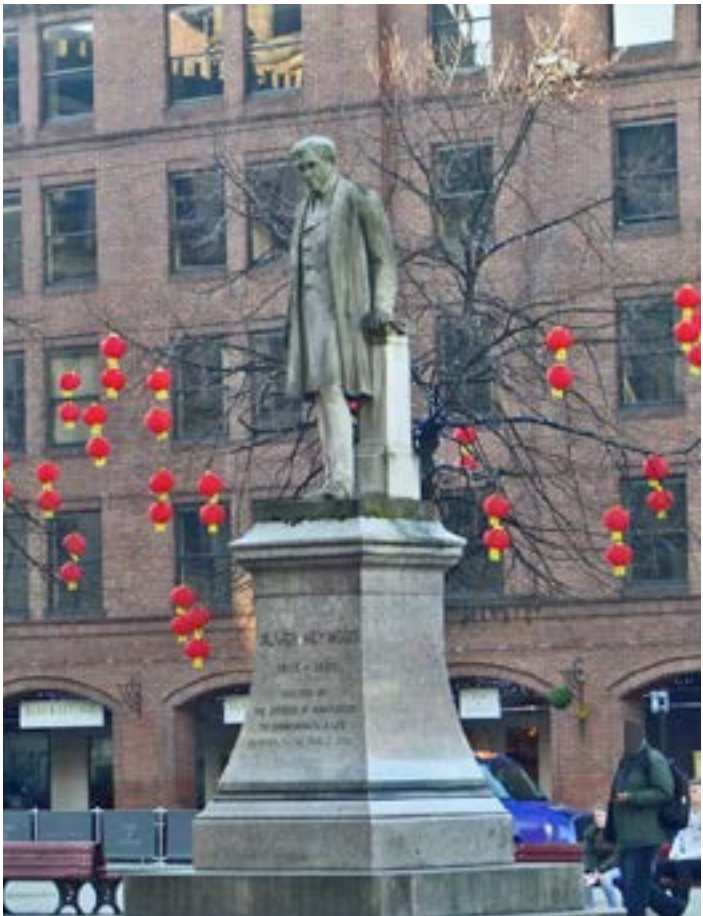
UID: **387870**

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.



Location plan



3.9 William Gladstone's Statue, 1901

William Ewart Gladstone

William Ewart Gladstone (29 December 1809 – 19 May 1898) was a British statesman of the Liberal Party. In a career lasting over sixty years, he served for twelve years as Prime Minister of the United Kingdom, spread over four terms beginning in 1868 and ending in 1894. He also served as Chancellor of the Exchequer four times.

Gladstone was born in Liverpool to Scottish parents. He first entered the House of Commons in 1832, beginning his political career in the Conservative Party as a High Tory. Gladstone served as a minister in both of Robert Peel's governments, and in 1846 joined the breakaway Peelite faction, which eventually merged into the new Liberal Party in 1859. He was Chancellor under Lord Aberdeen (1852–55), Lord Palmerston (1859–65), and Lord Russell (1865–66). Gladstone's own political doctrine – which emphasised equality of opportunity, free trade, and laissez-faire economic policies – came to be known as Gladstonian liberalism. His popularity amongst the working-class earned him the sobriquet 'The People's William'.

In 1868, Gladstone became Prime Minister for the first time. His first ministry saw many reforms, including the disestablishment of the Church of Ireland and the introduction of secret voting. After electoral defeat in 1874, Gladstone resigned as leader of the Liberal Party, but from 1876; began a comeback based on opposition to Turkey's reaction to the Bulgarian April Uprising. His Midlothian Campaign of 1879–80 was an early example of many modern political campaigning techniques.[1] [2] After the 1880 general election, Gladstone formed his second ministry (1880–85), which saw the passage of the Third Reform Act as well as crises in Egypt (culminating in the Fall of Khartoum) and Ireland, where the government passed repressive measures but also improved the legal rights of Irish tenant farmers.

Back in office in early 1886, Gladstone proposed home rule for Ireland but was defeated in the House of Commons. The resulting split in the Liberal Party helped keep them out of office – with one short break – for twenty years. Gladstone formed his last government in 1892, at the age of 82. The Second Home Rule Bill passed through the House of Commons but was defeated in the House of Lords in 1893. Gladstone left office in March 1894, aged 84, as both the oldest person to serve as Prime Minister and the only Prime Minister to have served four terms. He left parliament in 1895 and died three years later. Gladstone was known affectionately by his supporters as 'The People's William' or the 'G.O.M.' ('Grand Old Man,' or, according to Disraeli, 'God's Only Mistake').[3] He is consistently ranked as one of Britain's greatest prime ministers.

LIST ENTRY DESCRIPTION

SJ8398SE ALBERT SQUARE 698-1/27/8
Gladstone's Statue 03/09/74

GV II

Statue of W.E.Gladstone (1809-1898), Liberal statesman and Prime Minister. 1878, by W. Theed Jun. Polished granite pedestal on sandstone base, with bronze statue. Octagonal base of two steps, moulded octagonal plinth to straight-sided pedestal with large inverted consoles at the corners, carved frieze; standing figure in attitude of declamation with raised pointing hand.

National Grid Reference: **SJ8380498071**

LIST ENTRY SUMMARY

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: **Gladstones Statue**

List entry Number: **1197823**

Location: **Gladstones Statue, Albert Square**

District: **Manchester**

Grade: **II**

Date first listed: **03-Sep-1974**

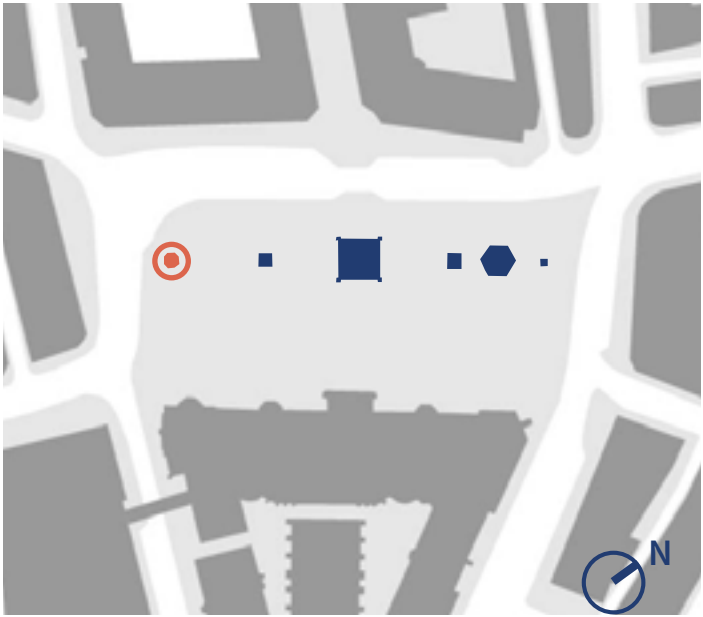
Date of most recent amendment:
Not applicable to this list entry.

Legacy System: **LBS**

UID: **387869**

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.



Location plan



3.10 Heritage Features: Queen Victoria Diamond Jubilee Fountain

LIST ENTRY
DESCRIPTION

Summary of Building

Fountain. 1897 to designs by Thomas Worthington, with sculpture by John Cassidy. Restored in 1997. Grey and red granite, sandstone, bronze. Gothic style.

National Grid Reference: **SJ8383798148**

Reasons for Designation

The Jubilee Fountain, Albert Square, Manchester, of 1897 by Thomas Worthington with sculpture by John Cassidy is listed at Grade II for the following principal reasons:

- **Historic Interest:** designed to commemorate Queen Victoria’s Diamond Jubilee in 1897 and also to replace a temporary fountain commemorating the new supply of drinking water to Manchester from Thirlmere in the Lake District in 1894
- **Design:** designed in a Gothic style by the well-known architect, Thomas Worthington with the bronze gargoyle and dolphin components designed by the sculptor John Cassidy
- **Group Value:** the fountain has architectural and historic group value with the Gothic style Town Hall by Alfred Waterhouse and other listed statues in Albert Square, which include Thomas Worthington’s Albert Memorial of 1862-5



1897 - Jubilee Fountain, T. Worthington

History

In 1894 a temporary fountain was installed in Albert Square next to the Town Hall to celebrate the new supply of Manchester’s drinking water from Thirlmere in the Lake District. Then in the summer of 1896 the Manchester architects practice, Thomas Worthington and Sons, informed the council that an anonymous benefactor wished to present the city with a large ornamental fountain to replace the temporary fountain. The council accepted the gift and agreed that it would stand between the statues of John Bright and Bishop Fraser. Thomas Worthington was responsible for the design of a three basin fountain in granite and sandstone which celebrated Queen Victoria’s Diamond Jubilee in 1897. The sculptor John Cassidy modelled the bronze gargoyle spouts and a bronze dolphin which decorated the top of the fountain. The structure was built by J & H Patteson under Thomas Worthington’s supervision. The fountain was turned on by the Lord Mayor, Robert Gibson, in January 1898. Its cost was estimated at between £1,000 and £1,200.

Not everyone appreciated the fountain. Some complained that there were too many memorials in Albert Square and others of the annoyance of a sudden soaking due to the unpredictability of the local wind. One Edwardian correspondent called for the ‘useless and irritating object’ to be moved to a more suitable open space in the city, and for a time it was left dry. In the 1920s the fountain was moved to Heaton Park where it stood on the south side of Heaton Hall. In 1986 plans were announced to restore the fountain and return it to the city centre to be the focal point of a new open space in front of the Corn Exchange. This scheme did not happen. However, in 1997 the fountain was returned to its original location between the statues of Bright and Fraser in Albert Square. The restored fountain, which included a sophisticated system for regulating the role of water, was switched on by the Deputy Prime Minister, John Prescott.

Details

Fountain. 1897 to designs by Thomas Worthington, with sculpture by John Cassidy. Restored in 1997. Grey and red granite, sandstone, bronze. Gothic style.

The fountain stands on three shallow, hexagonal steps of grey granite. The large hexagonal bowl at the base is of red granite with moulded sides and square piers with moulded caps at each of the six angles. The smaller second hexagonal basin is of sandstone and stands on six colonettes comprising triple engaged shafts of red granite with carved capitals supporting the overhanging corbelling of the bottom of the basin. This basin has deep sides with a moulded band at the bottom running round the six faces and carrying an inscription in raised letters which says ‘ERECTED IN THE SIXTIETH / YEAR OF THE REIGN OF HER / MOST GRACIOUS MAJESTY / QUEEN VICTORIA ANNO / DOMINI EIGHTEEN HUNDRED / AND NINETY SEVEN’. Above the inscription the six faces have blind tracery panels, with two of the faces having a raised central panel. That on the town hall side contains the coat of arms and motto of the city of Manchester, and the opposing panel has the coat of arms of the Duchy of Lancaster. Above the tracery panels there is a bronze gargoyle waterspout at the apex of each of the six angles. The upper basin is a small, delicate, shell-like bowl set on a slender pedestal encircled by four single, red granite colonettes with carved capitals. Rising from the centre of the bowl is a central finial comprising four engaged, red granite shafts with a sandstone cap surmounted by a bronze dolphin.

LIST ENTRY
SUMMARY

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: **Queen Victoria Diamond Jubilee Fountain**

List entry Number: **1200811**

Location: **Queen Victoria Diamond Jubilee Fountain, Albert Square, Manchester**

District: **Manchester**

Grade: **II**

Date first listed: **03-Oct-1974**

Date of most recent amendment: **12-Oct-2015**

Legacy System: **LBS**

UID: **388176**

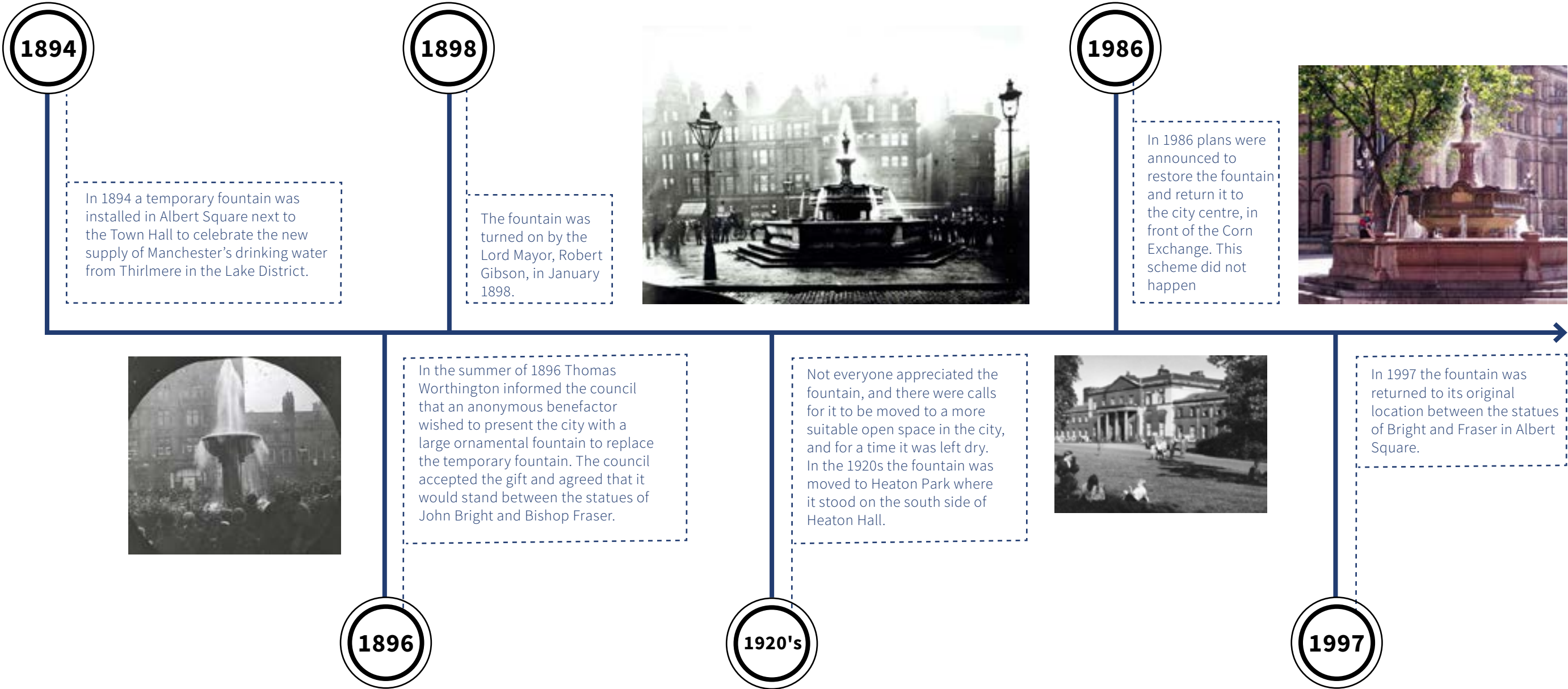
Asset Groupings

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Jubilee Fountain, Albert Square

3.11 Fountain Timeline



3.12 Heritage Features: Surrounding Buildings

The Albert Memorial has continued as the centrepiece of Albert Square since its establishment. The extents of Albert Square as marked by the buildings which boundary it, remain much as originally intended. Many of the late 19th and early 20th century commercial buildings remain insitu. The notable exception to this is the western side of the square, which has seen considerable modern replacement in the form of Heron House (c.1975) and the Norwich Union Building (1982).

The following heritage assets are identified as the historic buildings of Albert Square and the wider environs;

- St Andrews Chambers (Grade II)
- Carlton House (Grade II)
- Memorial Hall (Grade II*)
- The Friends Meeting House (Grade II)
- Lloyds House (Grade II)
- No1 Albert Square (Grade II)
- Anglia House (Grade II)
- 1-7 Princess Street and 59-61 Cross Street (Grade II)
- Northern Assurance Building (Grade II)
- 31 Princess Street (Grade II)
- 39 Princess Street, non-designated heritage asset
- 63 Princess Street, non-designated heritage asset



- Albert Memorial
- Victoria Building
- Northern Assurance Building
- No1 Albert Square
- Pearl Assurance Building
- Commercial Union House
- Lincoln Square
- Manchester Town Hall
- Heron House
- Lloyds House
- Memorial Hall
- Carlton House
- Town Hall Extension
- Central Library



Buildings surrounding Albert Square

3.13 Historic Character of the Square

Research into the historic development of Albert Square has shown how the setting for the Town Hall has changed over the last 140 years. An understanding of the history and significance of Albert Square and the heritage assets has informed the design proposals and has established the following conclusions:

- Albert Square provided an open setting to the Town Hall when its construction completed in 1877, with unimpeded views to the façade.
- The Town Hall was constructed as a direct consequence of the Albert Memorial being commissioned in Manchester and was completed in 1877.
- The Town Hall building was designed to sit within the unusual shaped site and this served to reinforce the urban grain and street geometry of Princess Street and Lloyd Street. The surrounding buildings also play a key part in contributing to the historic character of the square.
- The Albert Memorial dictated the traffic flow around the square and in front of the Town Hall, leading to the creation of a central island around which traffic passed through the square.
- The rest of the statues were added in a short period between the late 1880s and early 1900s, their positions along the central axis restricted by the traffic routes that were already established.
- Tree planting was introduced in the late 1960s, limited to the central island due to the extensive carriageway.
- Cars and traffic were partially removed from the Square when it was finally pedestrianised in the late 1980s.
- Some of the plane trees were removed from the central island as part of the 1987 scheme and new trees were planted around the edges of the new square. In doing so, this removed the openness of the square, and changed its historic character.
- Albert Square's historic character can be summarised as one associated with movement, activity and a sense of openness. The square has seen considerable change over the years and much of this change has impacted upon the open setting and historic character of the square.



Diagram of Albert Square from 1877 following completion of the Town Hall with the Albert Memorial.



Diagram of Albert Square from 1901 with the monuments and fountain aligned within the square.



Diagram showing Albert Square with tree planting introduced in 1960s.



Diagram of Albert Square following pedestrianisation as part of the 1987 scheme.

**HISTORIC MATERIALS
IN ALBERT SQUARE**

- When the Town Hall was completed, the majority of the space was paved in small setts, with a perimeter of Yorkstone slabs to the surrounding footways adjacent to the building.
- The central paved island was expanded to accommodate the monuments that were installed in the period between 1888 - 1901.
- In the 1950s, macadam surfacing was introduced to the carriageway and parking bays introduced around the central island.
- The pedestrianisation of the square in 1987 removed the carriageway in front of the Town Hall and introduced new granite setts to the central area in a segmental arch pattern. This is the paving material that can be seen in the square today.



1885



1895



1936



1958



1987



2018





OUR
TOWN
HALL
PROJECT

4

ANALYSIS

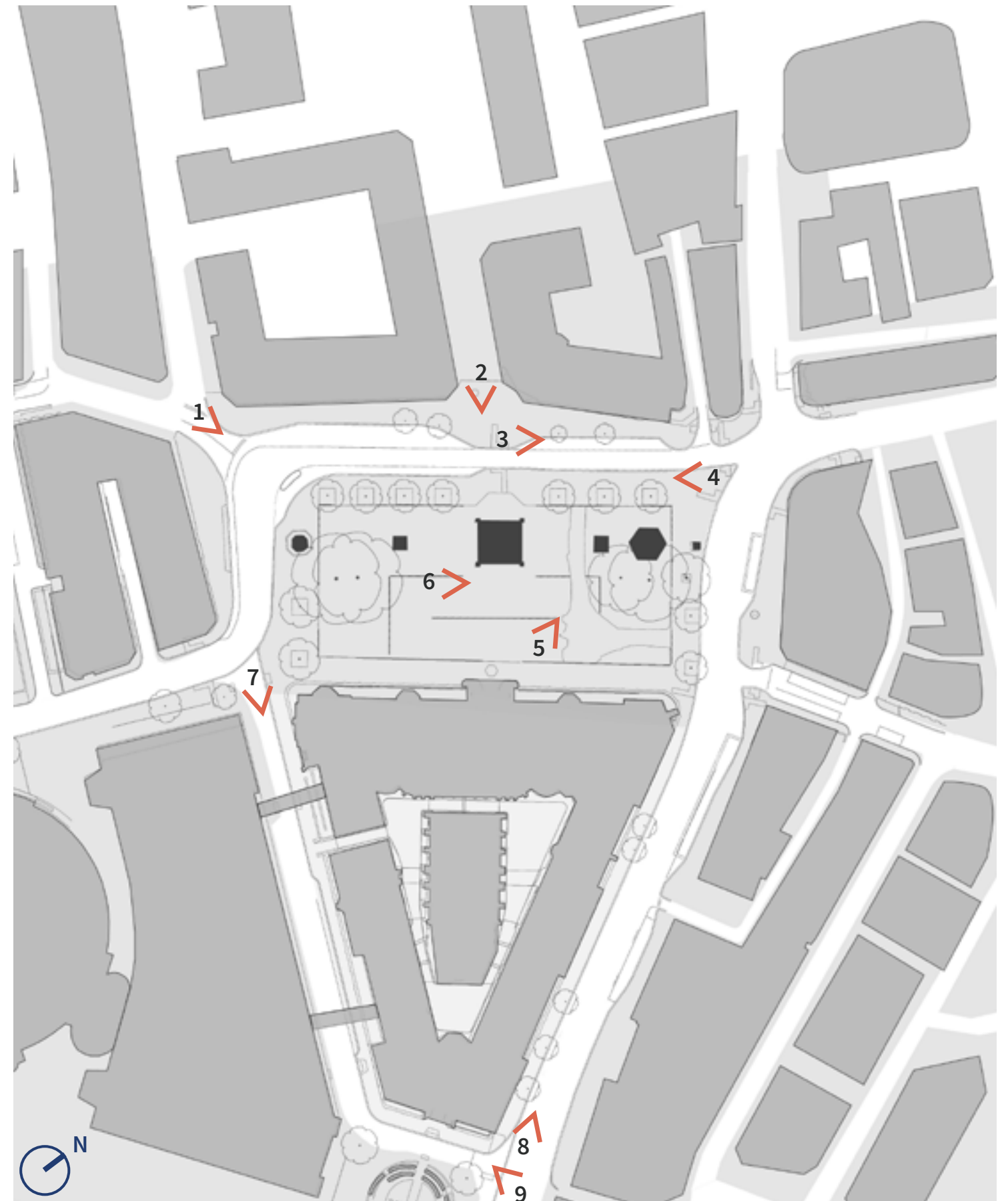
4.1 Site Analysis

Detailed analysis of the existing public realm provides a thorough understanding of the site and identifies the existing resources and assets as well as recognising the current issues and constraints upon future design proposals.

The existing photographs on the following page provide a visual comparison to the existing photographs in the previous section, illustrating the change in historic character of the square as a result of the existing public realm. This is largely dominated by vehicular movement and its associated signage, facilities and barriers, which are all detrimental to the historic character of free movement and visual openness.

For clarity the analysis has been split into categories including:

- Photographic Record
- Building and Built Form Analysis
- Highways and Vehicular Analysis
- Physical Analysis
- Challenges in the Square



Photographic Record - existing views around the site



View from Southmill Street corner looking towards Albert Square and the Town Hall



View from the entrance to Brazenose Street looking towards the Albert Memorial and the Town Hall



View from the entrance to Brazenose Street looking towards Princess Street/Cross Street and Victoria Building



View from Princess Street / Cross Street corner looking into Albert Square towards Memorial Hall



View from the Town Hall entrance looking towards John Bright Statute & Jubilee Fountain



View from Albert Square looking towards Princess Street and the Northern Assurance Buildings



View looking down Lloyd Street towards the Cenotaph



View from Cooper Street corner looking along Princess Street



View from Princess Street corner looking towards the Town Hall entrance on Cooper Street

4.2 Built Analysis: Ground Floor Uses

LAND USE PLAN

The buildings that surround Albert Square to the south, east, and west have a range of ground floor uses that creates a diverse and active street frontage that helps animate the surrounding streets and spaces. Many have external seating areas including the semi-covered spaces under the colonnade of Heron House and Commercial Union House.

There is an opportunity for the existing ground floor uses to be better connected to the square as they currently feel isolated due to the existing carriageway that runs through the square.

The redevelopment of Lincoln Square including new proposals for Brazennose House, Lincoln House and John Dalton House will retain active uses at ground floor and add additional retail / restaurants which will help to activate the external spaces in this area.

The square is frequently used for civic functions and cultural and seasonal events such as the Manchester Christmas Markets and the Manchester International Festival. Day to day, the square is popularly used as a gathering space and a social hub within the city centre.

KEY

Retail/Commercial

Cafés

Bars/Restaurants/Pubs

Offices

Entertainment

Services and Health

Government Building



4.3 Built Analysis: Ground Floor Uses

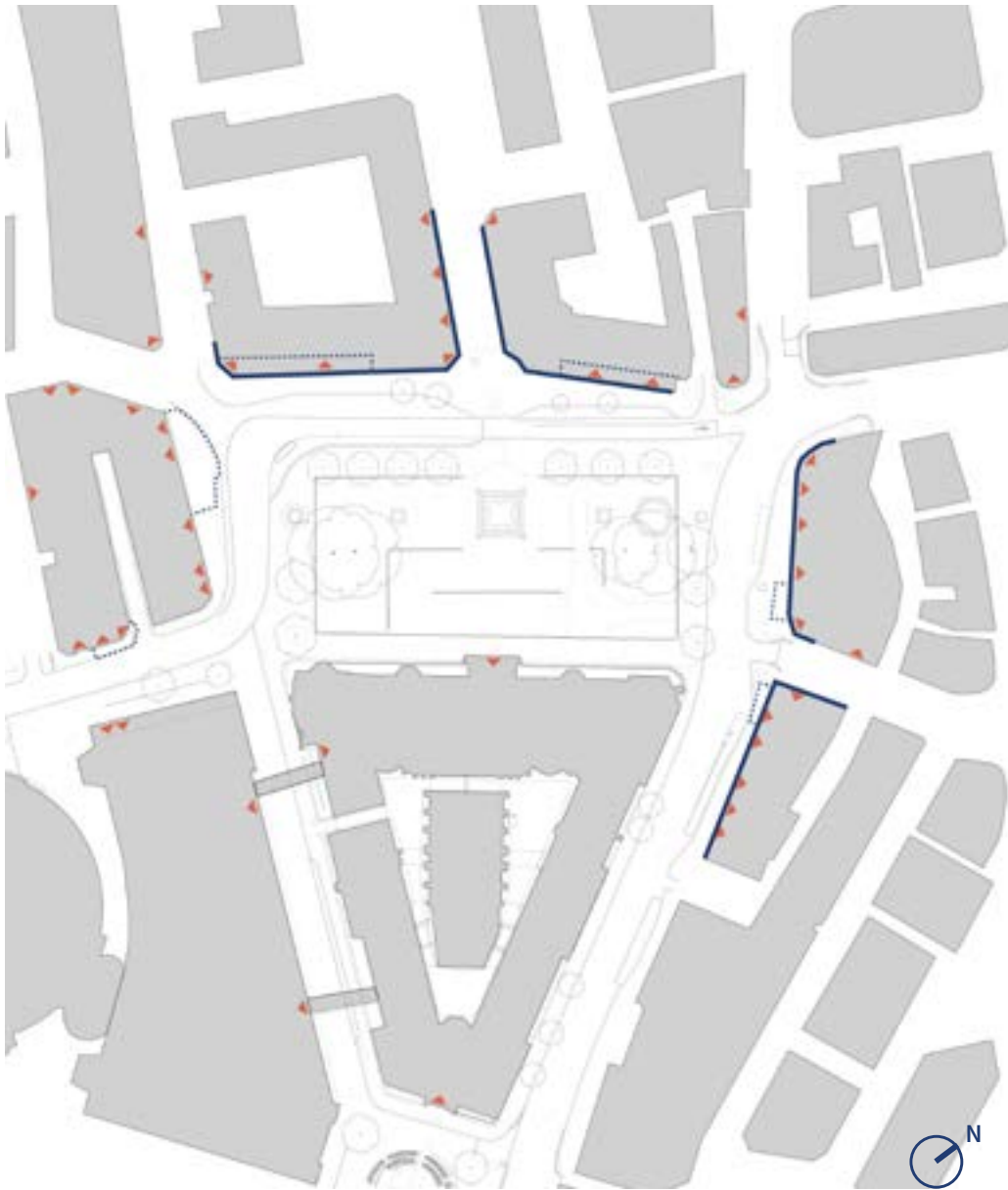
LAND USE PLAN

The buildings that surround Albert Square to the south, east, and west have a range of ground floor uses that creates a diverse and active street frontage that helps animate the surrounding streets and spaces. Many have external seating areas including the semi-covered spaces under the colonnade of Heron House and Commercial Union House.

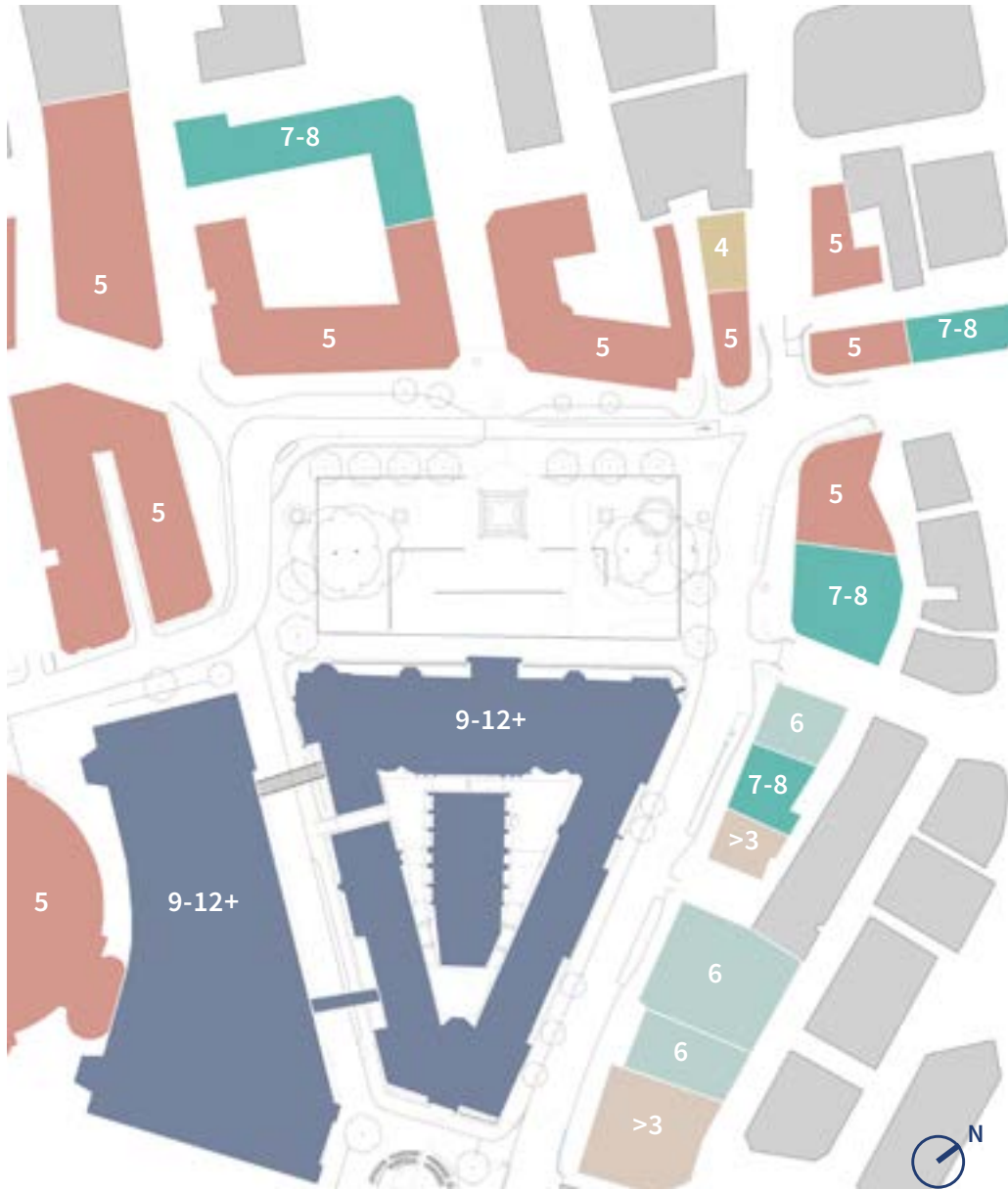
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- KEY
- Entrances
 - Active Frontages
 - Existing spill-out



- KEY
- >3 Storeys
 - 4 Storeys
 - 5 Storeys
 - 6 Storeys
 - 7-8 Storeys
 - 9-12+ Storeys

4.4 Highways and Vehicular Analysis: Car and Taxi Movement

SUMMARY

During the early stages of the project substantial baseline analysis of the existing highway through Albert Square has been undertaken, and as part of this process traffic surveys were commissioned in February 2018 in order to understand the traffic movements through Albert Square, and help inform the design proposals.

A series of stakeholder consultation sessions have also been held with MCC and TfGM during RIBA Stage 2 and RIBA Stage 3, and these have provided an invaluable source of information and guidance throughout the design process (refer to section 8 for further details).

A key observation has been that the carriageway takes up roughly 25% of the total area of the square (between buildings). The position of the road also creates a physical barrier that divides the space and impedes the pedestrian movement and the visitor experience of the space. It also creates a disconnection between the square and the active building frontages at ground level.

As highlighted in the Heritage section of this report, the increasing use of the car throughout the 20th century has had the detrimental impact of limiting pedestrian and other forms of access, whilst simultaneously introducing considerable visual clutter as a result of parked cars, signage and other associated intrusions as can be seen in the square today. This has a negative impact on the setting of the Town Hall and other listed buildings in and around the square.

The removal of the road and associated vehicle traffic would help reinstate some of the character and historic proportions of the space. This would also provide the benefit of removing the barriers caused by vehicular routes and create a free-form movement around the space much more in keeping with the historic use and character of Albert Square.



Over 90% of the vehicular movements through the square recorded during the survey were cars and LGVs, including taxis. The conclusions of the survey are that the taxi rank is not excessively heavily used, with 2-3 taxis waiting for the majority of the day from 9am – 6pm. This increased to at least 4 taxis waiting from 6pm – midnight. At peak times this increased further to 12 taxis waiting.

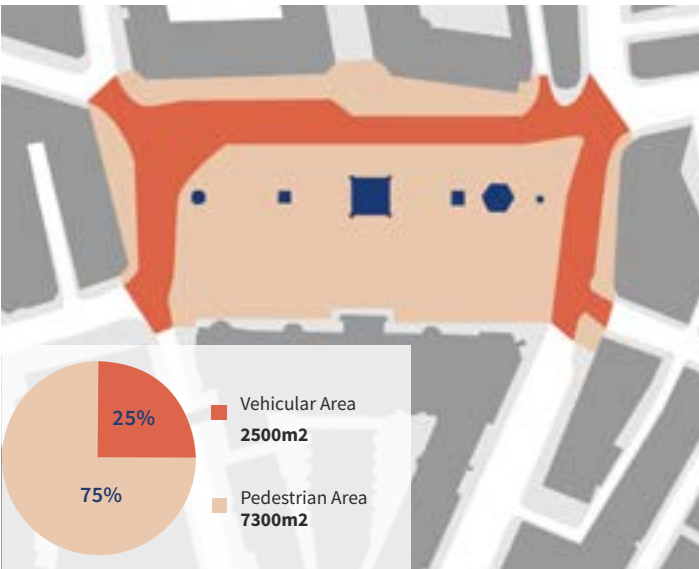
Taxi Marshall Counts

Further to the traffic survey, the taxi marshall service were asked to collect data for the whole of February 2018 during the peak hours that they work (every Friday and Saturday between the hours of 22-30hrs and 04-30hrs). The survey results are listed opposite.

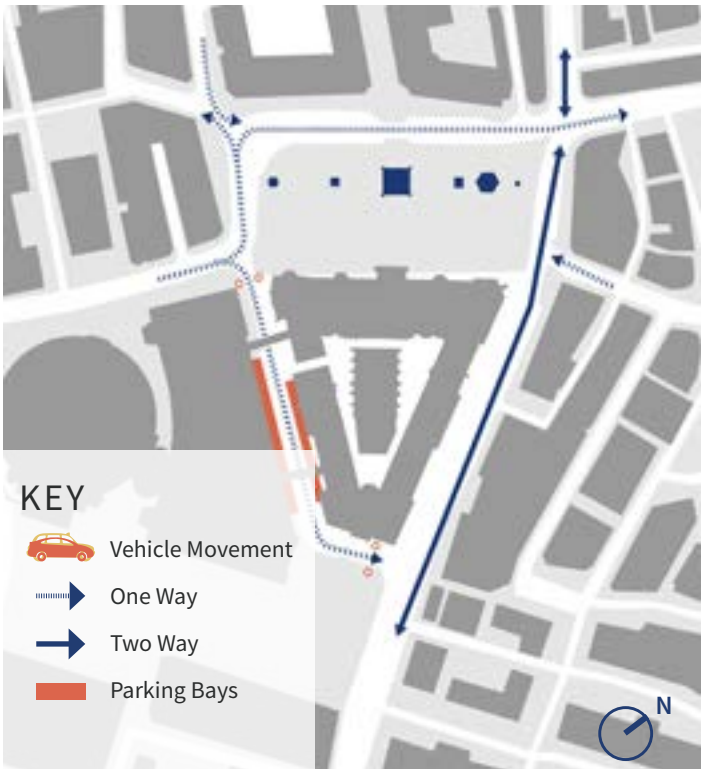
In respect of previous counts, MCC has a policy of controlled expansion in relation to its Hackney Carriage fleet . In order to maintain this policy an Unmet Demand survey must take place every three years.

Marshalls results

- Friday 2 February 2018**
22.30 to 04.30 - Total 51 Hackney Carriages
- Saturday 3 February 2018**
22.30 to 04.30 - Total 101 Hackney Carriages
- Friday 9 February 2018**
22.30 to 04.30 - Total 53 Hackney Carriages
- Saturday 10 February 2018**
22.30 to 04.30 - Total 84 Hackney Carriages
- Friday 16 February 2018**
22.30 to 04.30 - Total 75 Hackney Carriages
- Saturday 17 February 2018**
22.30 to 04.30 - Total 105 Hackney Carriages
- Friday 23 February 2018**
22.30 to 04.30 - Total 54 Hackney Carriages
- Saturday 24 February 2018**
22.30 to 04.30 - Total 73 Hackney Carriages



Existing Road



General Car Movement



Taxi Movement

4.5 Highways and Vehicular Analysis: Service Vehicle Movement

SURVEY RESULTS

HGVs and Deliveries

Manual Classified Turning Count (MCC) surveys were carried out at the A34 John Dalton Street / A6042 Albert Square / Cross Street / Princess Street junction and the A6042 Albert Square / Southmill Street (refer to the image below) on Wednesday 1 November 2017 between 00:00 to 24:00. The information was collected in 15-minute intervals and has been tabulated with hourly totals. In addition to the classified turning counts, queue length surveys were also carried out at the same time as the traffic count for both junctions. The queues were recorded as vehicle numbers (PCUs) at 5-minute intervals for each arm of each junction (1 PCU= 6m).

The traffic surveys were carried out using telescopically mounted video cameras from which the information was subsequently extracted in order to inform the stakeholder engagement, the scheme design and the traffic modelling undertaken by TfGM.

The results identified the following:

- Total traffic Through Albert Square from South to North over 24 hrs = 2,957;
- Total HGVs = 123 (4%);
- Total Buses / Coaches = 147 (5%);
- Total Taxis - 2/3 spaces used majority of the day with 12 at peak times; and
- Total Cars and LGVs = 2,687 (91%).

As part of TfGM’s transport modelling, further traffic counts were undertaken in June 2018. These counts were undertaken to update TfGM’s Manchester city centre transport model and specifically gathered peak period junction turning data across several additional junctions near Albert Square (refer to the attached plan and schedule). Data from these junction counts were essential to update the transport model to assess the proposed remodelling and closure of highway to vehicles of certain spaces around Albert Square. manual-classified and video-classified traffic surveys at 18 road junctions across the Regional Centre.

Major Events

During the set up for events on Albert Square, vehicles generally access the square via Mount Street and drive directly onto the main pedestrian part of the square, crossing the footway at the southern edge of the square through a vehicular gate in this location.

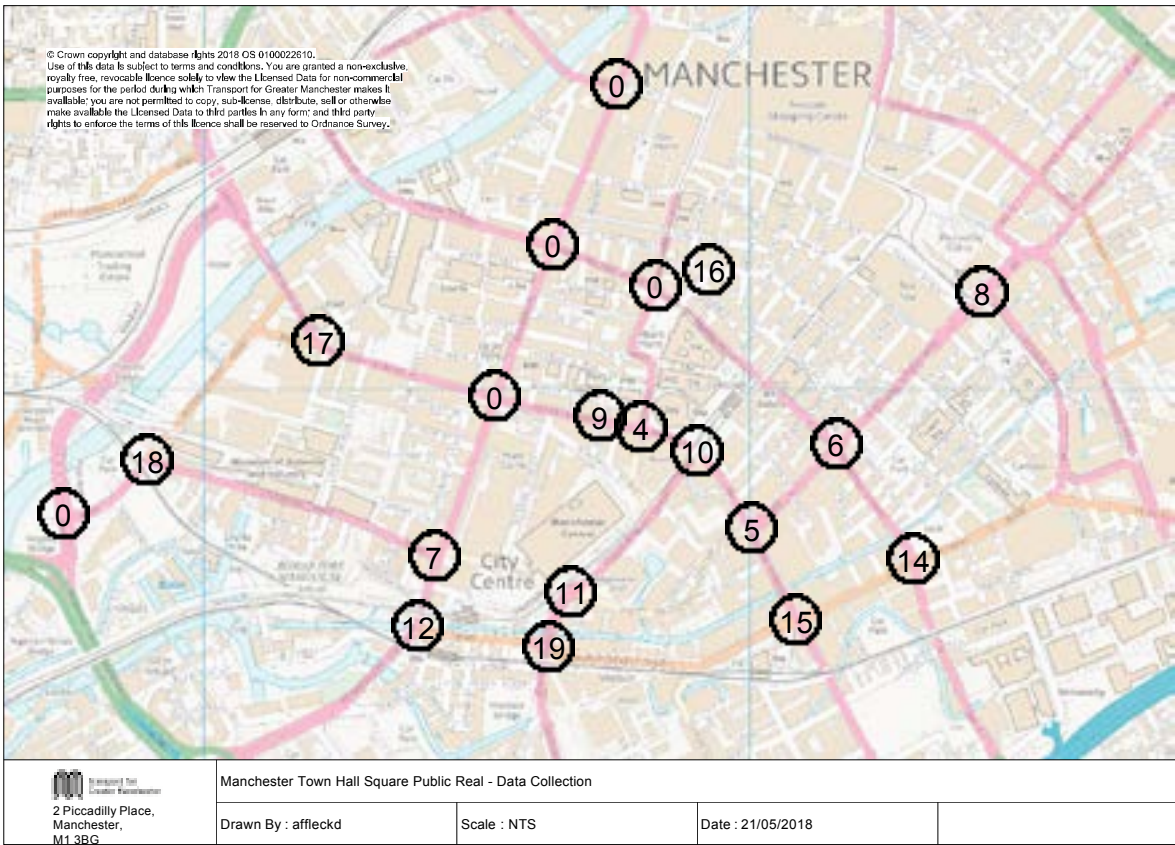
Vehicles leaving the site generally egress through the same gate and then follow the one way system exiting onto Princess Street. During some events, vehicles also egress the square directly onto the Princess Street carriageway through a gate to the north of the square.



Service Vehicle Movement - Major Event Set Up



Service Vehicle Movement - Everyday



Count data locations plan

Time	Vehicle Type	No. That didn't stop	No. That accessed loading bay
5:15-6:15 am	HGV	0	1
	Van	15	3
	Bin Lorry	0	0
	Coach	0	0
6:15-7:15 am	HGV	5	1
	Van	24	0
	Bin Lorry	3	0
	Coach	0	0
7:15-8:15 am	HGV	13	0
	Van	31	2
	Bin Lorry	1	0
	Coach	0	0
8:15-9:15 am	HGV	4	1
	Van	25	1
	Bin Lorry	0	0
	Coach	0	1
9:15-10:15 am	HGV	7	3
	Van	38	3
	Bin Lorry	0	0
	Coach	0	0
10:15-11:15 am	HGV	18	2
	Van	50	2
	Bin Lorry	0	0
	Coach	0	0
Total per use		240	20
Number of Hours		6	6
Average Total per Hour		40	3
Average HGV per Hour		9	1
Average Van per Hour		31	2
Average Bin Lorry per Hour		0.7	0.0
Average Coach per Hour		0	0.2
Highest Total per Hour		68 (10:15 - 11:15am)	6 (9:15-10:15 am)
Highest No. of HGV per Hour		18 (10:15 - 11:15am)	3 (9:15 - 10:15 am)
Highest No. of Van per Hour		50 (10:15 - 11:15am)	3 (5:15 - 6:15 & 9:15 - 10:15 am)
Highest No. of Bin Lorry per Hour		0 (6:15 - 7:15am)	0
Highest No. of Coach per Hour		0	1 (8:15 - 9:15 am)

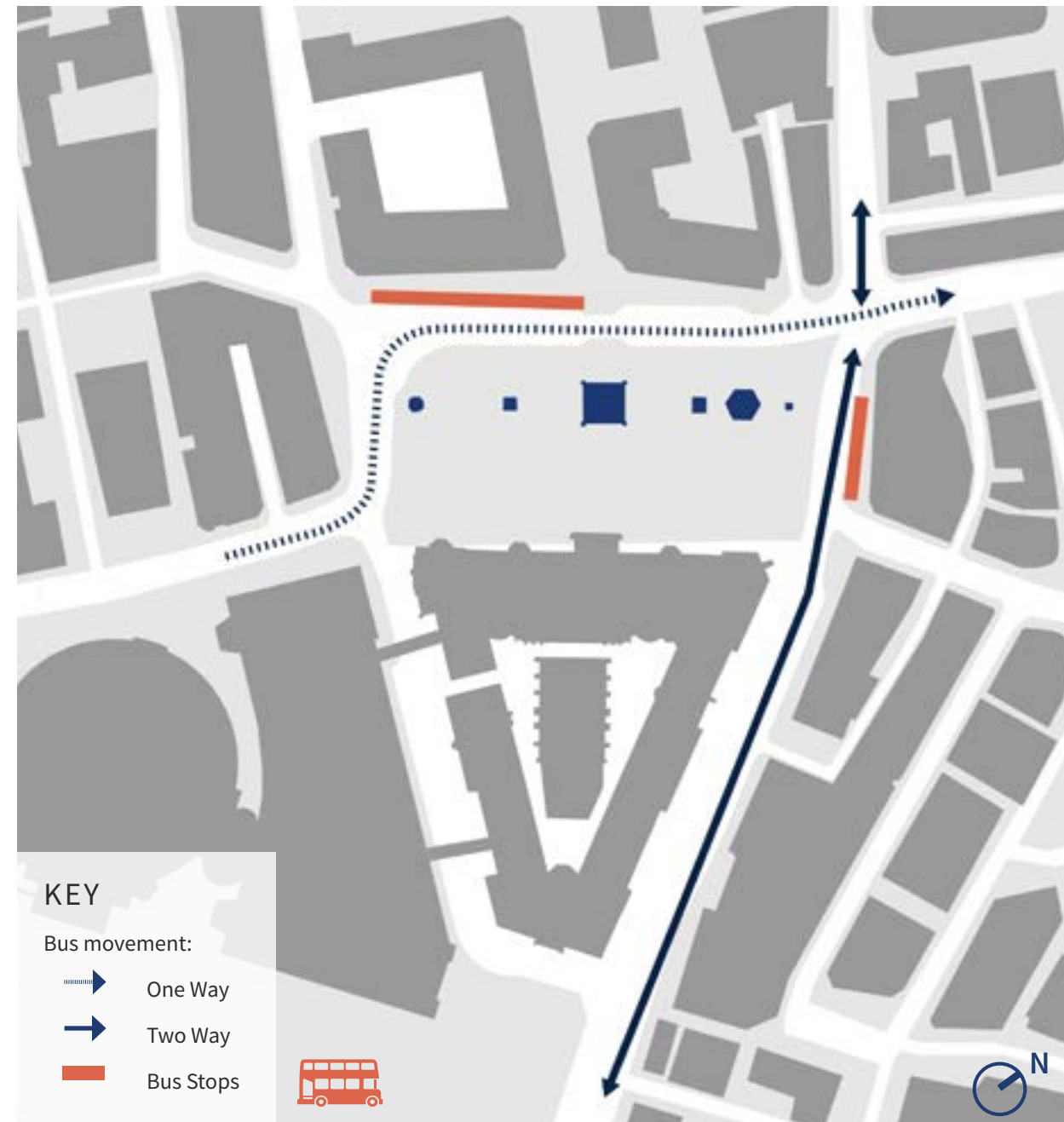
Analysis of service vehicle movement

4.6 Highways and Vehicular Analysis: Bus Movement

At the start of the RIBA Stage 2 design period in 2018, there were three services that were routed through Albert Square: routes 50, X58, and 278.

The number 50 route was subsequently rerouted to enter the city centre via Portland Street / Princess Street and now no longer enters Albert Square. Stagecoach, the operator of this route, have confirmed that this was due to the Princess Street route being faster.

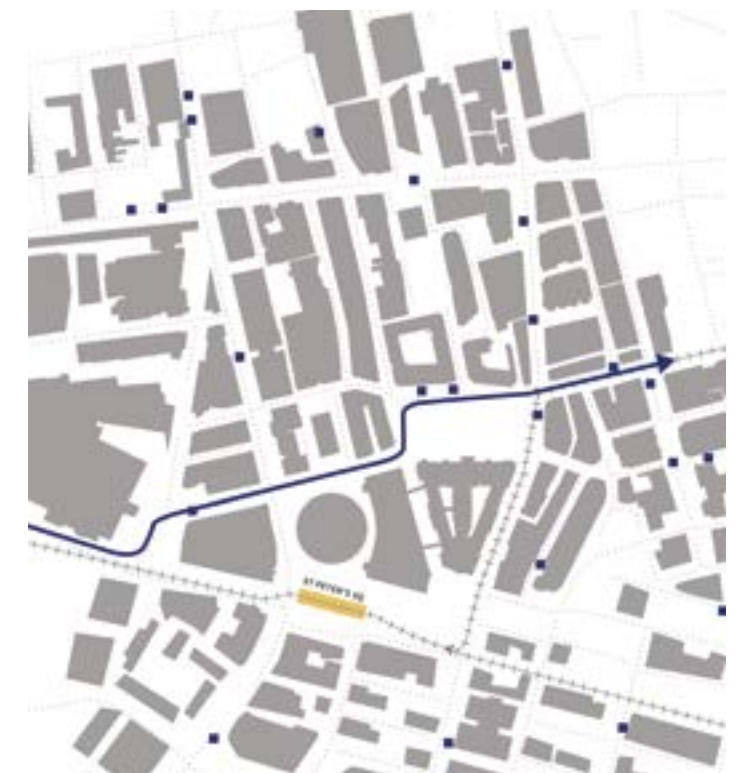
As the number 50 route was the busiest route there has been a significant reduction in bus movements through the square, with only 13 bus journeys now passing through per day (based upon surveys undertaken in 2018).



Existing bus stops



Route 278



Route X58

4.7 Highways and Vehicular Analysis: Pedestrian and Cyclist Movement

PEDESTRIAN

As well as being an important destination and multifunctional events space, Albert Square is also a key thoroughfare, with north / south connections between Cross Street / Princess Street and Peter Street / Oxford Road, as well as east / west movements between Lincoln Square / Deansgate and St Peter's Square.

The square caters for both large scale pedestrian movements and more small scale meandering, lunch time and evening recreation.

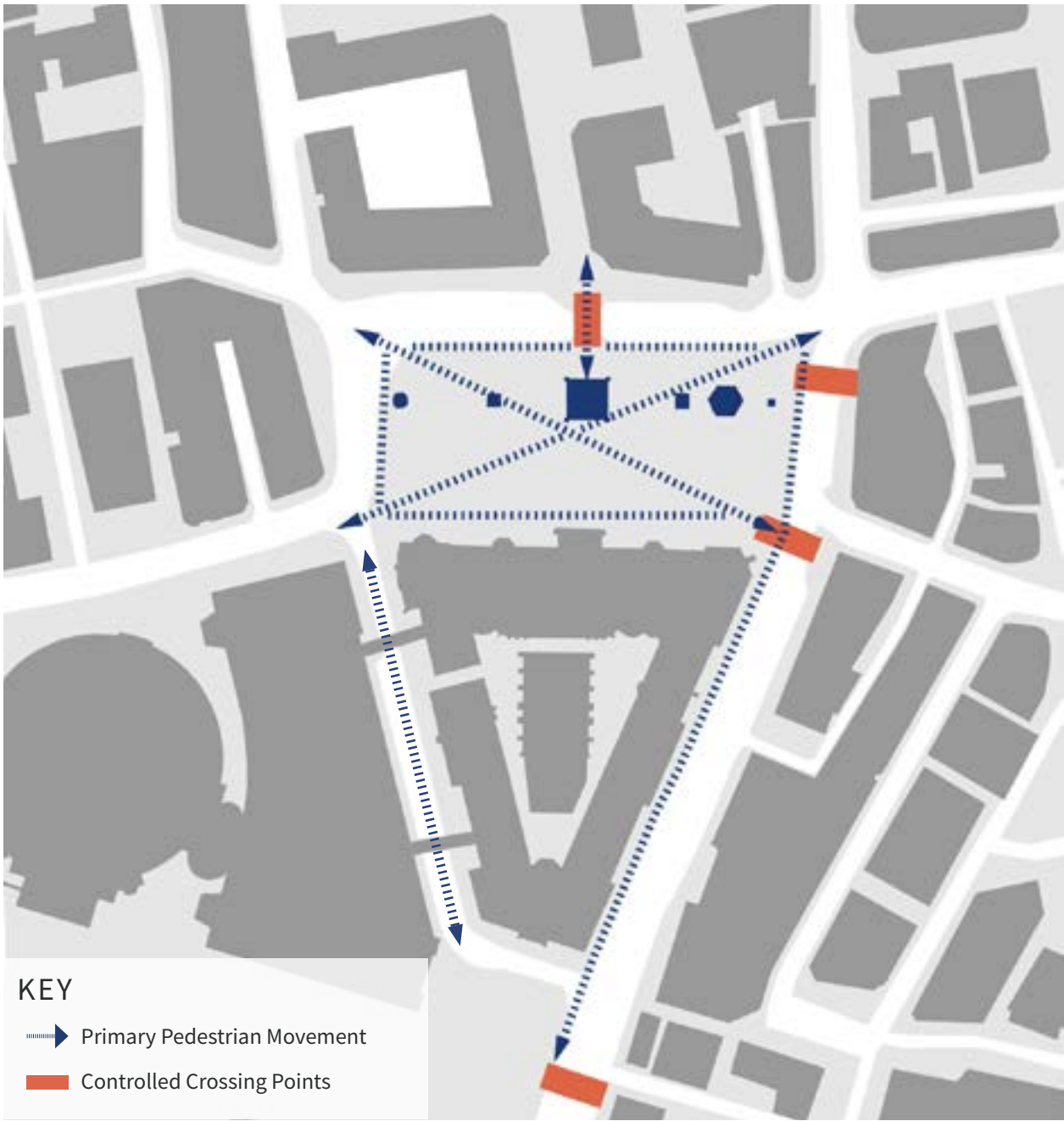
CYCLIST

The primary cycle route is along Princess Street to the north of the square, however as with pedestrian movements, Albert Square is clearly a well used thoroughfare as highlighted by the Strava map diagram opposite.

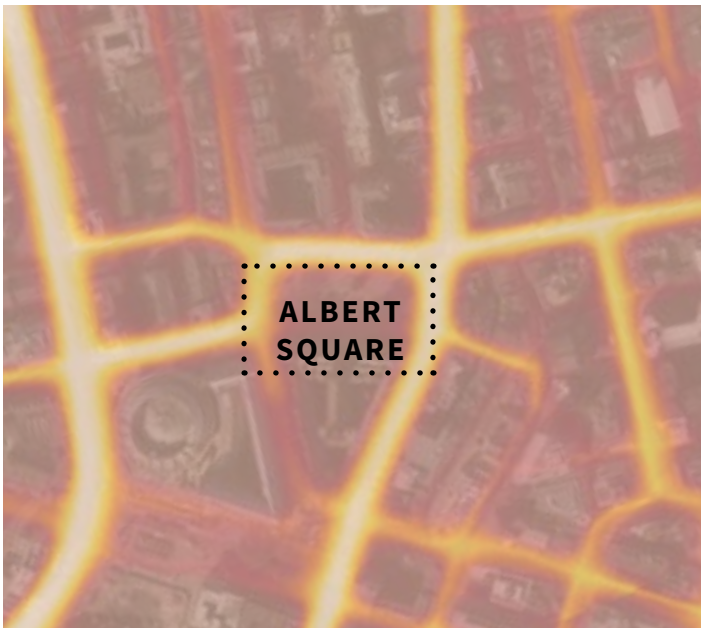
The Bee Network has been reviewed and indicates a route through the square following the existing carriageway.

There is existing cycle parking located to the top of Brazennose Street, on Central Street and adjacent to the Town Hall Extension building. This is usually always full and MCC Highways have identified a need for a minimum of twenty new racks.

The cycling strategy for Albert Square and the public realm surrounding the Town Hall can be found on pages 76 to 79.



Pedestrian circulation diagram



Heat map of existing cycle movement Source: Strava Maps



Existing cycle storage on Albert Square

4.8 Physical Analysis: Existing Surfacing Materials

ALBERT SQUARE

Throughout the year the square caters for a wide variety of events and so the surfacing is subjected to regular HGV trafficking and high vehicle point loadings.

The cropped Portuguese granite setts that cover the main area of the pedestrian square are laid in an attractive segmental arch pattern that has become associated with Albert Square, and although of undoubted quality are not consistent with the square's restrained historic character.

The setts have provided a robust surface which has served the square well over the last 30 years, however the scheme is increasingly failing as the sub base is insufficient to accommodate the heavy usage and loading requirements of the modern day square and the regular programme of events.

This has resulted in the detrimental addition of tarmacadam which detracts from the current contribution of the square to the Town Hall setting. It is possible that the setts could be re used, subject to a condition survey and they would also require careful lifting and cleaning.

The footways to the perimeter of the square and to the Town Hall frontage are all laid in Yorkstone slabs, the standard adoptable high quality material used outside civic buildings in Manchester. As with the granite material, it may be possible to re use some of this material subject to condition, either as part of this project or elsewhere within the city.

As noted, there are patches of the square that have been resurfaced using taracadam, most notably to accommodate the service diversions as part of the Metrolink Second City Crossing. The carriageway is a vehicular tarmacadam with red surface chippings.

Albert Square Granite Setts Audit

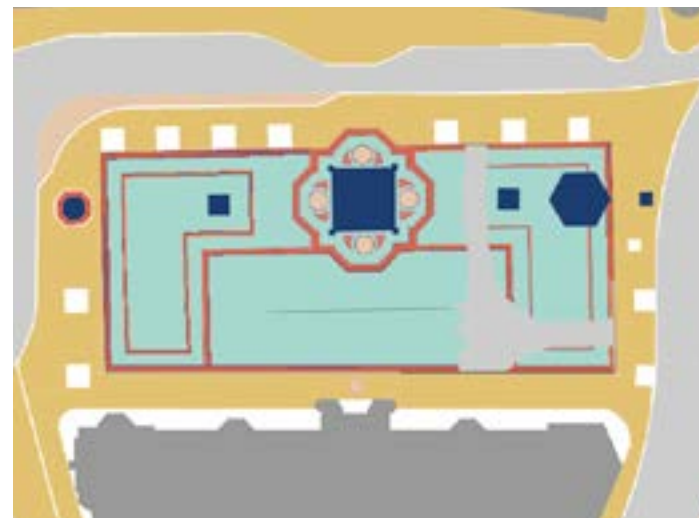
A materials audit has been undertaken on the existing Portuguese granite setts material in Albert Square. Four colours of granite have been used: mid grey, dark grey, red and white. The predominant material is the mid grey, with dark grey and red setts used for the feature bands, and white setts incorporated in some of the decorative features such as the cotton flower motif adjacent to the Town Hall entrance.

ADJACENT STREETS

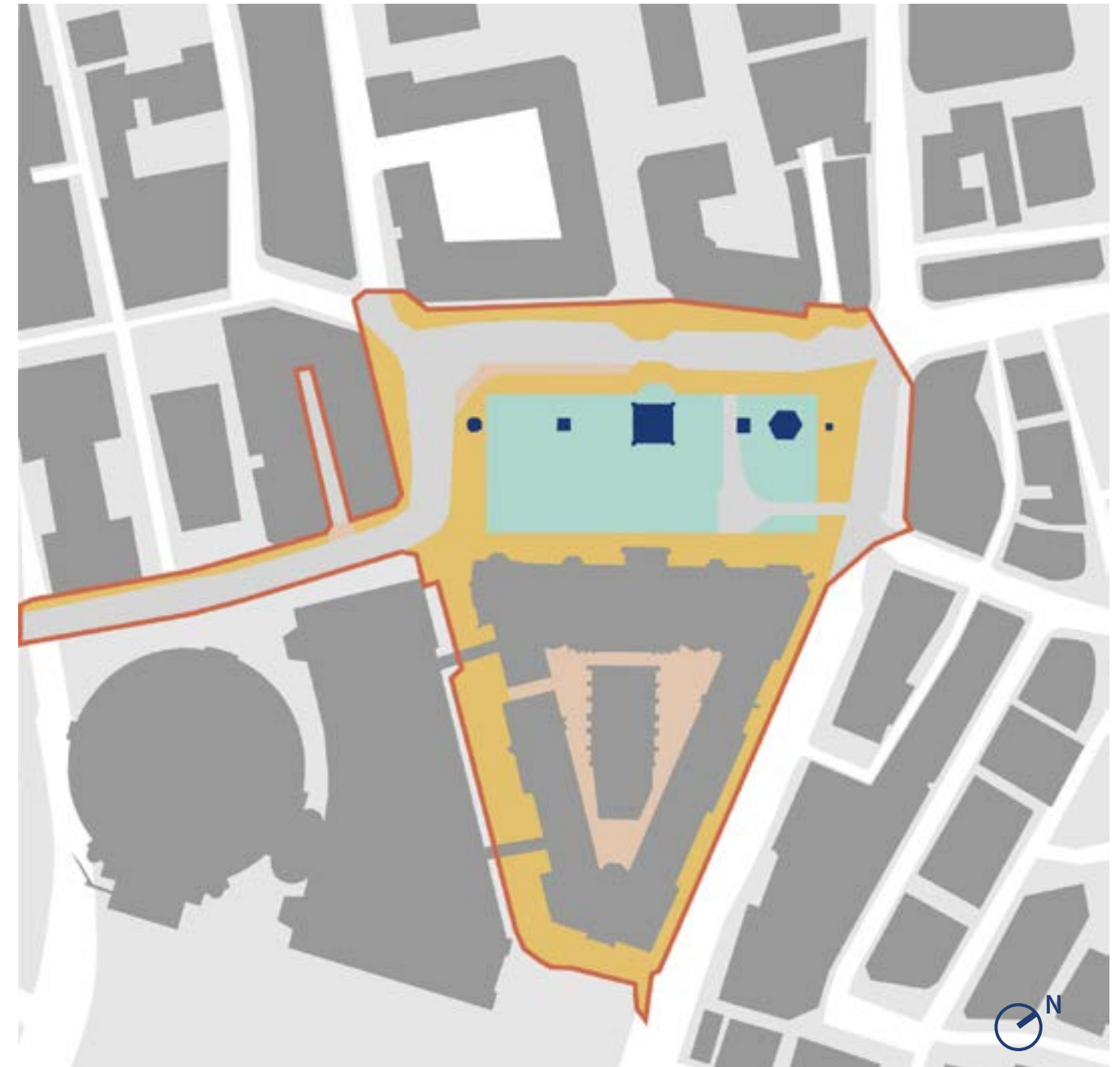
The footways and carriageways to Lloyd Street and Cooper Street, and the eastern footway to Mount Street, have recently been upgraded with new Yorkstone slab paving as part of the St Peter's Square project. All other footways, including Princess Street and the western side of Mount Street are laid in more historic Yorkstone material.

INTRUSIVE SURVEYS

During RIBA Stage 2, as part of the Intrusive Surveys package, a series of trial excavations were commissioned across the square to establish the condition of the existing paving materials and to understand reasons for failures that have been identified. The results of these surveys have informed the civil engineering designs for public realm materials.



Granite Setts Material Audit Plan



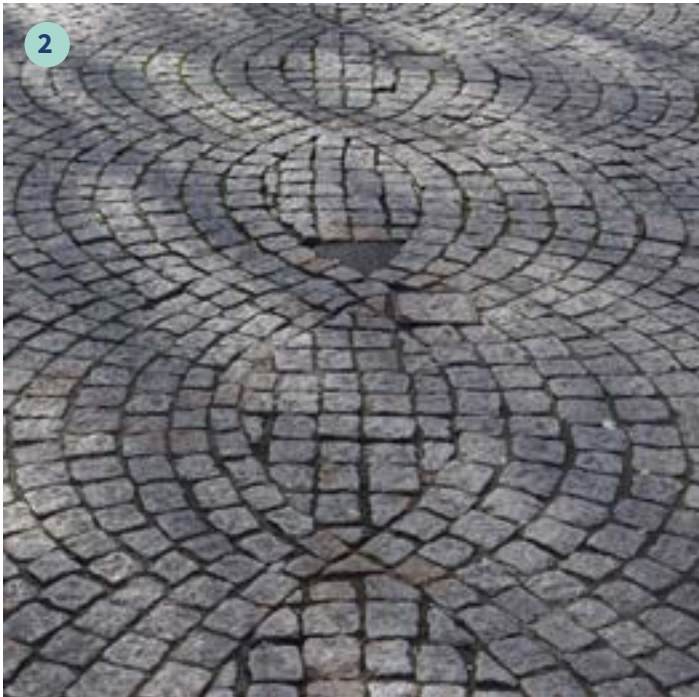
Existing Material Plan

KEY

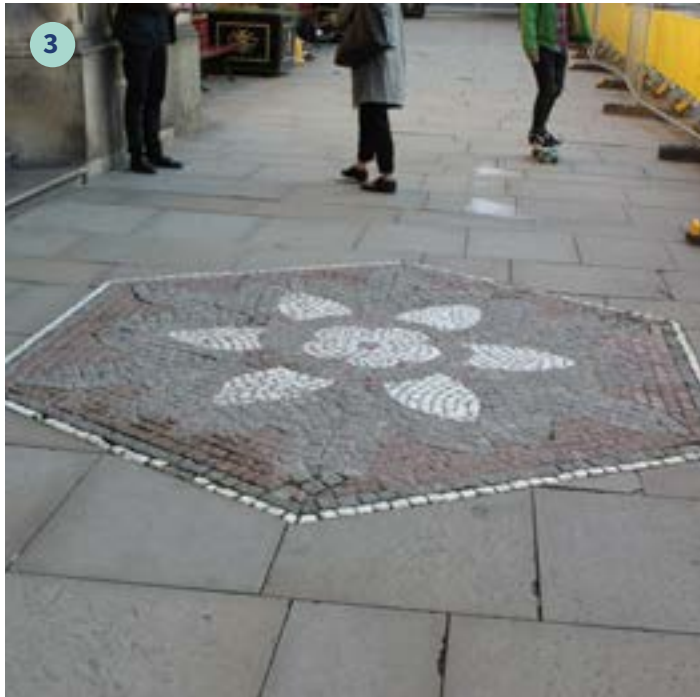
- Yorkstone Paving
- Granite Setts Paving
- Tarmac Surfacing
- Courtyards - mixed natural stone paving



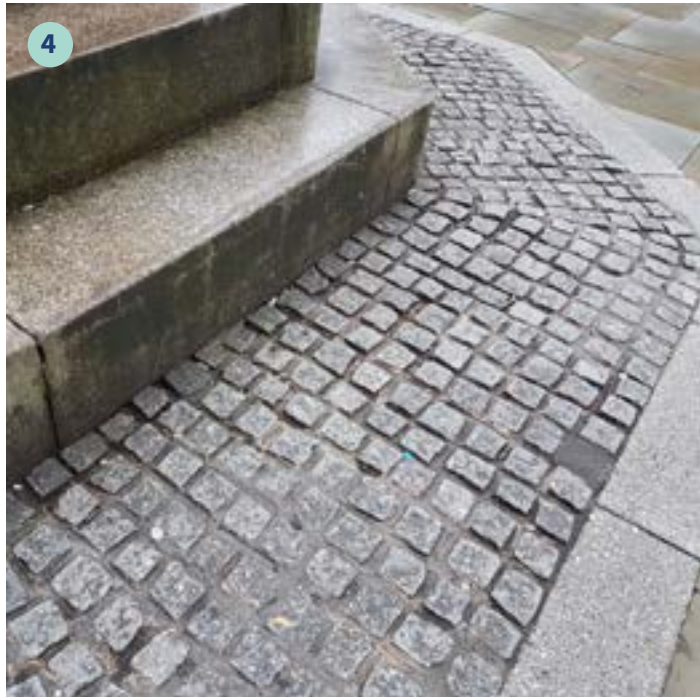
Granite setts to centre of Albert Square



Granite setts detail within Albert Square



Granite sett cotton flower detail within Yorkstone flags to perimeter of Albert Square



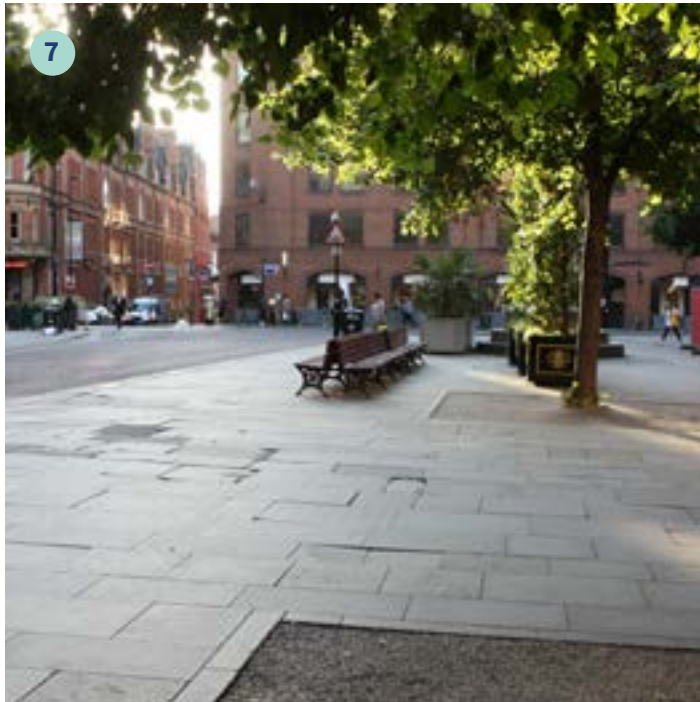
Granite sett detail to edge of the monuments within Albert Square



Granite sett cotton flower detail surrounding the monuments within Albert Square



Metal grate edging detail separating Yorkstone flags and Granite setts to the edge of Albert Square



Yorkstone flags to the perimeter of Albert Square



Tarmac to existing road through Albert Square

Physical Analysis: Materials Audit - Furniture

An audit of existing street furniture and other features within the Albert Square has been undertaken during RIBA Stage 2. This includes street furniture elements including benches, litter bins and planters, in addition to lighting columns and tree pit types.

There are a range of different street furniture elements throughout the site. Since the completion of the most recent scheme in 1987 the collection of furniture elements has been added to, without a clear design strategy or concept, leading to the streetscape becoming overly cluttered, feeling dated and unloved.

In general the furniture is of Manchester’s standard heritage style and this has further added to the sense that the scheme is dated and does not feel distinct or memorable.

The Victorian-style lighting columns in the square were introduced as part of the 1987 scheme and are set out in regular lines across the square. The upper section of these columns has been replaced in the mid-late 20th century, and the lower parts are either modified or recast copies of an earlier 20th century design. The only original lighting within the square are the four lower height columns that are located at the corners of the Albert Memorial.

There are similar original heritage columns located along Lloyd Street which are to be retained and refurbished where required. There is also an existing bespoke column to the corner of St Andrews Chambers on Mount Street corner, in remembrance of the Peterloo Massacre

To the highway at the southern and western edges of the square there are standard modern lighting columns that emphasise the sense of disunity and separation between the pedestrian square and the surrounding road.

The fact that the site is part of the conservation area should not preclude the use of a modern yet considered and contextual approach to furniture and lighting design as has recently been done successfully in St Peter’s Square.

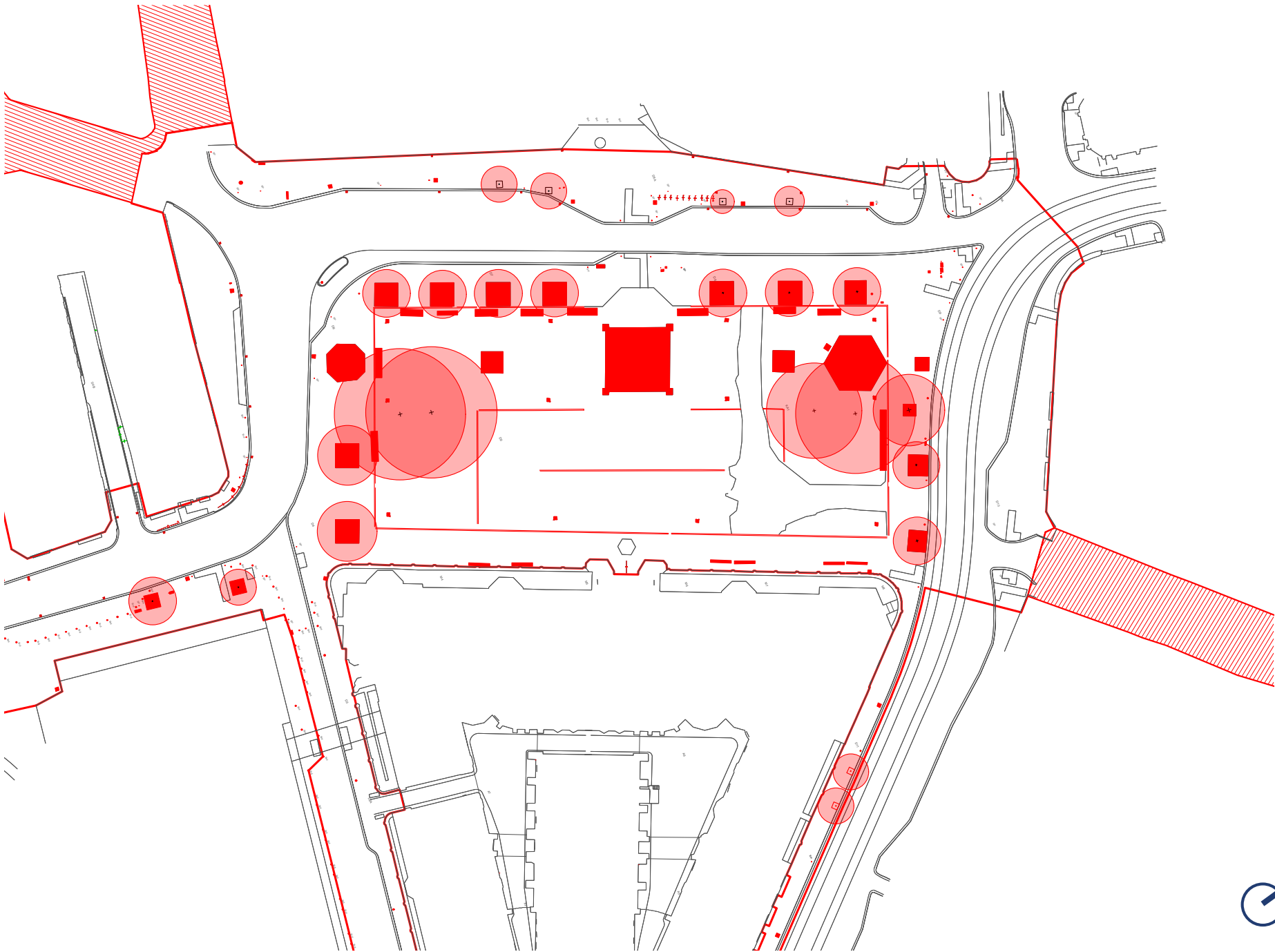


IMAGE KEY

- 1 Tree Grille with resin bound infill
- 2 Double sided bench
- 3 Concrete planter
- 4 Lighting column to Albert Memorial
- 5 MCC Litter Bin



Double sided timber benches



Double sided timber benches



Large metal planters



Feature lighting columns



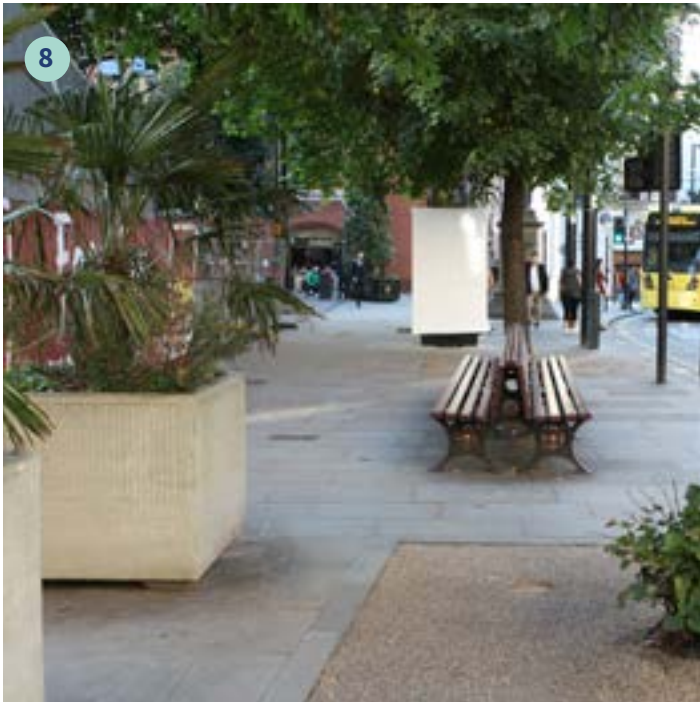
Manchester litter bins



Double sided timber benches



Cycle stands, wayfinding posts and Manchester litter bins.



Large concrete planters

Physical Analysis: Trees

Immediately following the completion of the Town Hall and public realm of the square, there were no trees present. Planting has been present in some form since the earlier part of the 20th century, and the number of trees has increased from the latter part of the century. Within the red line boundary, there are 30 existing trees.

The large London plane trees that are situated to the north and south edges of the Albert Square are the most historic trees on the site and were planted in the late 1960s within the central traffic island that existed at that time. The Lime trees that line the square were planted as part of the later 1987 redesign scheme. All of the other trees have been planted subsequently, including a number of trees planted on Mount Street and Cooper Street as part of the recent redevelopment of St Peter's Square and Central Library.

During the early part of the project a BS:5837 Tree Condition Survey was commissioned.: 6943.001 Our Town Hall Project Tree Survey and Constraints Report (May 2018) and is included within the submission.

This categorised four of the five mature London plane trees in Albert Square as Category A; a conclusion to be expected due to the high amenity value of these trees. The survey also highlighted that all of the plane trees have large surface roots that are lifting the surrounding pavements, and also show signs of heavy pruning and regular maintenance works.

The Lime trees within Albert Square have been classified as Category B, with the exception of one Category A tree. The Norway Maples to Princess Street are all Category C trees, and the report highlights the heavy pruning they have undergone for cable clearance for the Metrolink Second City Crossing route.

At the start of RIBA Stage 3, more in depth intrusive ground investigations were undertaken on the five plane trees. This involved the excavation of shallow trenches around the perimeter of the trees in order to examine and assess the health and extent of root activity, and inform proposals for the developing designs.

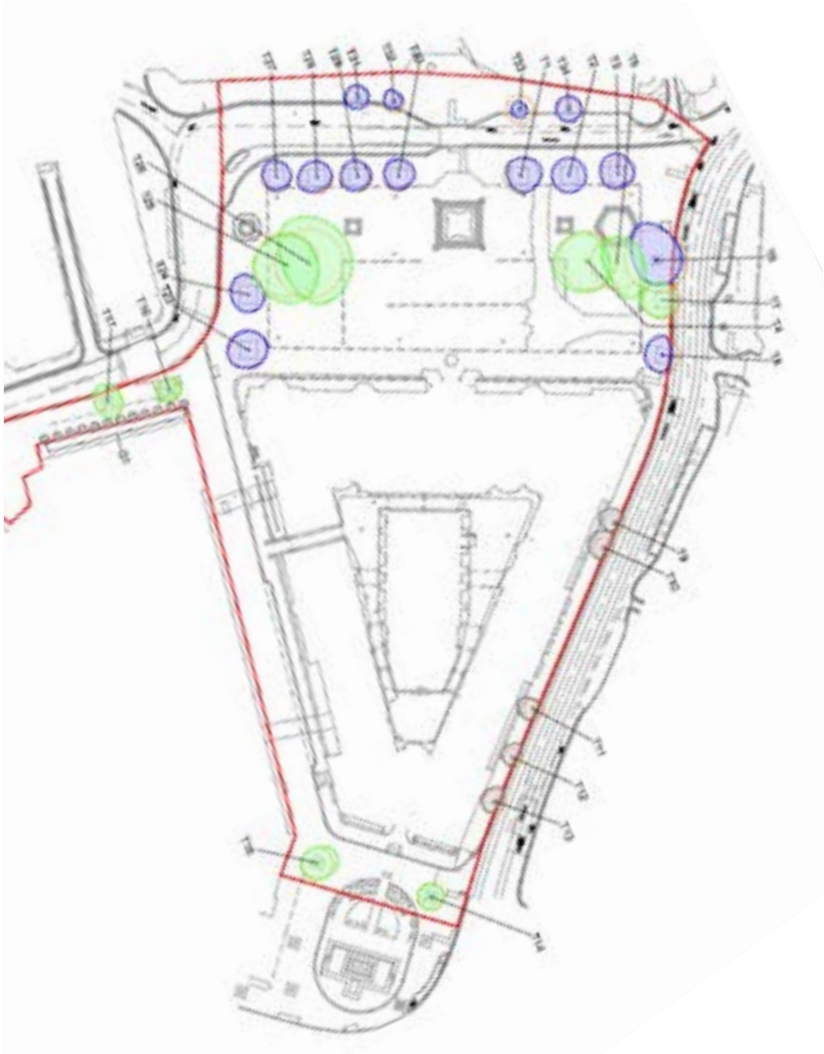
KEY

Albert Square Plane Trees

Albert Square Lime Trees

Albert Square Hornbeam Trees

Princess Street Sycamor Trees



Tree Constraints Plan taken from BS 5837 Tree Survey (the extended red line now includes the trees on Princess St opposite Albert Square)



Existing Trees Plan



Intrusive Survey Trench Location Plan - showing location of trenches around the five plane trees in Albert Square (TEP drawing D6943.003)

Intrusive Surveys

In August 2018, intrusive surveys were undertaken by TEP around the five London Plane trees in Albert Square in order to investigate the extent of root activity, and inform proposals for the developing design. The findings were presented in the Our Town Hall Project Tree Root Investigation Report (Ref: 6943.003 Version 1, September 2018). The information gathered during the surveys has helped to inform the scope for ground remodelling, the placement of site furniture and the general condition of each tree to inform decisions on the future retention or removal of the trees.

A summary of the investigation methodology is as follows (for full details refer to the TEP report):

A total of 12 trenches were excavated across the square at a width of 500mm and depth of 400mm, uncovering a total linear distance of 57m of surfacing. The maximum depth permitted by the listed building consent was 400mm. Following the removal of the wearing course and subbase, the underlying ground was inspected by the Arboricultural Consultant and an assessment made on the need or practicality of further excavation using hand tools or soil vacuum. In the majority of locations the only practical means of excavation was to use a mini excavator. All aspects of the work were monitored by a qualified arboricultural consultant who provided independent advice to site operatives.

The key observations were as follows:

- Only 1 of the trenches revealed any material containing a mixture of mineral and organic components that would be properly classified as 'soil'. It was observed in other deeper trenches (for the historic toilet block surveys) that there is a potential absence of soil to a depth in excess of 1m. Given this poor growing medium, the trees have displayed a remarkable ability to tolerate such compacted and nutrient poor substrate - a typical characteristic of plane trees.
- The ground beneath the concrete bedding layer the paving sits on is a mixture of sand based aggregates with a high proportion of stone and very little organic matter. Resultantly, the top 200mm of surfacing around all five trees is devoid of any significant roots and those present at depth of 200-400mm are small conducive and fine roots, generally below 2mm in diameter. Typically, the

- majority of tree roots are found within the top 600mm of soil, so this result is therefore unusual, however not unexpected given the conditions the trees within Albert Square are presented with.
- The single largest root found during the entire excavation works was 5mm in diameter, at a depth of 300mm. All other roots were less than 2mm in diameter and ranged in depth from 100mm to 350mm, indicating the trees have a primary rooting depth greater than 400mm. A fully functioning root system can be inferred from the quality of the trees as the extent of roots observed are not capable of sustaining the trees' water and nutrient demands nor provide sufficient anchoring capabilities.
 - The location of more significant 'structural' roots is unknown as exploration to a greater depth or alternative locations was prevented by the limits of the listed building consent.

The implications on the design are as follows:

- If the trench observations are replicated in all areas, in theory the entire surface of Albert Square could be reduced by at least 300mm without necessarily resulting in the destabilisation of the trees or their guaranteed decline. Some ill-effects should be anticipated, as a portion of each trees water absorbing roots are evident within this band, but this would manifest as visible foliar decline which may not necessarily be long-lasting, particularly if new root growth is encouraged.
- The removal of aggregate in some locations is likely to have beneficial effects by improving water percolation and aeration of deeper roots.
- Irrespective of final ground levels, any proposal that includes the retention of the trees must ensure replacement surface treatments enable if not promote tree root growth. An increase in ground levels around existing trees should be avoided, as a deepening of already atypical rooting depths could tip the balance from survival to decline.
- Any future proposals should be permeable, avoid the use of fines and cementitious products that may leach into rooting areas and allow for the

- incremental expansion of tree stem girth. They would ideally incorporate an area around each stem within which vehicle and event apparatus is excluded.
- Based on these findings, there should be no constraint to the installation of street furniture footings, so long as they do not exceed the current depth by 400mm, and large or linear footings are avoided.

Benefits & constraints

ALBERT SQUARE PLANE TREES

Benefits:

- The trees contribute to the maturity and character of place.
- Provide shade, shelter, and sense of enclosure.
- Potentially have long remaining life expectancy.
- Hold sentimental value and personal significance.
- Have proven health benefits, including both physical (absorb pollution) and mental health.

Constraints:

- The trees are causing access issues, surface roots are lifting setts and creating trip hazards.
- Levels around the trees cannot be changed significantly without potentially impacting upon the health of the trees.
- They require regular maintenance, especially tree T6 adjacent to Metrolink overhead cables on Princess Street.
- The position of the trees impedes views of the Town Hall and other historic buildings on the square.
- The trees limit capacity for certain events as they create blind spots for crowds.
- They create physical constraints for events set up and capacity (Christmas Markets have to build around the trees).
- They are at risk of damage from event vehicles.
- They create limitations for the aspirations for the future design of the square.
- Utilities diversion routes along north part of the square would be restricted if the existing trees were to remain.



Albert Square Plane Trees



Albert Square Hornbeam Trees



Albert Square Lime Trees



Princess Street Acer Trees

TREE T25

Tree Survey Notes:

Category A -T25

Good condition Maturity - Mature. 14m height.
Large prominent tree block paved to base with substantial displacement by roots, pruning wounds and stubs - signs of regular maintenance, lights and cables in crown, no major defects noted

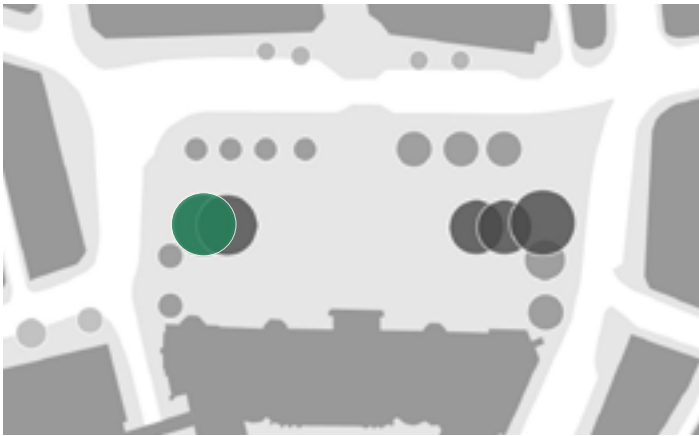
Additional Notes and comments on retention:

During the walk round with MCC client and MCC tree officer on 16-10-18 this tree was highlighted as the better specimen of the pair of plane trees that sit on the southern edge of Albert Square.

Could work well as an individual specimen but would need substantial improvement to growing conditions and protection from daily use of the space. Pruning back would be beneficial.

Arboricultural Data Tables extracted from TEP Tree Survey

Ref	Species	Height	Stem Dia.	No. of stems/ individuals	Crown Spread North	Crown Spread South	Crown Spread East	Crown Spread West	Height of Lowest Branch	Direction of Lowest Branch	Maturity	Condition	Comments on form, condition, health and significant defects	BS5837 Tree Quality Assess.	Radius of RPA guide circle	BS5837 RPA Area	Management Recommendations	Estimated Remaining Contribution	Within a Conservation Area
T25	London plane	14.0	610	1.0	7.0	8.0	9.0	7.0	6.0	E	Mature	Good	Large prominent tree block paved to base with substantial displacement by roots, pruning wounds and stubs - signs of regular maintenance, lights and cables in crown, no major defects noted	A,1,2	7.3	168.3		Long	Y



TREE T26

Tree Survey Notes:

Category A - T26

Good condition. Maturity - Middle Aged. 13m height.

Very large prominent tree with broad spreading crown, block paved to base with some humping and cracking, large wound with early decay on lowest limb at 4m to north, numerous pruning wounds - signs of regular maintenance.

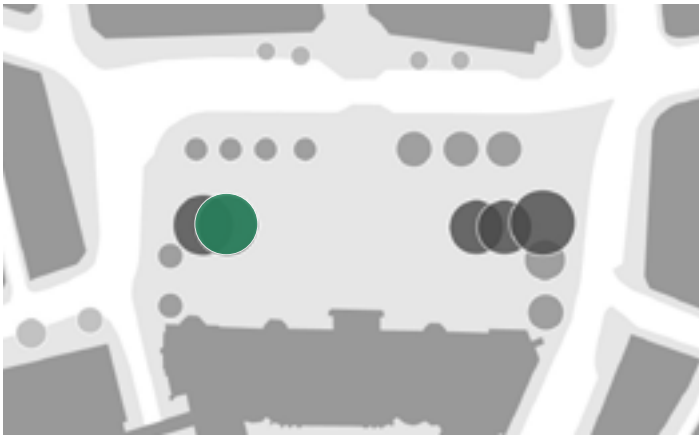
Additional Notes:

During the walk round with MCC client and MCC tree officer on 16-10-18 this tree was highlighted as the poorer specimen of the pair of plane trees that sit on the southern edge of the existing pedestrian square.

It has a large section of the crown missing and would not work well as an individual tree.

Comments on retention:

Large tree that adds character and maturity to the space.



Arboricultural Data Tables extracted from TEP Tree Survey

Ref	Species	Height	Stem Dia.	No. of stems/ individuals	Crown Spread North	Crown Spread South	Crown Spread East	Crown Spread West	Height of Lowest Branch	Direction of Lowest Branch	Maturity	Condition	Comments on form, condition, health and significant defects	BS5837 Tree Quality Assess.	Radius of RPA guide circle	BS5837 RPA Area	Management Recommendations	Estimated Remaining Contribution	Within a Conservation Area
T26	London plane	13.0	660	1.0	10.0	6.0	10.0	11.0	3.5	E	Middle Age	Good	Very large prominent tree with broad spreading crown, block paved to base with some humping and cracking, large wound with early decay on lowest limb at 4m to north, numerous pruning wounds - signs of regular maintenance	A,1,2	7.9	197.1		Long	Y



TREE T4

Tree Survey Notes:
Category A - T4

Good condition. Maturity - Middle Age. 12m height.

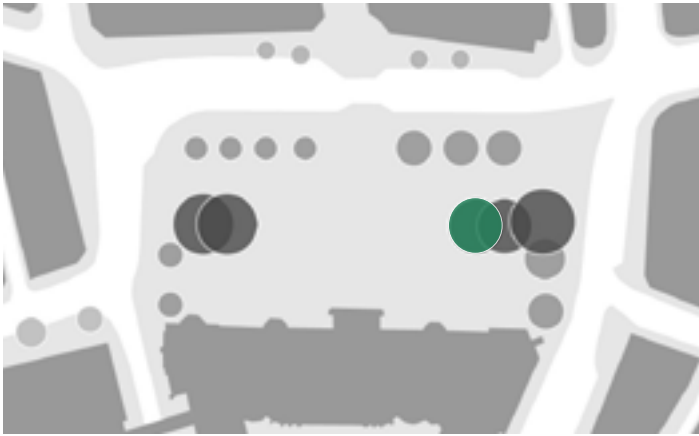
Large prominent tree, bifurcate at 3-5m, block paving to base - surface roots lifting in places, resurfaced with asphalt, occasional small wounds to main stem with burring, pruning wounds and stubs - signs of regular maintenance, lighting and electrical cables in crown

Additional Notes and comments on retention:

During the walk round with MCC client and MCC tree officer on 16-10-18 this tree was highlighted as a tree with character but within poor growing environment. Could work well as an individual specimen but would need substantial improvement to growing conditions and protection from daily use of the space.

Arboricultural Data Tables extracted from TEP Tree Survey

Ref	Species	Height	Stem Dia.	No. of stems/ individuals	Crown Spread North	Crown Spread South	Crown Spread East	Crown Spread West	Height of Lowest Branch	Direction of Lowest Branch	Maturity	Condition	Comments on form, condition, health and significant defects	BS5837 Tree Quality Assess.	Radius of RPA guide circle	BS5837 RPA Area	Management Recommendations	Estimated Remaining Contribution	Within a Conservation Area
T4	London plane	12.0	560	1.0	5.0	8.0	7.0	7.0	6.0	NE	Middle Age	Good	Large prominent tree, bifurcate at 3m, block paving to base - surface roots lifting in places, resurfaced with asphalt, occasional small wounds to main stem with burring, pruning wounds and stubs - signs of regular maintenance, lighting and electrical cables in crown	A,1,2	6.7	141.9		Long	Y



TREE T5

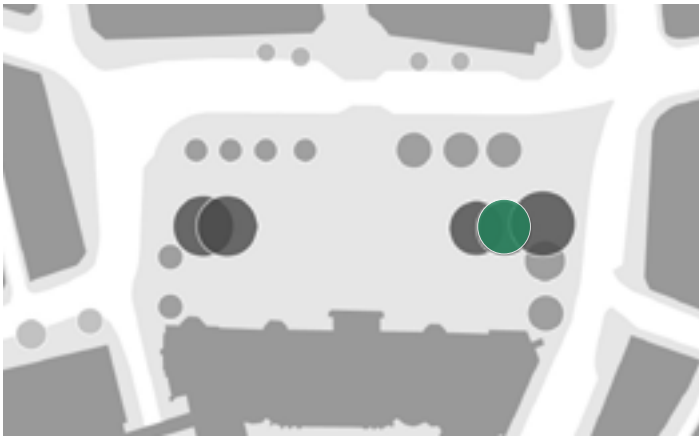
Tree Survey Notes:
Category A - T5

Good condition. Maturity - Middle Age. 12m height.

Large prominent tree, bifurcate at 3-5m, block paving to base - surface roots lifting in places, resurfaced with asphalt, occasional small wounds to main stem with burring, pruning wounds and stubs - signs of regular maintenance, lighting and electrical cables in crown

Additional Notes and comments on retention:

During the walk round with MCC client and MCC tree officer on 16-10-18 this tree was highlighted as a reasonable tree that adds character and maturity to the space. Could work well as an individual specimen but would need substantial improvement to growing conditions and protection from daily use of the space. Would benefit from being in a planting bed.



Arboricultural Data Tables extracted from TEP Tree Survey

Ref	Species	Height	Stem Dia.	No. of stems/ individuals	Crown Spread North	Crown Spread South	Crown Spread East	Crown Spread West	Height of Lowest Branch	Direction of Lowest Branch	Maturity	Condition	Comments on form, condition, health and significant defects	B55837 Tree Quality Assess.	Radius of RPA guide circle	B55837 RPA Area	Management Recommendations	Estimated Remaining Contribution	Within a Conservation Area
T5	London plane	12.0	500	1.0	6.0	3.0	9.0	6.0	5.0	NE	Middle Age	Good	Large prominent tree, bifurcate at 5m, block paving to base - lifting with large surface roots, minor bark wound to main stem at 0.5m to south-west, pruning wounds and stubs - signs of regular maintenance, lighting and electrical cables in crown	A.1.2	6.0	113.1		Long	Y



TREE T6

Tree Survey Notes:

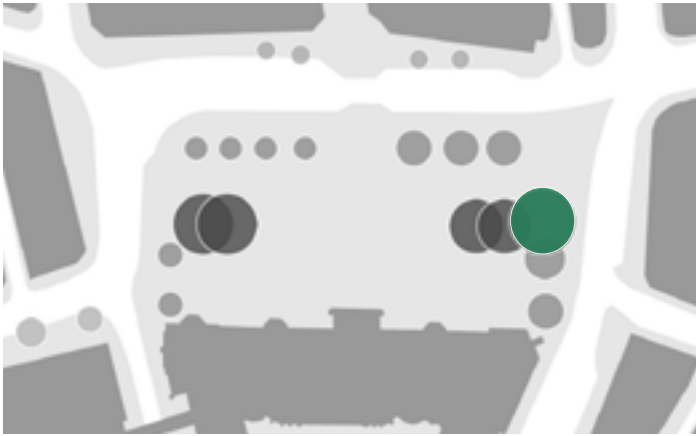
Category B - T6

Fair condition. Maturity - Mature. 11m height.
Large prominent tree in 2m square planting pit with major surface roots, paving slabs beyond pit, pruned to clear cables to north, some bark loss to east with minor basal decay and saprophytic fungus, pruning wounds and stubs - signs of regular maintenance, lighting and electrical cables in crown.

Tree T6 is a London plane situated towards the northern edge of the square which is within a 2m square planting pit. It display substantial surface roots and some basal decay with small amounts of saprophytic fungal fruiting bodies present (i.e. those associated with already dead wood).

Additional Notes and comments on retention:

During the walk round with MCC client and MCC tree officer on 16-10-18 this tree that did not contribute well to the space and was in a difficult location that was compromised by the Metrolink lines. There were signs of significant bark damage but the tree showed little signs of internal defect.



Arboricultural Data Tables extracted from TEP Tree Survey

Ref	Species	Height	Stem Dia.	No. of stems/ individuals	Crown Spread North	Crown Spread South	Crown Spread East	Crown Spread West	Height of Lowest Branch	Direction of Lowest Branch	Maturity	Condition	Comments on form, condition, health and significant defects	BS5837 Tree Quality Assess.	Radius of RPA guide circle	BS5837 RPA Area	Management Recommendations	Estimated Remaining Contribution	Within a Conservation Area
T6	London plane	11.0	600	1.0	6.0	5.0	6.0	9.0	5.0	NE	Mature	Fair	Large prominent tree in 2m square planting pit with major surface roots, paving slabs beyond pit, pruned to clear cables to north, some bark loss to east with minor basal decay and saprophytic fungus, pruning wounds and stubs - signs of regular maintenance, lighting and electrical cables in crown.	B,1,2	7.2	162.9		Medium	Y



Physical Analysis: Levels and Drainage

LEVELS

Although the square appears fairly flat, with only around 1m variation in levels across the square, there are some relatively steep gradients; in particular along the footway to the front of the Town Hall, and at the entrance to Brazenose Street. From an accessibility perspective, these gradients would not be recommended, and for events use it would also be beneficial to have a more level and even surface.

The major constraints on the levels are the existing building and monument levels, existing tree levels and root protection areas, and the high volume of utilities that are present (which in some cases are likely to be at shallow depths).

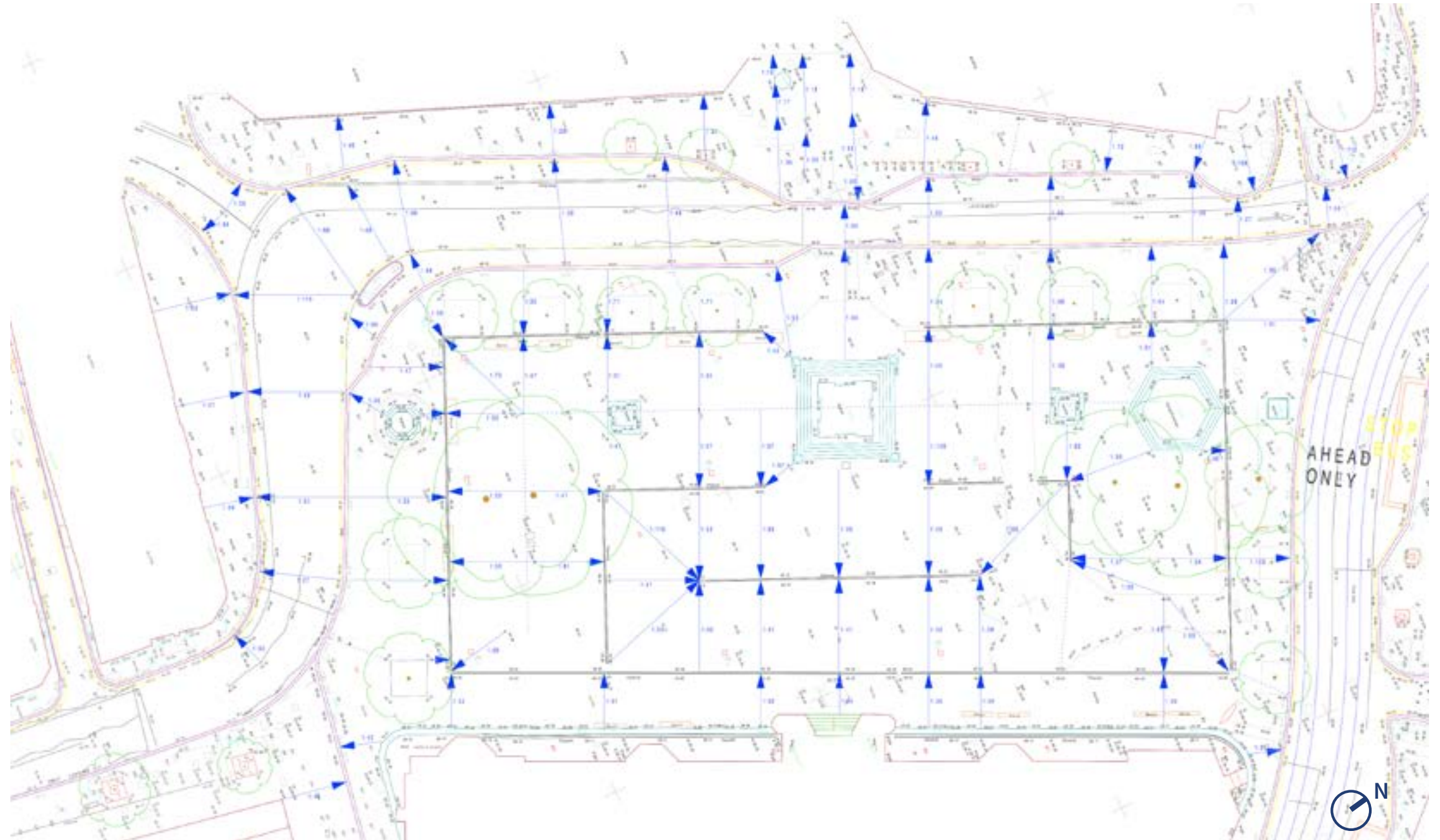
DRAINAGE

The existing granite setts have an uneven surface with irregular sides all round. They are uneven underfoot and provide an inefficient surface for effective drainage run off as a water carrier in storm events.

The main area of the square has a series of peaks and troughs, with linear drainage channels for surface water run off. In some areas, there appears to be evidence of ponding in wet weather, perhaps due to failures in the surfacing / sub bases and the drainage channels.



Existing Decorative Grating to Drainage Channel



Existing Gradients and Drainage Plan

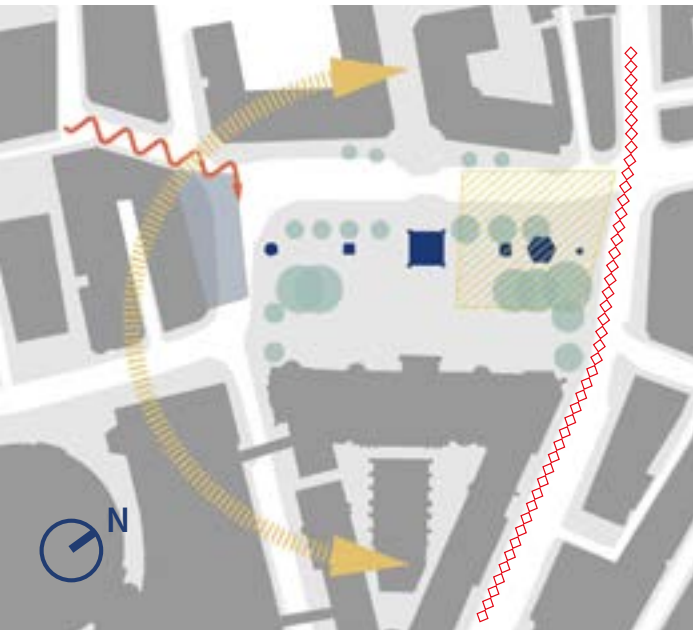
Physical Analysis: Microclimate

With the exception of the Town Hall, Albert Square is enclosed by mainly 5 storey high buildings to all edges and so is relatively sheltered, with no significantly tall buildings that create particular shading or wind issues. Whilst the square is relatively open and sunny, the tree cover across the square provides a level of protection from strong winds and direct sun.

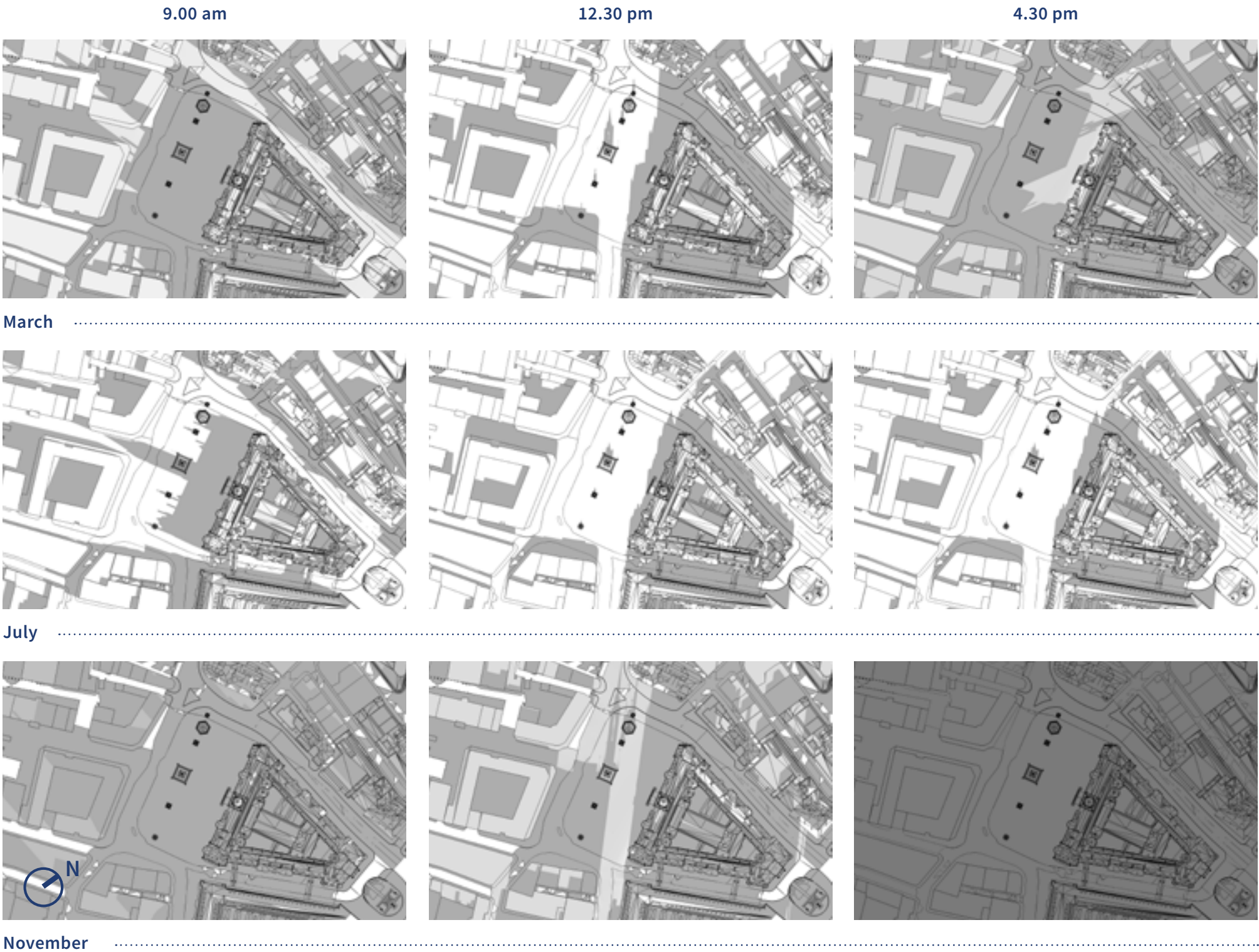
SUNPATH ANALYSIS

Sunpath analysis highlights the general areas of sun and shade throughout the year, and at different times of the day (basic sunpath analysis using 'shadows' feature on a geo-located SketchUp model of the site).

The buildings to the southern edge of the square create an area of permanent shade, however the relatively low heights of this block, and the surrounding buildings generally, means that large parts of the square benefit from sun throughout the year. The square's longer north-south orientation also ensures that the northern half of the square receives sun, even during the winter months.



- KEY**
- Sun Path
 - Wind Corridor
 - Sunny Zone
 - Shade Zone
 - Heavy traffic route - noise & air pollution



Sunpath analysis diagrams

Physical Analysis: Security

ALBERT SQUARE

The current concrete vehicle barriers (National Barrier Asset) encircling Albert Square have been installed as a temporary security measure until a more permanent solution is delivered as part of the Our Town Hall project.

The current barrier position only protects the central pedestrian part of the square, leaving a significant 'risk zone' that is unprotected, as indicated on the adjacent diagram. It is also limited as it only manages one type of vehicle born threat and creates an obstacle to people evacuating the space as well as restricting the free movement of people using the square.

In addition to this, the current barrier has a considerable detrimental impact on the heritage value of Albert Square, its historic character of openness and free movement, and its corresponding contribution to the setting and significance of associated heritage assets, due to its low design quality and intrusive placement.

The replacement of this system with one of a higher design quality would be of considerable benefit not only from a security perspective but also in terms of improvements to access and use of the space and heritage benefit.

LLOYD STREET / COOPER STREET

There is an access controlled vehicular barrier to the entrance to Lloyd Street off the Mount Street corner of Albert Square. Although signed as one way, with no entry from Princess Street, there are currently no physical barriers to prevent vehicles entering Cooper Street and Lloyd Street from the opposite direction.

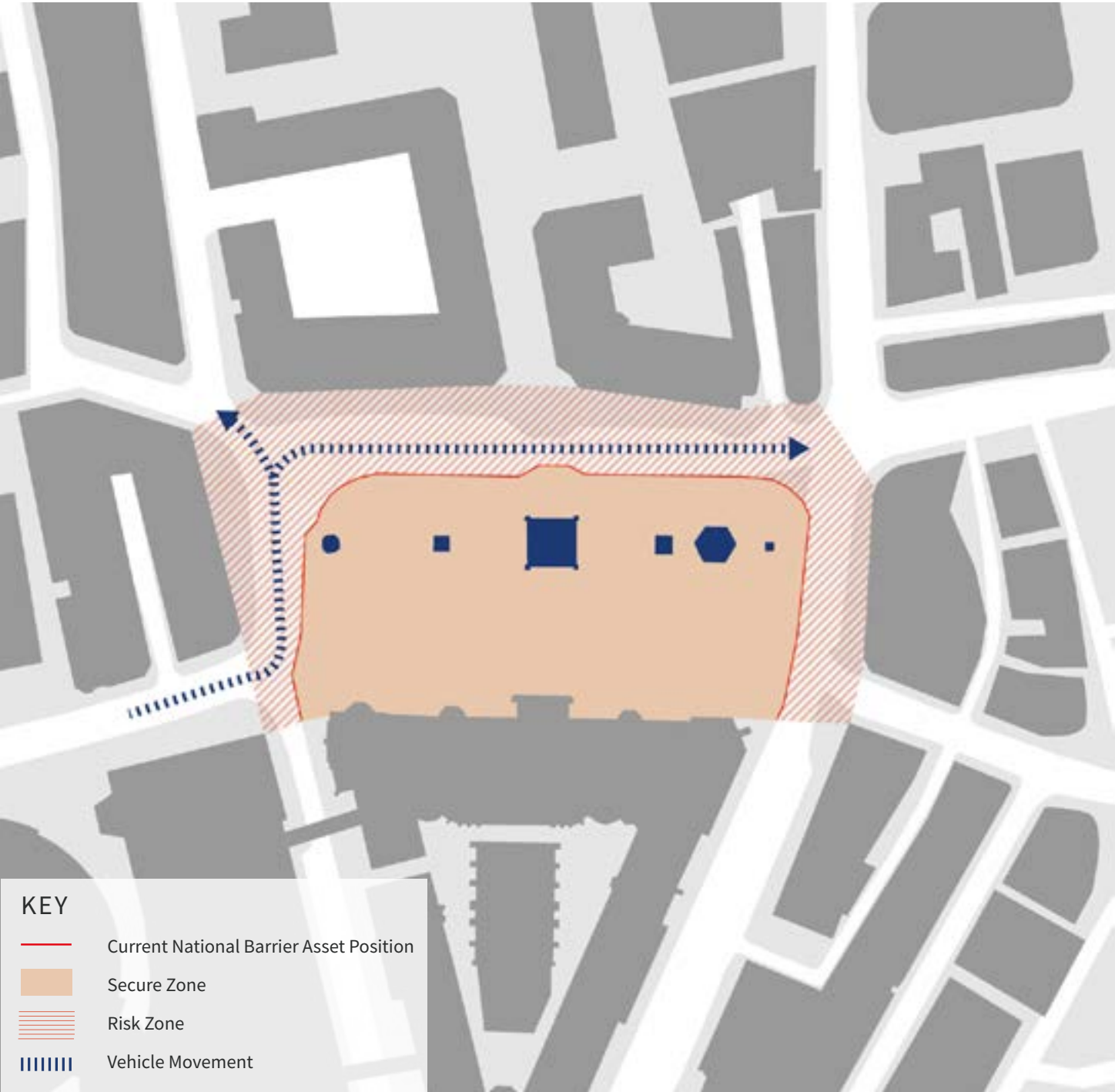


Diagram showing existing secure zone in Albert Square



HVM (Hostile Vehicle Mitigation) barrier to Albert Square



Image showing lack of barrier on Lloyd street

Physical Analysis: Events

Albert Square is one of Manchester's most used public squares for events, and there are various drivers for this:

- The commercial targets of the MCC events team
- The lack of other spaces of a similar scale
- The ease of using Albert Square
- The tradition of using Albert Square
- The association with civic pride and Albert Square as the civic heart of Manchester
- The previous success of events held within the Albert Square.

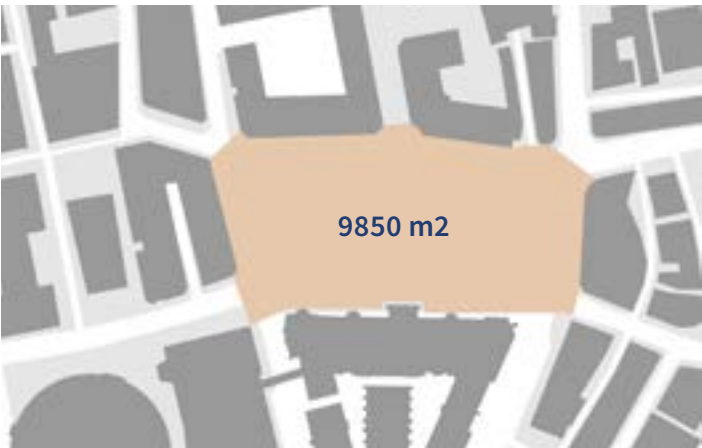
Current Events Calendar

Around 250 days per year see the square in event mode, of which approximately 92 days are for the build or break down of the various events - that's 25% of the calendar year.

As an average, for every 6.4 days the square's events are open to the public, 3.6 days are attributed to the associated build or break down of the event. With so much time dedicated to events there is tension around availability of public space, and the following key issues have been identified:

- Inefficient, time consuming build and break down days
- Set up of power, water, drainage and communications
- Limited usable floor space
- Restricted sightlines for staged events

Maximising the usable space within the square would allow flexibility for events, and would allow parts of the square to remain open to the public during the majority of events. This would also allow for generous circulation routes in front of the Town Hall and around the square that are currently impacted by certain events.



Civic Event - Entire space used



Image showing restricted footways during market set up



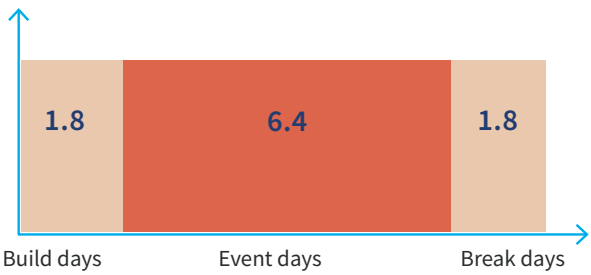
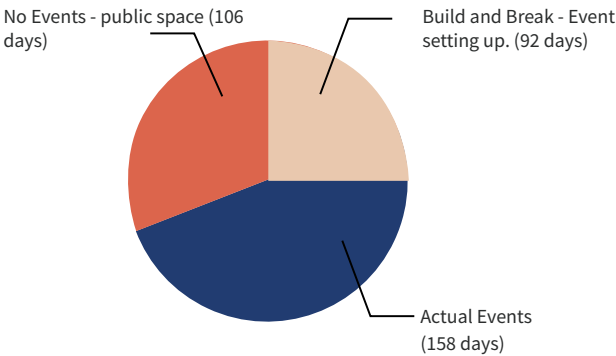
Current Christmas Markets - 6m Blue Zone used



Current Manchester International Festival



Image showing restricted footways during market set up



Event vs Build / Break Time - 10 days



5



STRATEGIES



OUR
TOWN
HALL
PROJECT

5.1 Removing the Road

SUMMARY

The approach to the existing vehicle highway through Albert Square has been fundamental to the public realm design proposals; relating to and underpinning all of the other public realm strategies.

Several options for the highway were considered at during the early design stages, including options to narrow the existing road, remove the western section of the carriageway, and remove all roads through the square. The preferred approach is to remove all through traffic from Albert Square, whilst maintaining access for servicing (including events), emergency vehicles and general maintenance.

JUSTIFICATION OF THE PROPOSALS

The removal of the existing road and traffic through Albert Square is in line with all of the public realm objectives (refer to section 2.2), in particular it will allow the historic proportions and character of the space to be reinstated. In addition to this, it also allows for the major heritage benefit of removing the intrusive and obstructive vehicular barriers, creating freedom of movement around the space that is much more in keeping with the historic use and character of Albert Square.

In addition the proposals will provide the following improvements:

- Strengthening the indivisibility and visual relationship between the Town Hall, Albert Square and surrounding heritage assets.
- The removal of visual clutter and inconsistency across the square, reinforcing historic open views across the space and enhancing the setting of all heritage assets associated with the square.
- Enhancing key views across the square, in particular significance-contributing and current views from areas such as Brazennose Street and Southmill Street.
- Allowing the square to engage with and be defined by its surrounding buildings and active edges, rather than the road.
- Enhancing connectivity throughout the Civic Quarter, with Albert Square at its heart.
- Creating a 94% pedestrianised space (building to building) that serves to maximise the space available for public use, and improves the ability to host large scale cultural and civic events and celebrations.
- Reducing the environmental footprint of the square, reducing vehicle emissions and improving air quality.
- Generally discourages motorists from entering the city and encourages greener modes of travel.



Historic setting for the Town Hall and Albert Memorial



Current road creates a barrier and impacts upon the setting of the Town Hall

STOPPING UP PROCESS

The design proposals have been developed in line with the above agreed approach of removing through traffic from Albert Square, whilst maintaining access for servicing, events, emergency vehicles and general maintenance. A substantial amount of consultation has been carried out with key Stakeholders in order to understand the different mechanisms for removing traffic from the square. This will be achieved both through a Traffic Regulation Order (Prohibition of Driving Order) and through a Stopping Up Order in accordance with Section 247 of the Town and Country Planning Act. One of the key items to ensure the Stopping Up process can be implemented was to establish if the wider road network can accommodate the re-distribution of traffic.

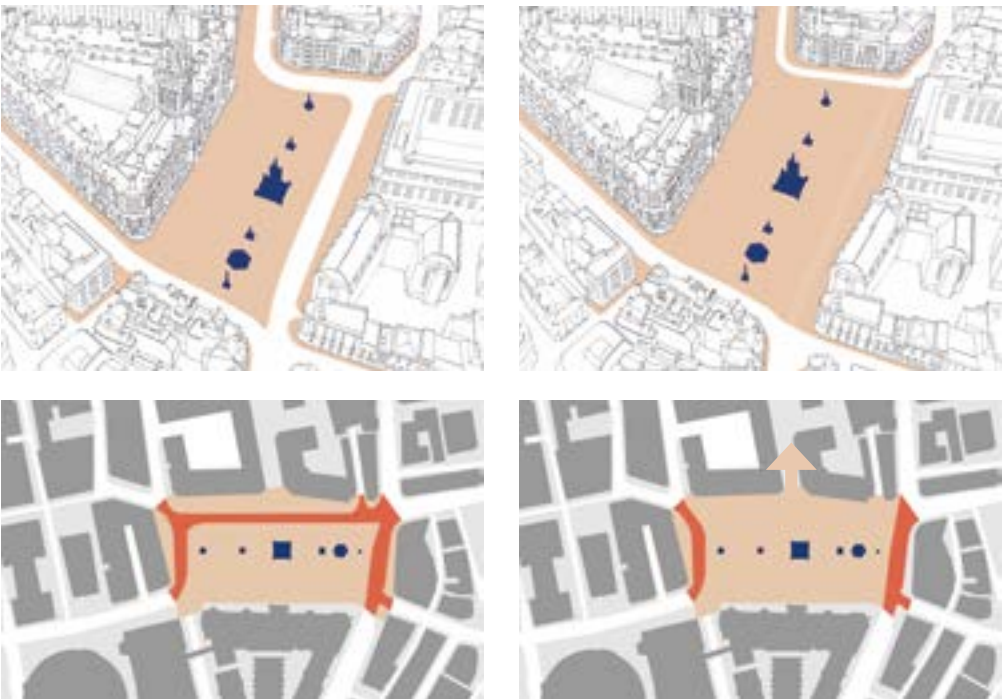
Transport for Greater Manchester (TfGM), who operate a traffic model for the city, have undertaken traffic modelling to ensure the impact of the proposals on the wider road network is acceptable to MCC Highways. Vehicular access through the Square will be removed and will be controlled by telescopic bollards and a control room operator. Vehicles will still be able to enter the Square but will be restricted for events, servicing, emergency access and maintenance of all buildings and Public Realm stopping up Albert Square and to facilitate this process. This process remains ongoing at the time of writing this report.

Whilst the majority of traffic will be removed from the Square, there are measures proposed that increase the flexibility and resilience of how the remaining vehicles will access it via the telescopic bollards). Currently vehicles can only access via Mount Street. The proposals allow vehicles to access via Southmill Street as well as Mount Street. This will be possible by re-directing the flow of traffic on Southmill Street, Lloyd Street and Jacksons Row. As a result of this, there will be necessary changes to traffic signage, road markings and parking in this area as well as Traffic Regulation Orders (TRO) to legally enforce these changes. These proposed changes will be subject to a Section 278 agreement with MCC Highways.

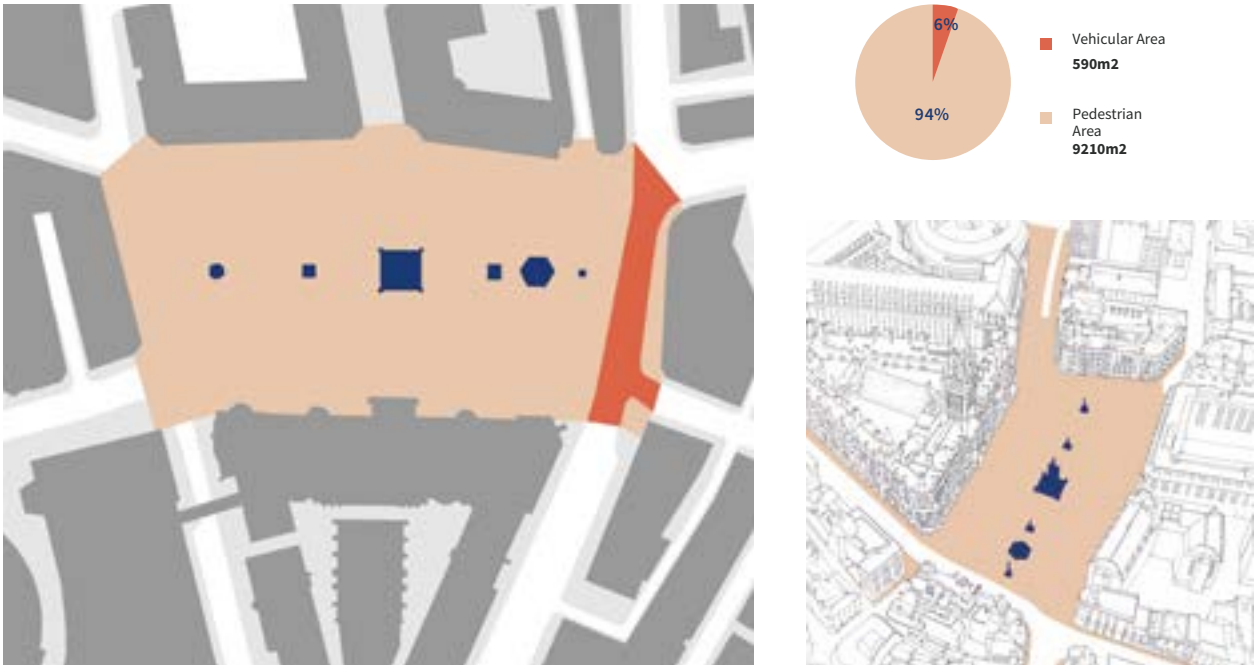
As part of the development proposals, it has been identified that there will need to be changes to the traffic signage, road markings and parking on the public highway network. These changes will require separate TROs to legally enforce them. These TROs will need to be agreed with MCC highways as part of the section 278 process which continue once planning permission has been granted.

Formal approval cannot be obtained from MCC highways for the proposals until planning permission has been granted. However, informal feedback from key Stakeholders and Approval Bodies has been carefully considered and incorporated into the proposals. The necessary traffic modelling to inform this process has been undertaken by TfGM.

The full details of the highways strategy and stopping up proposals are contained within the Ramboll Transport Statement included in the appendices of this report.



Highway options considered at RIBA Stage 2



Stage 2 Strategy

5.2 Making the Public Realm Secure

SUMMARY

The security strategy for the public realm has been developed in parallel with the highways proposals, and various options were considered at RIBA Stage 2 that related to the carriageway options explored at that time (refer to Section 5.1 of this document).

The proposal to close the road and remove through traffic from Albert Square is greatly beneficial from a security perspective, allowing a strategy that extends the secured area and protects a much greater zone than the current scenario. This is achieved through the utilisation of the surrounding buildings and existing structures as part of the secure line.

JUSTIFICATION OF THE PROPOSALS

The primary objective is to provide adequate security measures that are appropriate to the use of the square. In addition to this, a key consideration has been how to best mitigate the impact of this necessary feature on heritage and overall design quality terms.

The replacement of the existing concrete barriers with one of a higher design quality is a considerable heritage benefit, and establishing the secure line away from the principal area of Albert Square and into adjacent streets as much as possible helps achieve this. In particular, the reduction and removal of visible barriers in the square helps to reinforce the historic open views and allows free pedestrian movement across the space.

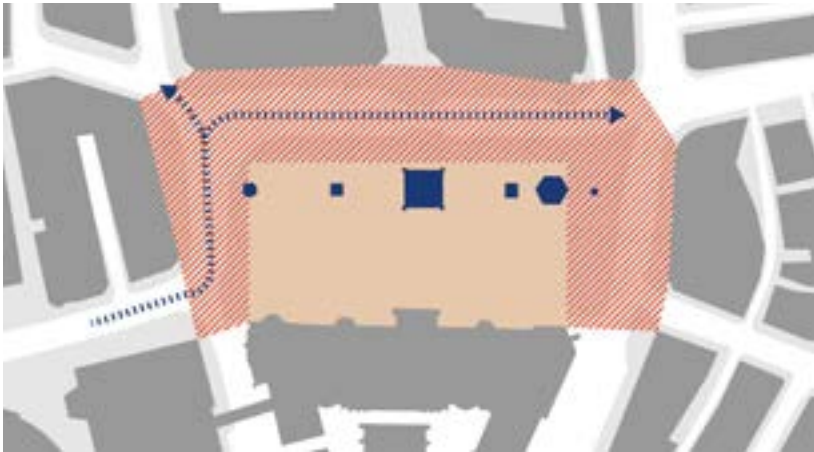
Where this has not been possible (adjacent to the Princess Street carriageway), efforts have been made to mitigate the impact of these through the integration within other landscape features (details of which can be found in Sections 8 and 9 of this document).

In addition to heritage benefits, the proposed strategy will also deliver the following project objectives and wider benefits:

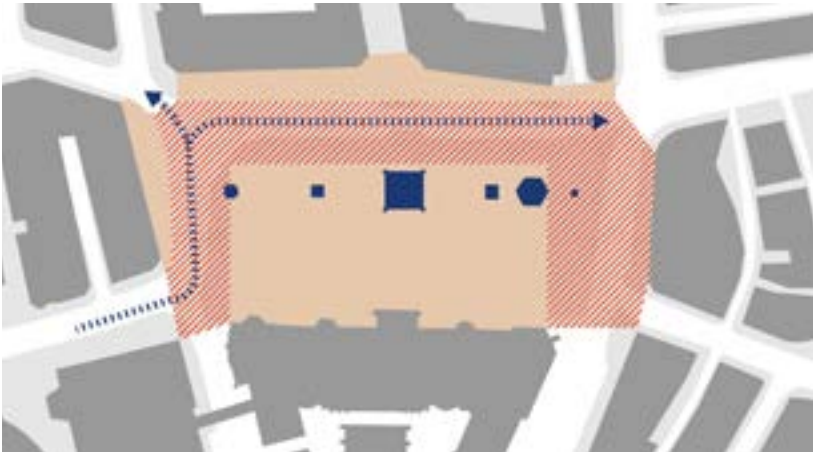
- Improvements to the function and operation of Albert Square.
- Improved pedestrian access to and across the square, better connectivity through to Brazenose Street and Lincoln Square.
- Creation of an extended secure zone with a greater pedestrian area protected.
- Restriction of traffic movements within the square to managed servicing vehicles.
- Provide a secure setting for the Town Hall that doesn't impact upon the user experience of the square.
- Utilise existing features including the surrounding buildings to minimise the extent of the secure line.
- Design a more welcoming approach than the current security barriers that line the square and impede pedestrian access
- Make the space greener and cleaner. Removal of traffic congestion improves air quality for users of the space.



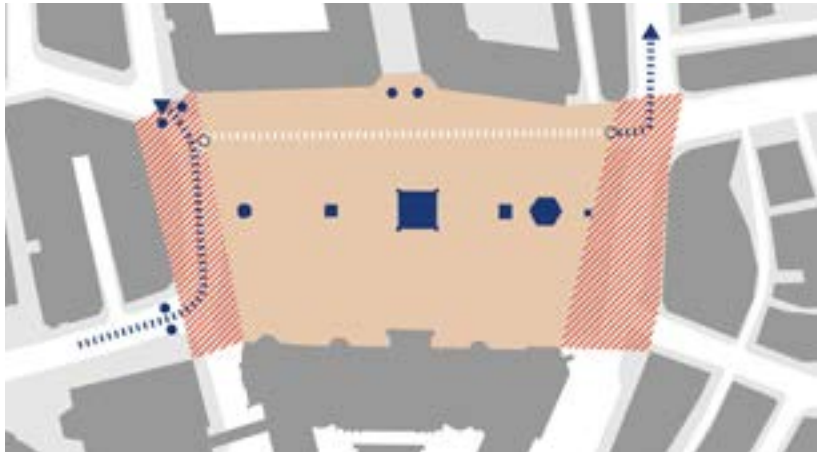
RIBA stage 2 options



Retain existing barrier



Defend all road edges



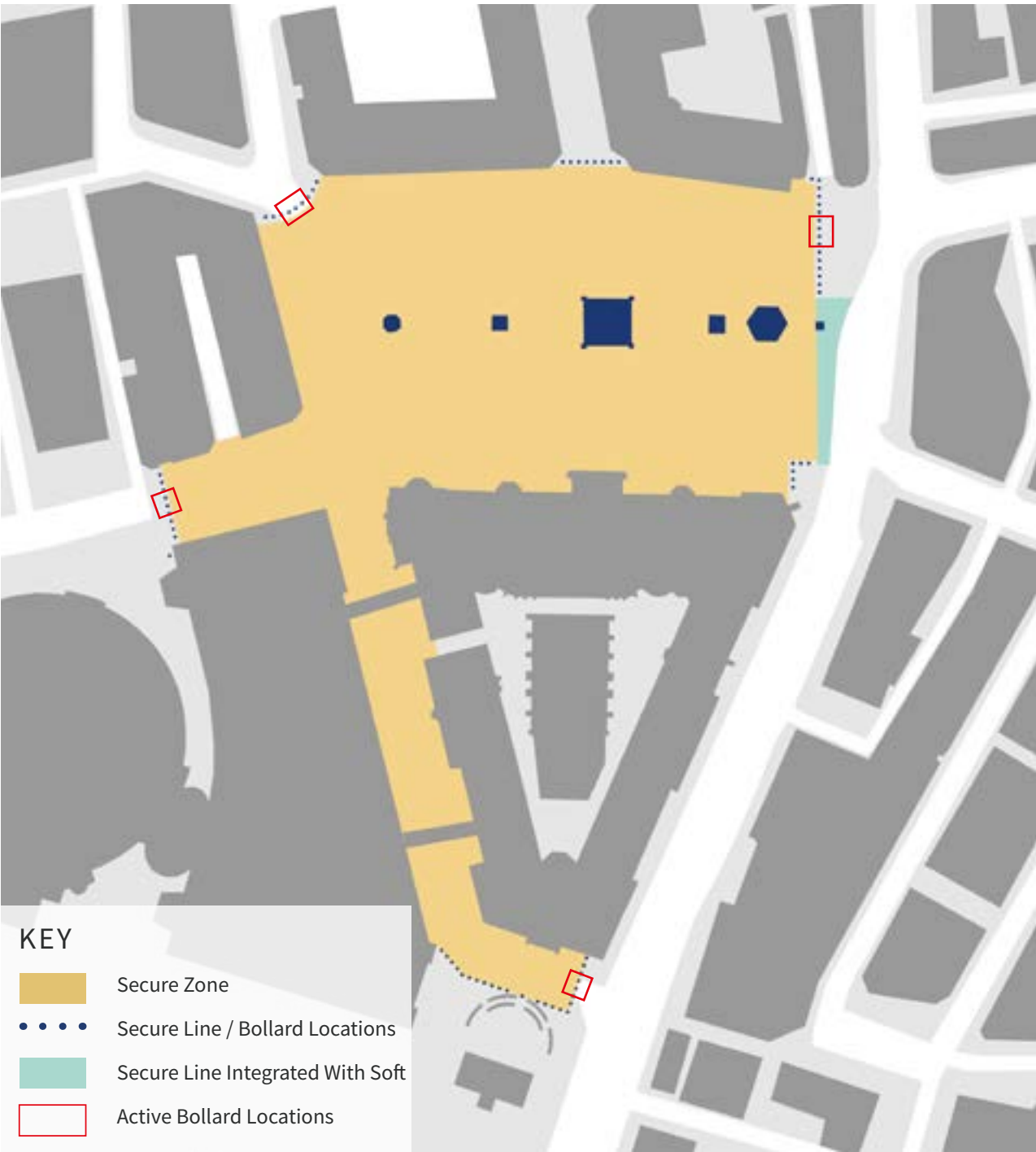
Limit vehicular access and defend Princess Street and Lloyd Street

COORDINATING UNDERGROUND SERVICES AROUND SECURITY FEATURES

The strategy developed has been tested and refined during RIBA Stage 3 and 4, ensuring coordination with the proposals for underground services and service diversion strategy, and the strategy for vehicular access and egress. The adjacent diagram shows the proposed secure line and secure zone.

It is envisaged that shallow rooted systems will be used generally so as to avoid the requirement for service diversions. All security systems will be designed, specified and installed in accordance with the relevant standards outlined in the confidential Arup Security Strategy.

At active bollard locations, CCTV, intercom totems and Stop / Go signals will be necessary, and will require careful coordination with existing traffic signals and Metrolink routes on Princess Street. Meetings have taken place with TfGM throughout the process in order to coordinate with the wider traffic signals network.



Security Strategy Diagram



Image showing current HVM barrier to Albert Square



Image showing restricted footways between HVM barrier and the Christmas Market set up

5.3 Tree Planting

SUMMARY

The preferred approach is to remove all trees within the square with retention value of Category B or lower (as identified in the BS 5837 Tree Survey) and replant new trees to the outer edges of the space. This strategy has been developed in conjunction with the proposals to close the road, and the opportunity this provides to better position trees in relation to the new increased proportions of the square. In addition to the highways proposals, the tree planting strategy has been influenced by several different factors including heritage and key views analysis, and has developed during the course of the project in response to information that has become available through surveys and investigations, as well as consultation with stakeholders.

In October 2018 the project team met with MCC Design Leads and Tree Officers to discuss the retention value of the trees around the square, given the findings of the TEP reports produced up to that point. Particular attention was paid to the Plane trees due to their maturity and amenity value. It was agreed that an appraisal should be undertaken based on several design options for Albert Square; including an option which showed all existing trees to be removed and completely replaced, and options which retained either two or four of the existing Plane trees.

In November 2019, The Environment Partnership provided a report and appraisal of the design options for the trees : 6943.004 Our Town Hall Arboricultural Options Appraisal Report (Version 3, November 2019). Included within the submission.

The report provided an assessment of the retention / removal options based on existing tree quality, longevity and potential, but also the opportunities the proposals may offer to create new tree cover. It also considered the likely projection for trees within the square if they continue on their current trajectory and in the absence of significant investment or changes to their environment, and an assessment of the effects of the current design and paving proposals on the trees if they were to be retained.

Overall the report made recommendations that the retention of some existing trees should be prioritised due to their contribution to public enjoyment. The option to retain all of the existing Category A Plane trees was favoured from an arboricultural perspective, as a design that allows transitional tree stock replacement via the retention of four of the best quality existing trees, opposed to an abrupt resetting of age profile that would occur under a clear fell strategy. Based on the findings and recommendations of the report, it is proposed to retain the four existing high value (Category A) Plane trees as part of the new proposals.

The report also acknowledged that the option to retain four existing plane trees would have considerable impact on the other aspects of the design including: event capacity, access, construction specifications, lighting and CCTV. It was also highlighted that in the current context and despite earlier ground investigations, a cast-iron guarantee of success for the retained trees cannot be provided as the outcome will inevitably be guided by ongoing observations of root architecture in previously undisturbed ground within Albert Square during the works.

The project team supports the city council's planning strategy of increased replacement quotas for removed trees and the Manchester Tree Action Plan 2016-20. The proposals intend to remove 21no existing trees and provide a net gain in terms of tree numbers, with 24no new trees proposed within the public realm alongside the retained trees across the scheme as a whole.

It should also be made clear that the quality, maturity and diversity of replacements is greater than would normally be expected in city centre locations and will be a major enhancement to the space. Detailed planting plans and schedules showing tree sizes are included within the drawings and accompanying information included within the planning application. Please refer to Softworks GA drawing: OTH-PLA-EE-ES-DWG-L-2000 and Softworks Schedule: OTH-PLA-EE-ES-SCH-L-0002.

JUSTIFICATION OF THE PROPOSALS

A primary consideration in the approach to tree planting in Albert Square has been how to minimise the impact in relation to the significance of the existing heritage assets and in particular the external setting of the Town Hall.

It is expressed in the brief that the proposals needs to be in keeping with the carbon reduction targets and the objectives of the Climate Change Action Plan 2015/16 to 2019/20, a requirement of which is to plant more trees.

This requirement needs to be balanced with the need to restore openness to the square, and improve views of existing buildings.

The impacts of the tree planting strategy on heritage assets are as follows:

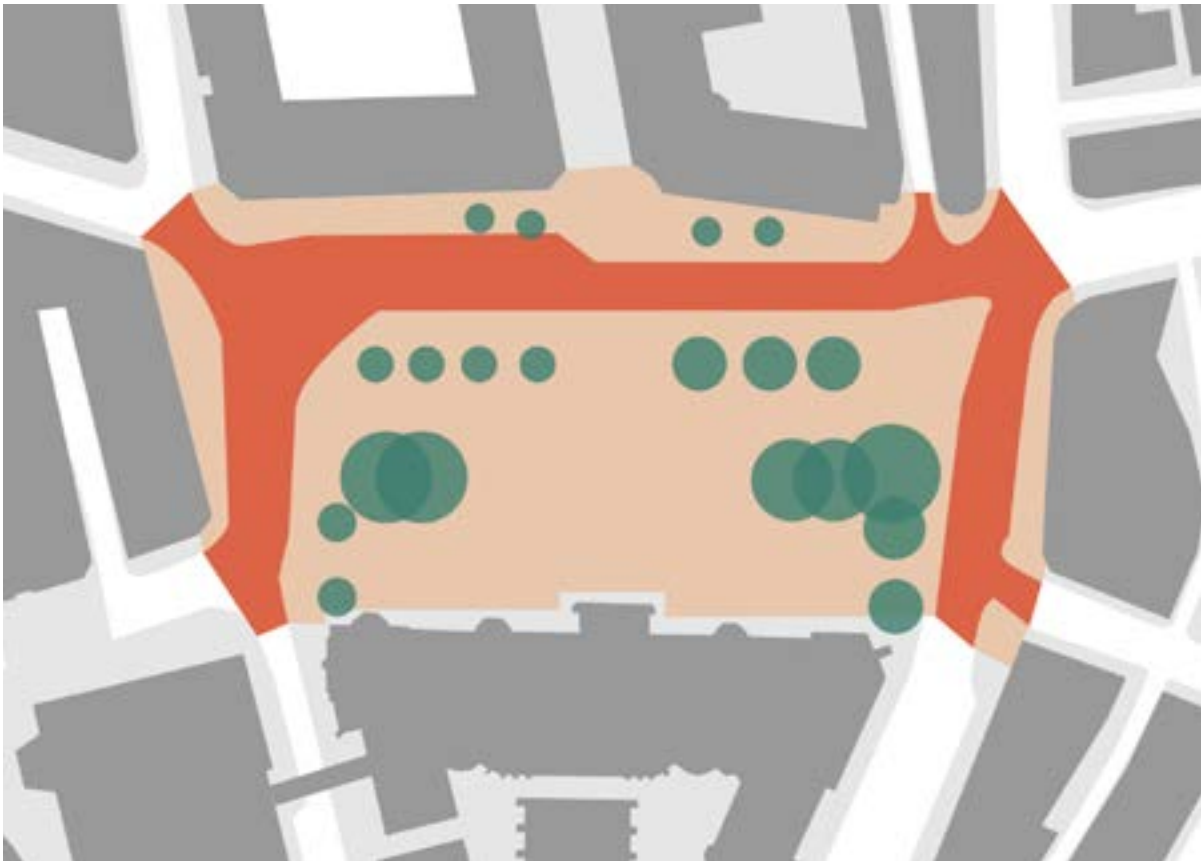
- Positioning new trees to the outer edges of the square beyond the existing established tree line will open up, and therefore restore, many historic views across Albert Square relative to the existing arrangement.
- The Albert Memorial and three statues (Gladstone, Heywood and Bright) that sit centrally in the square will benefit by a more open setting in relation to the existing arrangement.
- The statue of James Fraser will be less visible and therefore adversely affected by the proposals.

It is acknowledged that from some locations tree planting may obscure some historic building facades however the careful positioning of new trees has sought to minimise this as far as possible.

In addition to this, the tree planting strategy will help to achieve many of the principle public realm objectives and provide further important benefits as follows:

- Creates an enhanced setting for the Town Hall by removing existing trees that impede key historic views of the building elevation and across the square.
- Improves the function and operation of the square by creating a more open and usable space better able to deliver its public and civic requirements.
- Improves access across the square by allowing levels to be regraded and removing trip hazards created by tree roots lifting the existing paving.
- Improves the visibility and legibility of the space.
- Provides increased capacity for certain events, removing physical constraints for events set up and blind spots for crowds.
- Materials (including new paving) and levels around trees cannot be changed significantly without potentially impacting upon the health of the trees. The proposals allow for the levels to be regraded to improve gradients and accessibility.
- Increase biodiversity within the square by providing a variety of new tree species.
- Helps to mitigate the loss of existing trees, and secure the long term potential for healthy tree planting within Albert Square with new trees in optimum planting conditions (large engineered tree pits similar to St Peter's Square).
- Acknowledgement that mature tree planting is part of the public perception and existing character of Albert Square and has been for over 50 years.

Existing



Proposed

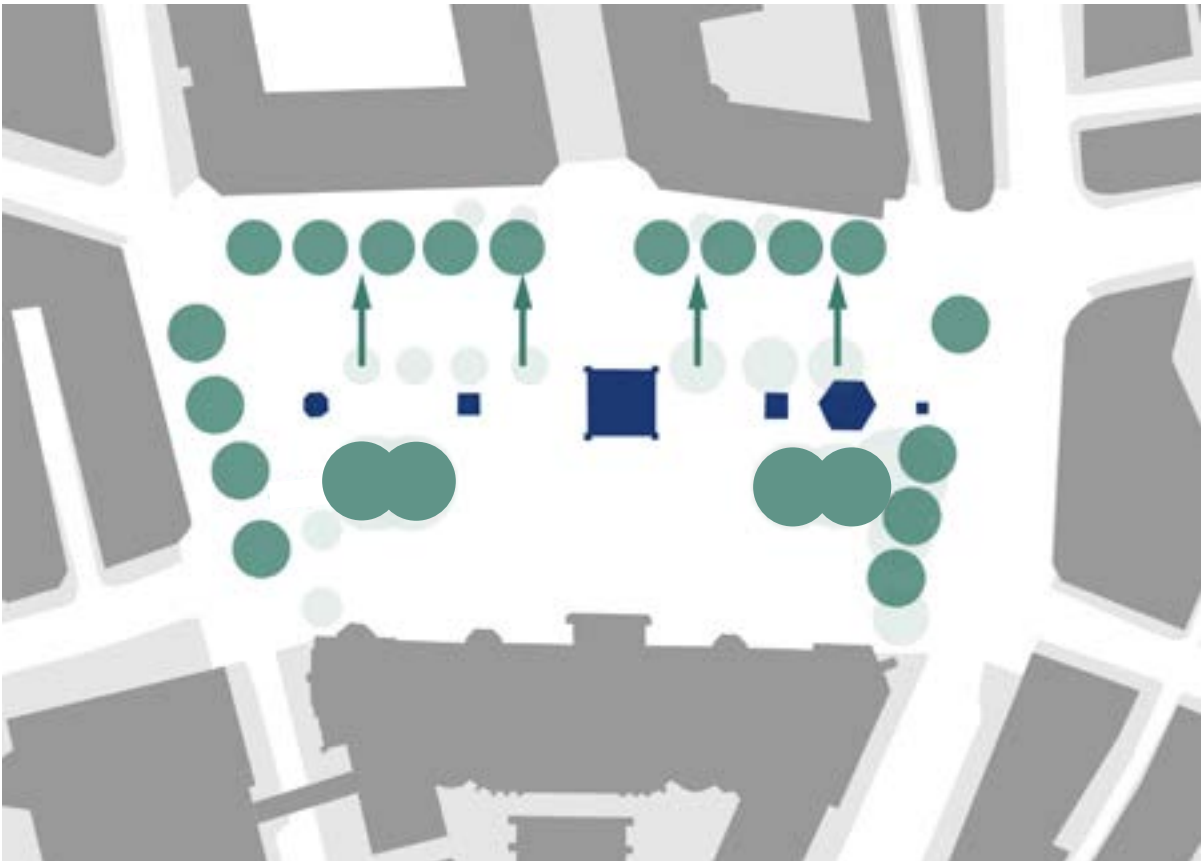


Diagram showing the proposed line of trees moving away from the existing trees towards the building edge to open up views across the square (tree positions/numbers are diagramatic and do not reflect actual proposals)



Intrusive survey photos showing extent of roots

5.4 Events in the Square

SUMMARY

It is recognised that Albert Square is Manchester's most significant public events space, associated with the civic pride of Manchester, playing an important role in attracting visitors to the city. In addition, the square performs an important economic function and source of revenue for the city. The requirement for the square to continue to be able to host significant cultural and civic events, and maintain its current programme is a key objective for the project.

The proposal to close the road and remove through traffic from Albert Square will create a larger, more usable and flexible space that is better able to accommodate events, whilst ensuring that Albert Square maintains its civic function as an accessible public space during all but the largest civic events and ceremonies.

Combined with the approach to tree planting, the removal of the road and associated visual clutter will open up sight-lines across the square. This will benefit certain events and potentially increase the usable space and therefore the capacity for such events.

Analysis of the different event types currently held in the square have been considered, and a series of layouts have been produced demonstrating how the square can accommodate the various types and scales of event.

Civic Events

During large scale civic events, it is not possible to maintain clear pedestrian routes, as crowds fill the space from wall to wall, including the Princess Street carriageway. The security strategy should ensure that the reliance on the police service to protect the square during such events is reduced, allowing resources to be redirected to other parts of the event or elsewhere.

Christmas Markets

The increased usable area of the square for events will allow the current Christmas Markets to be accommodated, whilst maintaining a 7m wide 'Blue Zone' to the Town Hall elevation, enabling continued views, and generous pedestrian routes to all edges.

Medium and Small Events

The majority of medium sized and smaller events can be accommodated within the southern half of the proposed new square (Main Event Zone), allowing the sunnier northern half of the square to remain open to the public, in addition to maintaining a ceremonial route around the Albert Memorial between Brazennose Street and the Town Hall entrance.

In addition to events capacity, consideration has been given to public access routes, areas for external tables and chairs, and easements for utilities. These have also been considered in relation to the highway Stopping Up process.

Access strategy for servicing events in Albert Square

The main volume of deliveries associated with the servicing of Albert Square will be around the requirements for set build for any given event. This build will usually happen in the day or days leading up to an event. This means that access and servicing can be made to work around other activity so as to minimise any disruption to the public and local businesses. The majority of this type of activity is likely to be served by larger vehicles including articulated lorries.

In addition to this there will be various supplier and service vehicles that will need to make more frequent drops into Albert Square during an event. This will depend on the nature and type of event, with some events such as the Christmas Market, requiring more than others. As this area will now be restricted to motor vehicles in order for suppliers to gain access into the space, any vehicle wishing to get past the active bollards would need to be on the logistics plan for each day. Access into the area will be controlled and it will be a requirement that access can only be gained once accredited. The majority of these servicing vehicles are likely to be vans or small rigid vehicles.

As there is more than one point of entry possible into Albert Square. To avoid congestion or traffic build up it is planned that event logistics and 'business as usual' logistics traffic can be streamed separately. This is by using Southmill Street and Mount Street as two separate entry options.

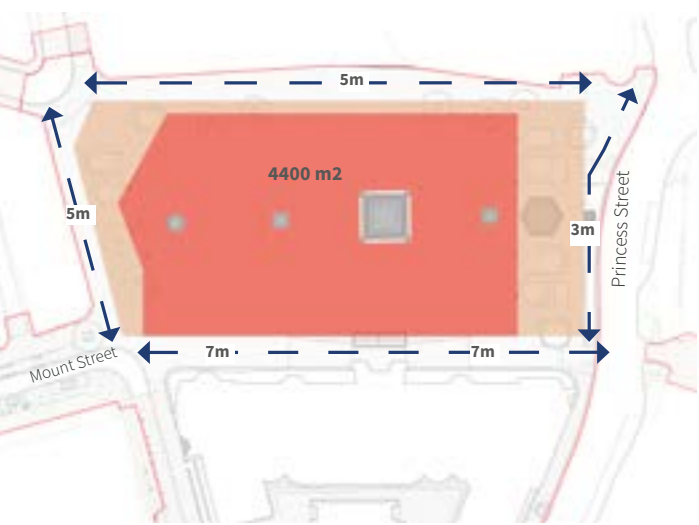
Although the majority of logistics traffic into the square will need access during core hours. Approximately 6.00am to 8.00pm Monday to Friday and 7.00am to 5.00pm on a Saturday. As the active bollards will also benefit from being staffed 24 hours per day, then should it be required the square could be serviced at other times by arrangement.

JUSTIFICATION OF THE PROPOSALS

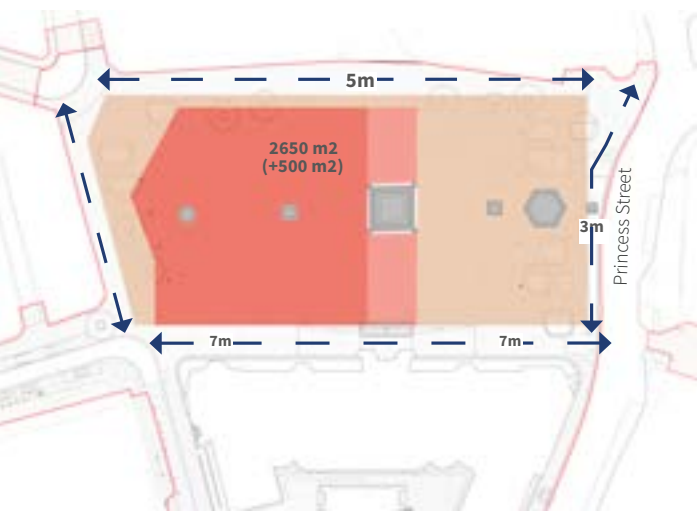
As part of the overall approach including highways and trees strategies, the events strategy will allow the following public realm objectives (refer to section 2.2) to be achieved:

- Improved function and operation of Albert Square by providing a larger and more usable space for events.
- Provide places for people to meet and spend time, by ensuring the events programme is maintained, whilst also providing space within the square that is always open to the public.
- Maximising opportunities for the city to host a calander of events and activities, by creating a more flexible space that can potentially accommodate more than one event at a time, and allowing greater efficiency for the build and break down of events.

Stage 2 strategy

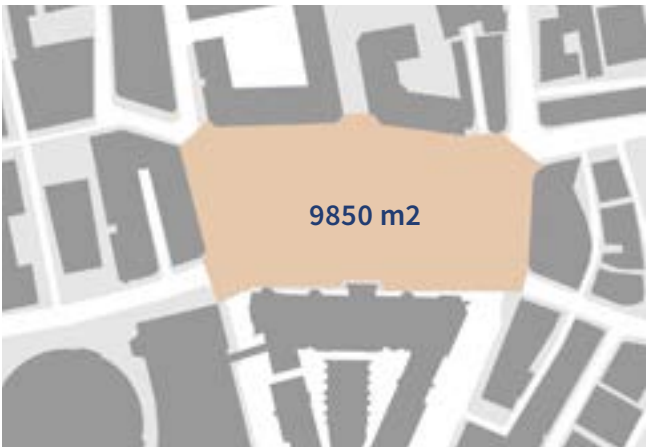


Proposed Christmas Markets Arrangement



Proposed Medium Sized Event (MIF) Arrangement

Development of strategy



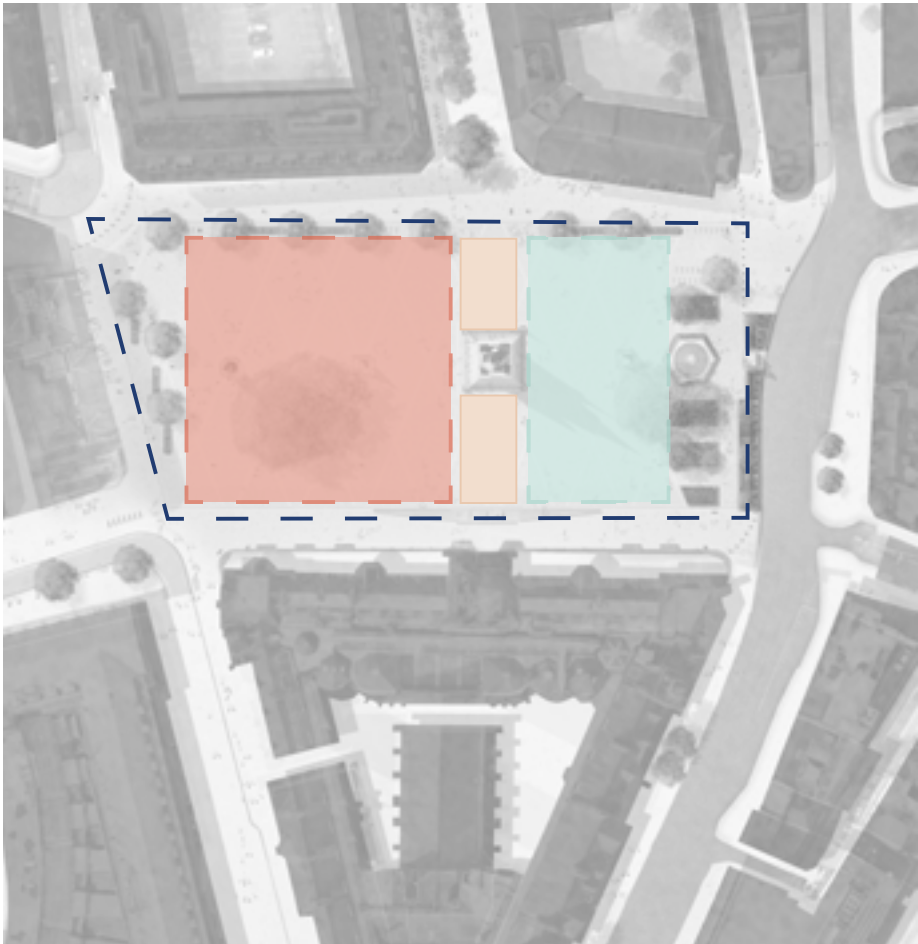
Civic Event - Entire space used



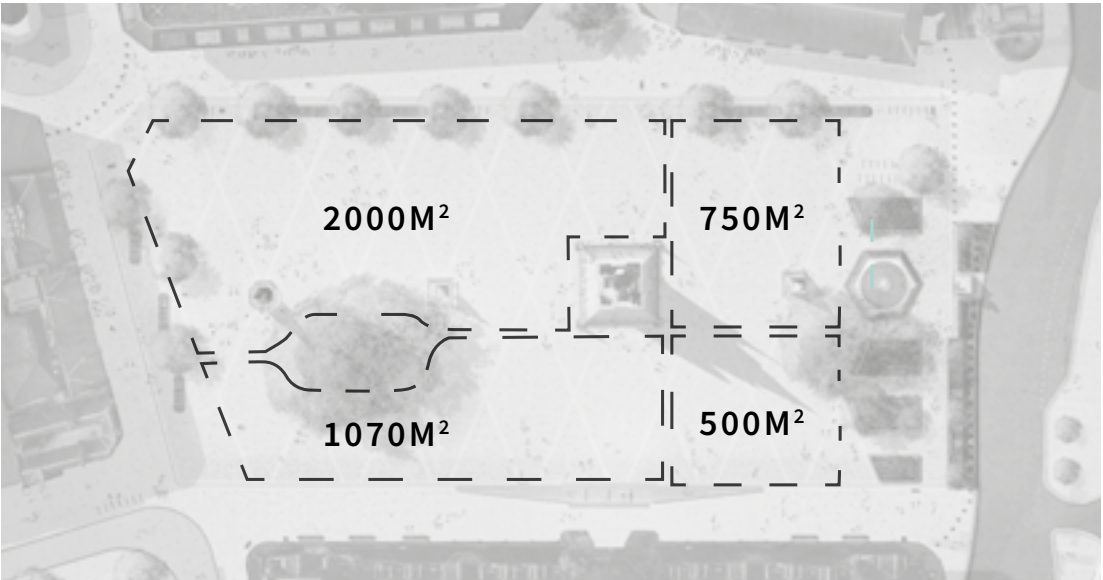
Current Christmas Markets - 6m Blue Zone used



Current Manchester International Festival



Events Spaces Diagram



Events Space Areas Diagram

KEY

- Large Event Zone (Christmas Markets)
- Main Event Zone
- Smaller Event Zone - can remain open to public during majority of medium and small sized events
- Ceremonial Route - maintained during majority of medium and small sized events

5.5 Access and Circulation

SUMMARY

The removal of the road through Albert Square, and the strategy to position new trees to the perimeter of the square creates a much larger and more open area of unobstructed pedestrian space that extends to meet the building edges to the south and west. This provides more space for pedestrian routes across the square and into the Town Hall, and ensures that generous pedestrian routes can be maintained during large events such as the Christmas Markets.

The proposed access and circulation strategy is based upon the creation of clear circulation routes to the perimeter of the square and a clear and open central space. With the exception of existing retained trees, all other trees, furniture and other features and physical elements will be positioned within defined corridors at the edge of the main square to ensure clear sight lines and key views are maintained and to minimise clutter and obstacles.

In addition to this, the strategy has considered the pedestrian orientation at key arrival points into the square. At each of these locations there will be clear views across the square and around the perimeter. Using the Town Hall building and iconic monuments as key orientation points, the strategy ensures ease of legibility for visitors and users of the square. The selected materials and other enhancements, such as lighting and wayfinding, also contribute to the clarity of the square.

The building entrances are a fundamental part of the access strategy and as part of the proposals there will be new accessible entrances created at Albert Square and Cooper Street in addition improvements to the existing Lloyd Street accessible entrance.

Wider Circulation

The wider circulation routes to Mount Street, Lloyd Street, Princess Street, Southmill Street and Brazennose Street are be retained as existing, with clear unimpeded routes and sight lines. The existing controlled crossings to Princess Street will be retained and coordinated with the new proposals.

The proposals will also include the replacement of the existing kerb on Lloyd Street with a new contrasting colour kerb to improve legibility, particularly for visually impaired users.

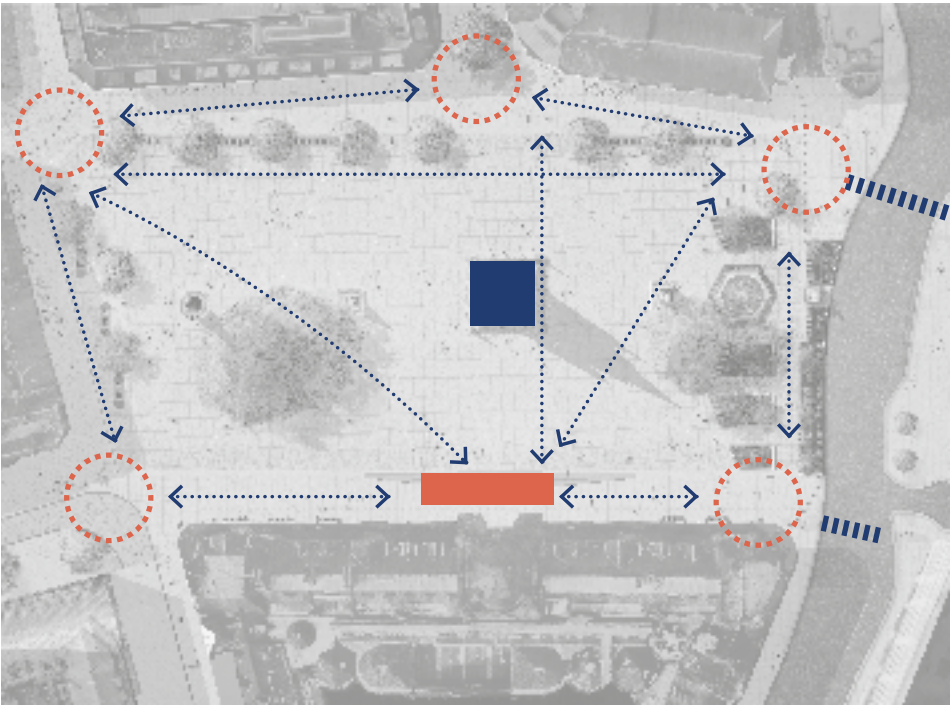
Consultation

The project Access Group has been involved throughout the design process. The feedback has been instrumental and have helped to ensure that the proposals are in line with current best practice and guidelines for all aspects of design.

JUSTIFICATION OF THE PROPOSALS

The access strategy will allow the following public realm objectives (refer to section 2.2) to be achieved:

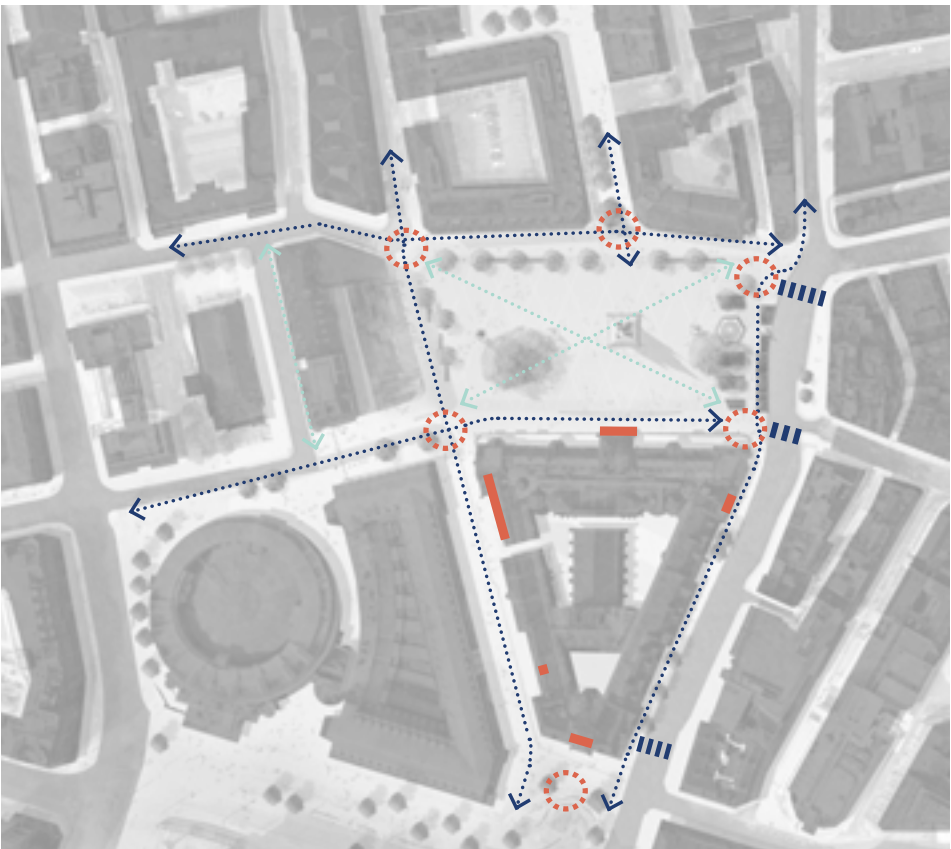
- Create an enhanced destination and external setting for the Town Hall.
- Improve access to and across the square and into the building, improving entrance accessibility and removing trip hazards.
- Encourage walking, cycling and public transport use.



KEY

- Arrival and Orientation Point
- Primary Pedestrian Routes / Desire Lines
- Controlled Road Crossing
- Town Hall Entrance

Access and circulation diagram



KEY

- Arrival and Orientation Point
- Primary Pedestrian Routes / Desire Lines
- Secondary Pedestrian Routes / Desire Lines
- Controlled Road Crossing
- Town Hall Entrances

Wider access and circulation diagram

Access and Circulation

VEHICULAR ACCESS AND SERVICING STRATEGY

The design proposals have been developed with the agreed approach of removing vehicular traffic within the square, with the exception of access for servicing, events and emergency access. All vehicles requiring access past the secure line will be controlled through the telescopic bollards / controlled barriers.

The Town Hall will continue to be accessed from Mount Street and Lloyd Street, exiting onto Princess Street via Cooper Street. Loading bays and Blue Badge Holder parking bays for MCC staff are proposed to Lloyd Street.

Albert Square and most of the surrounding buildings will be principally accessed via Southmill Street, providing access into the square when required. Vehicles will exit Princess Street / John Dalton Street Junction.

Existing taxi ranks with Albert Square will be relocated to Central Street via Mount Street and Clarence Street, as taxis will no longer be able to access the square. The remaining bus routes that currently pass through the square will be rerouted, using Princess Street as an alternative route.

Vehicular tracking has been undertaken across the square to demonstrate that traffic movements for events and servicing are possible whilst avoiding clashes with the proposed public realm features.

Vehicular tracking was also undertaken along the Lloyd Street route, from Mount Street to Princess Street to demonstrate that rigid trucks up to 11.5m in length (required refuse vehicle) can be accommodated. This route will be used for servicing both the adjacent Town Hall Extension and the proposed new goods entrance along the Lloyd Street elevation of the Town Hall building.

KEY

Bus and Tram Route

Service Vehicle Access Route

Taxi Route

Primary / Secondary Events Access

Secure Line (vehicle bollards)

Town Hall Key Entrances

Bus Stops

Metrolink (St Peter's Square)

Proposed Loading Bays

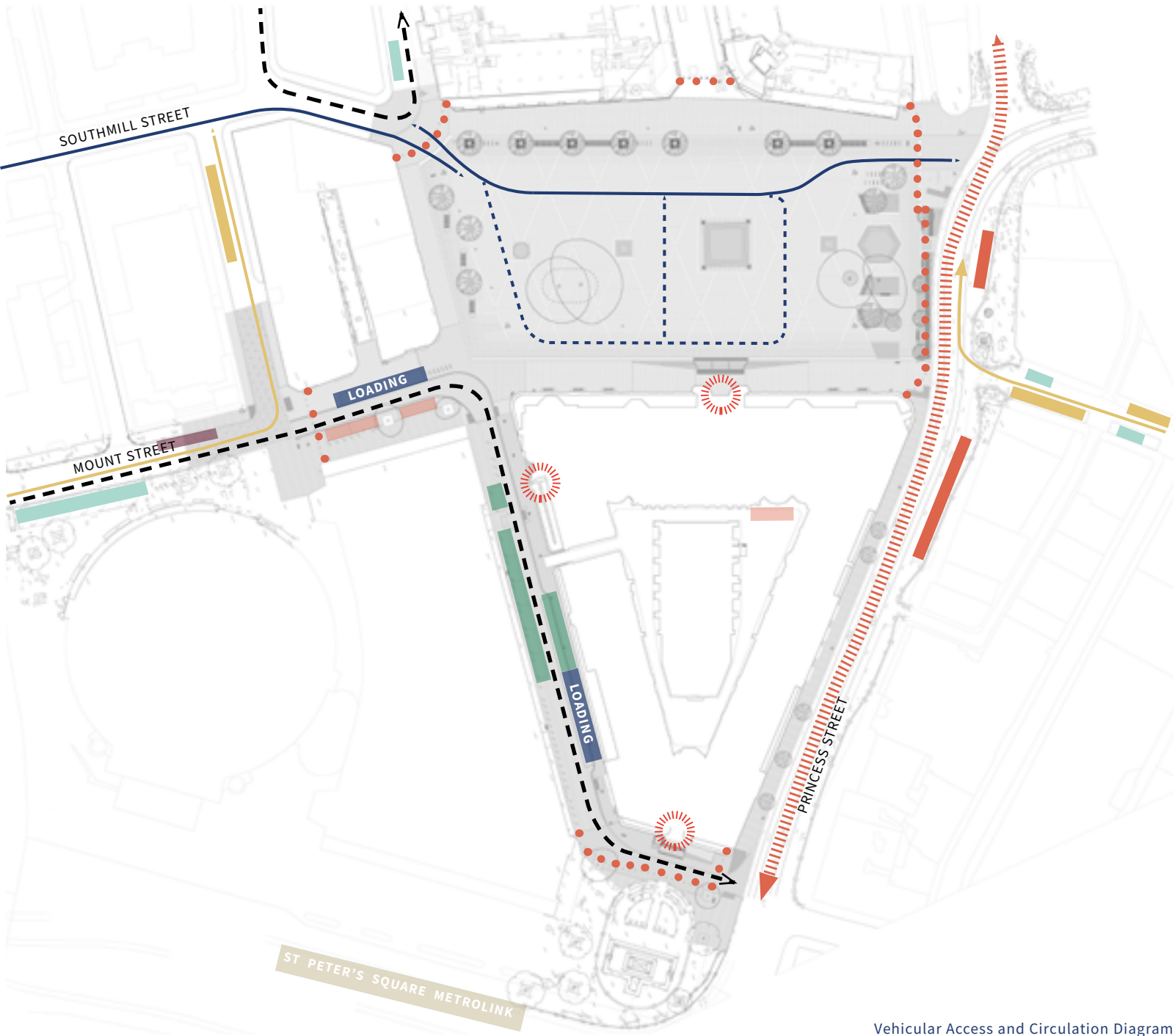
Proposed GMP Bays

MCC Staff Blue Badge Holder Bays

Proposed Blue Badge Holder Bays

Proposed Taxi Ranks

Proposed Limited Waiting Bays (drop off)



Vehicular Access and Circulation Diagram

5.6 Cycling Strategy

SUMMARY

The cycle strategy has been developed to be consistent with the design approach adopted within St. Peter's Square, whereby pedestrians and cyclists have freedom within the square, creating a mutual respect and consideration for other users.

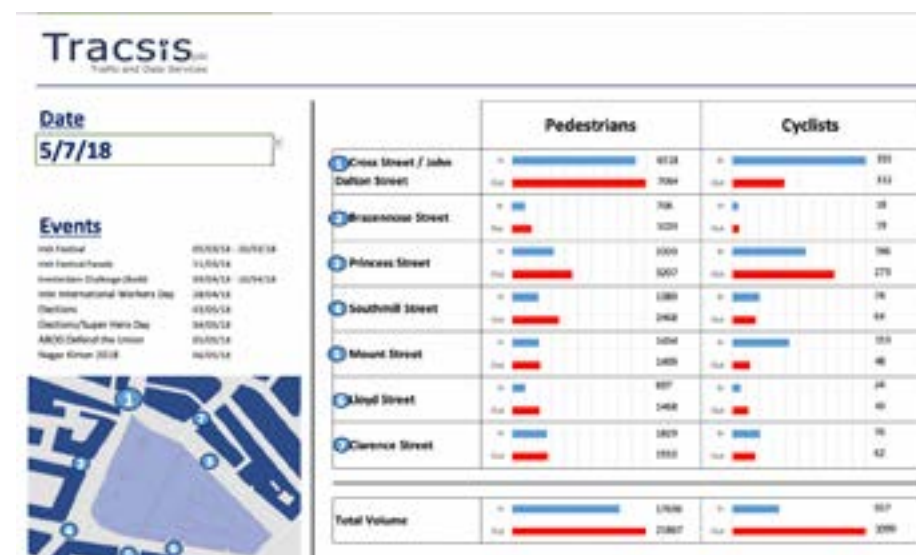
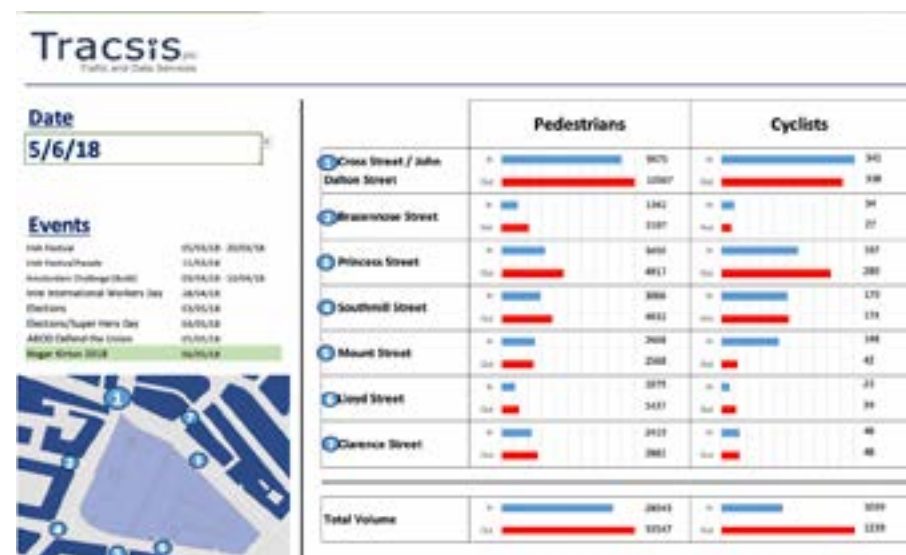
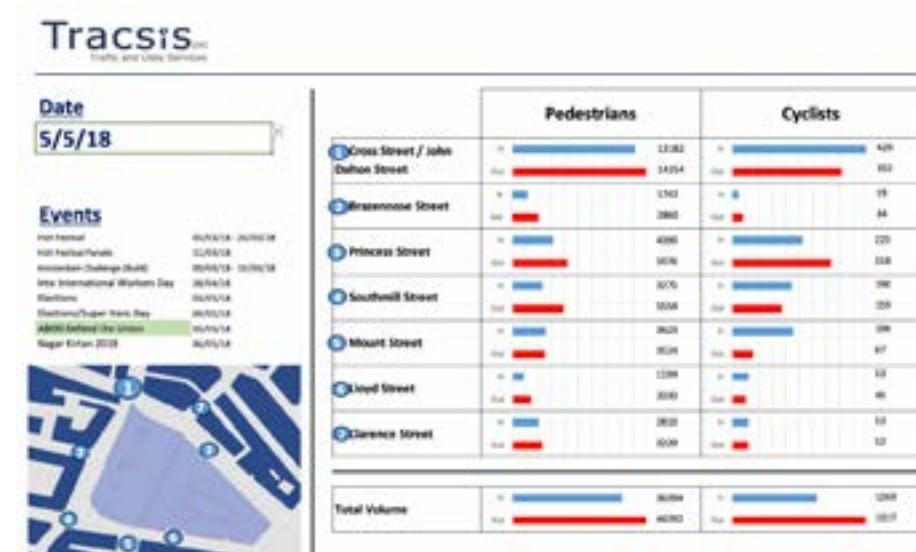
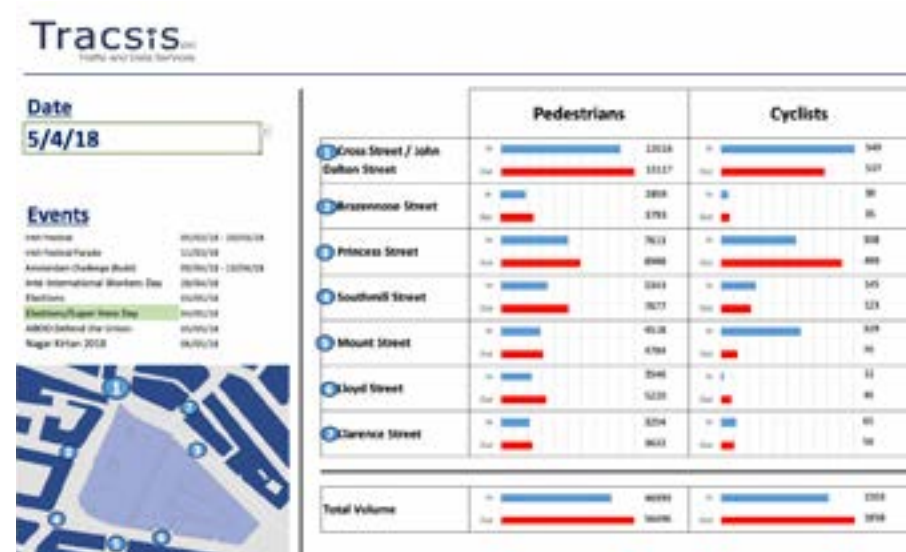
The cycle lanes through Albert Square currently follow the existing carriageway. To realise the true potential of the square, for all of the reasons and public benefit expressed in this report, it is necessary to remove the road. The removal of the cycle lane by virtue of its relationship to the road should not be seen as a deterrent to cyclists but should make the square more of a destination for cyclists or route for cyclists visiting or moving slowly through the city.

With this in mind Albert Square will no longer serve as a primary cycle route between Mount Street and Cross Street and instead we anticipate Quay Street and Princess Street being used as more direct commuting routes.

Albert Square has the opportunity to look at lessons learned from spaces like St. Peter's Square and Piccadilly Gardens to create a well balanced square that works safely for both cyclists and pedestrians without the need for higher design interventions typically seen along vehicular routes.

The data analysis diagrams opposite were kindly provided to Manchester City Council by Tracsis Plc through the City Verve surveys and were gathered by sensors at key junctions around the square. The diagrams represent a week in the life of pedestrians within the area. They give a detailed analysis of the volume of cyclists and pedestrians moving in and around the streets and provide a useful insight into the current popularity of cycle routes. Whilst it clearly identifies Princess Street as the primary route in the area, it has also helped to understand the numbers of cyclists wishing to use Albert in the future.

Data analysis of pedestrian and cycling usage in the streets around Albert Square



5.7 Cycling Strategy

BEE NETWORK AND CITY CENTRE TRANSPORT STRATEGY

The Bee Network is a strategy that will continue to refine and expand routes around Greater Manchester to create the most direct and pleasant way to navigate a neighbourhood or city on foot or by bike. Likewise the City Centre Transport Strategy is an emerging policy document, targeted for release later in 2019, that sets out the ambition for Manchester's highway, cycling and pedestrian networks.

Consultation is on-going with TfGM and MCC Highways to ensure that the proposals tie in with both the Greater Manchester's Bee Network and the City Centre Transport Strategy.

Information on the Bee Network, Greater Manchester's cycling and walking infrastructure proposal can be found at: <https://assets.ctfassets.net/nv7y93idf4jq/34oOjdbQmsImel4AQQM8My/e8dee4819e6bc8c13036af620d81259f/Beelines.pdf>

Links to the Bee Networks mapping can also found at: <https://mappinggm.org.uk/>



Proposed Beelines Map



Beelines Route

5.8 Cycling Strategy

CYCLE STORAGE AND SIGNAGE

Feedback from Manchester City Council Highways team noted that there is a constant demand for cycle parking around the square. As a result, the proposed scheme will include 32 No. cycle stands providing 64 cycle parking spaces at three corners of the square. The square also offers the opportunity to accommodate future cycle hire facilities within these areas.

Wayfinding for both cyclists and pedestrian will be positioned around the square. This will be key to how cyclists and walkers navigate themselves around the city. Further engagement with TFGM will help to determine the appropriate locations and the type of branded Bee Network signage that can be utilised.

Similarly, how visitors use the public realm in a balanced and considerate manner will be expressed with the appropriate signage



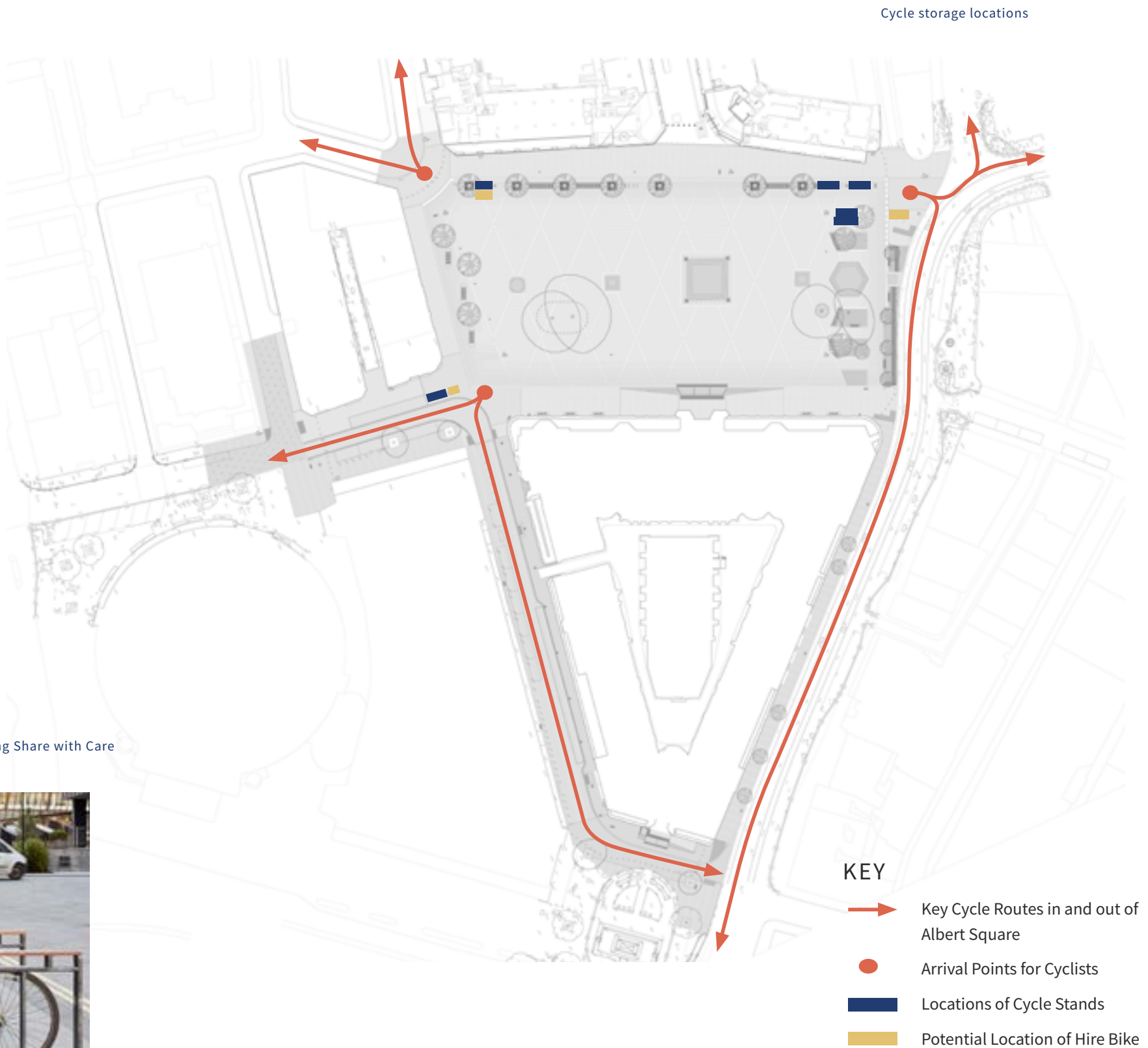
Typical signage for Beelines Network



Potential signage expressing Share with Care



Precedent Image of intended cycle rack



Cycling Strategy

PROPOSED ACCESS HIERARCHY

The diagram opposite illustrates the intended approach developed by Manchester City Council and TFGM on how cyclists should access and use the square.

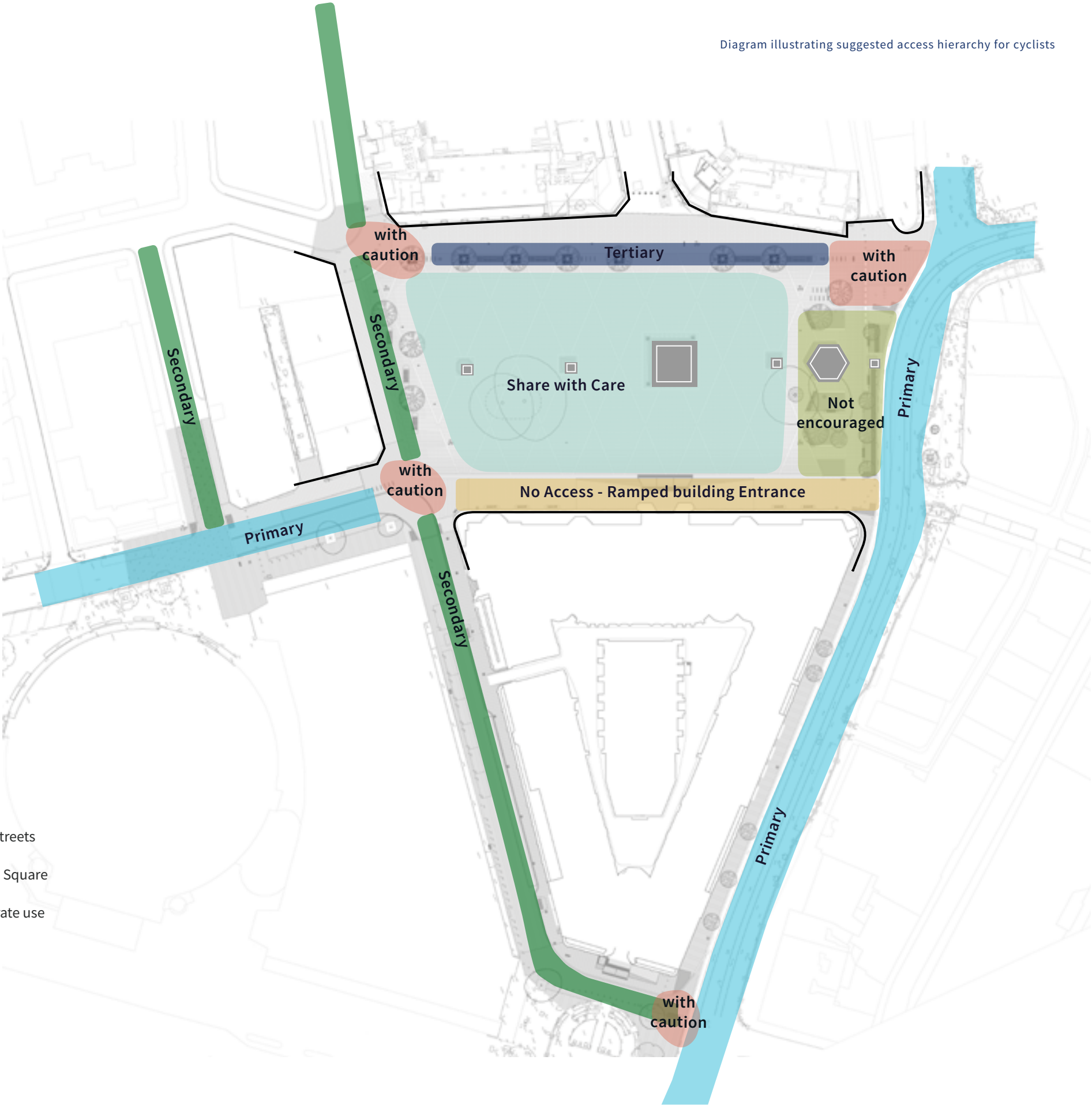
It proposes a hierarchy of routes that MCC hope will have minimal conflict between people of different ages and abilities using the square on foot and cyclists arriving and moving around the space.

It adopts a balanced attitude of 'Share with Care' where all users are invited to enjoy and move around the public realm with consideration of others.

Diagram illustrating suggested access hierarchy for cyclists

KEY

- Primary Routes: Key commuting routes
- Secondary Routes: Connecting routes for cyclists using smaller, connecting streets
- Tertiary Routes: Slow routes for cyclists moving considerably through Albert Square
- Main Square: "Share with Care" philosophy encouraging a safe and considerate use of Albert Square
- Green space offers a stop and dwell opportunity for pedestrians
- Access for cyclists not recommended or practical due to ramped access
- Arrival points into the square for parking - Move with caution



5.9 Levels and Drainage

SUMMARY

The levels and drainage strategies for Albert Square have been developed in conjunction with the highways proposals, as the removal of the road through the square provides an opportunity to create a single level space that is more accessible, usable, and with shallower and more consistent gradients across the entire square.

Levels

The preferred strategy is based upon a simple levels design that provides consistent shallow gradients of 1:50-1:70 across Albert Square, with falls to a series of linear drainage channels or slot drains. The levels proposals will ensure the paving surface is accessible for everyday pedestrian circulation, and also provides an even and uniform surface for events on the square. The proposed levels are within the same range as existing, with around 1m variation between highest and lowest points across the entire square.

Where there are existing trees that are being retained it is proposed to retain the levels as close to existing as possible, and in line with the recommendations of the TEP Arboricultural Options Appraisal Report (6943.004 Version 3, November 2019) in order to minimise the impact on the root zones of existing trees.

In terms of aesthetics, the levels design has been coordinated with the new surfacing proposals for the square, and will work in harmony with the detailed paving designs. The levels to the surrounding streets are generally proposed to be maintained as existing with only localised adjustments as required as there are no significant levels issues that have been identified in these areas. This will also ensure that the impact upon existing utilities is minimised.

The exceptions to this are Mount Street, Central Street and at the Cooper Street entrance. At Cooper Street the levels are required to be adjusted to coordinate with the new accessible entrance proposals. At Mount Street and Central Street the realignment of kerbs as part of the new proposals mean that the levels will need to be adjusted to suit.

IMPACT AND BENEFITS OF THE PROPOSALS

The levels strategy will allow the following public realm objectives (refer to section 2.2) to be achieved:

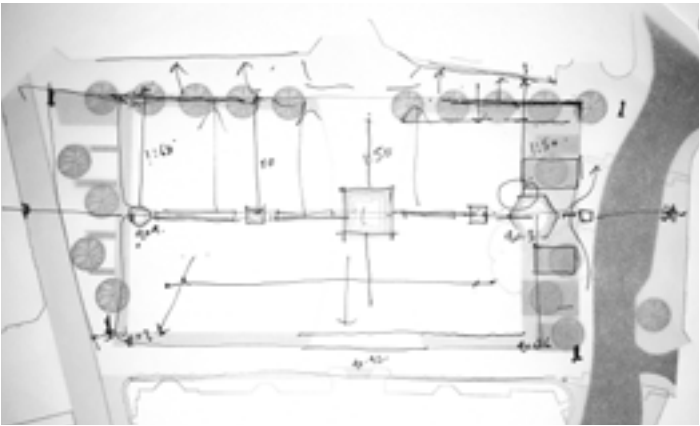
- Improved access to and across the square, improving entrance accessibility and removing trip hazards throughout the square.
- Providing an enhanced setting for Town Hall through the creation of a single level space allowing a free-form movement around the space much more in keeping with the historic use, proportions and character of Albert Square.
- Encourage walking, cycling and the use of public transport in order to reduce the environmental footprint of the square.

Drainage

The main areas of hardstanding within Albert Square will be collected by linear drainage channels with gratings and slot drainage systems. Some new road gullies will be incorporated within amendments to public highways outside of the Albert Square area.

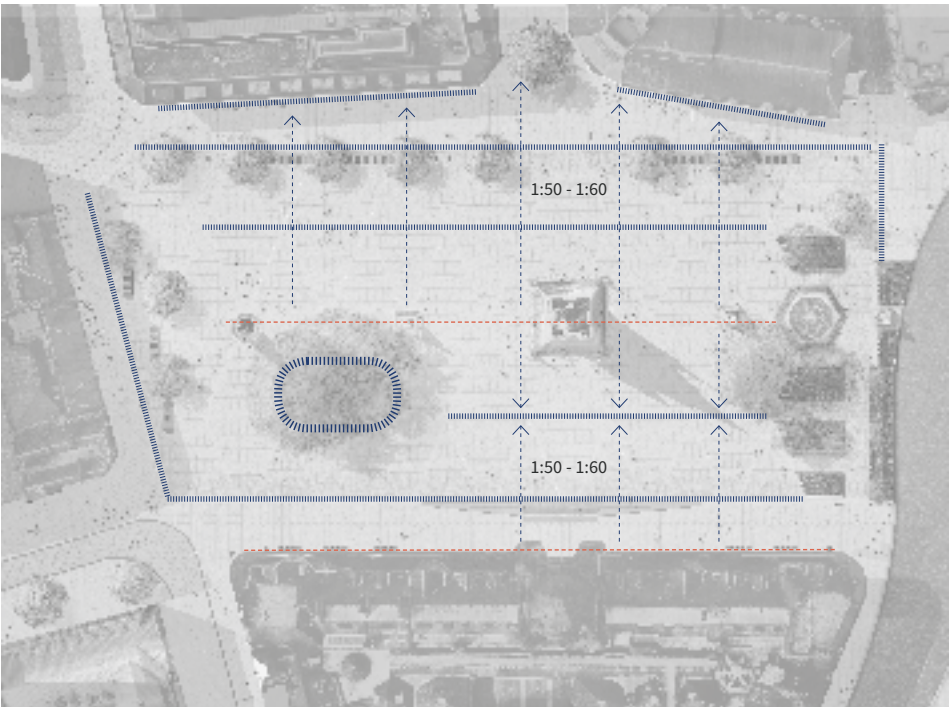
Early consultation has taken place with the Lead Local Flood Authority and it has been established that the design requirements are for a 50% betterment on the existing discharge rates and surface water designed for storm events up to the 1 in 100-year plus 40% climate change.

Attenuation will therefore be provided to achieve this design criteria. This will include a combination of systems including below ground tank / cellular storage, and the utilisation of a number of the tree pits in Albert Square. For full details of the drainage and attenuation proposals refer to the Below Ground Surface Water Drainage Strategy produced by Ramboll (reference: OTH-RAM-XX-XX-RPT-C-0017)



KEY

- > Surface Gradient 1:50 - 1:60
- High Point
- ||||| Drainage Channel (low point)
- ||||| Levels to be retained around existing mature trees

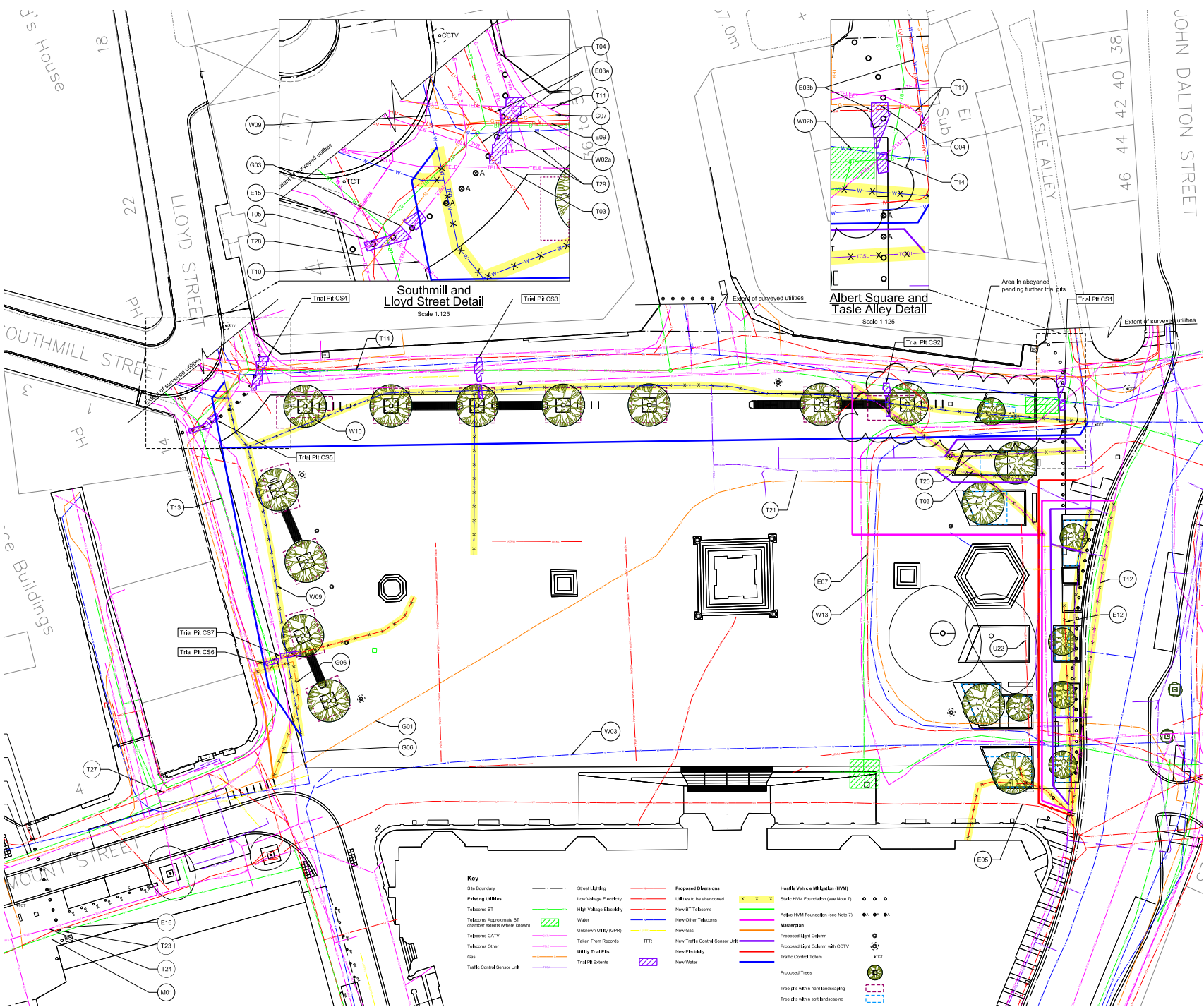


5.10 Utilities and Underground Services

UTILITIES AND UNDERGROUND SERVICES

There are several existing key service routes including the large diversion of water, gas and HV routes to the north of the square, in addition to the district heating network route to the south and west edges of the square, and service corridors to Lloyd Street and Princess Street.

During Stage 2, a GPR Survey was undertaken, producing results that did not coordinate with the Topographic Survey, in particular the 2CC service diversions did not align with the tarmacadam area to the north side of the square.



Utilities diversion diagram



6



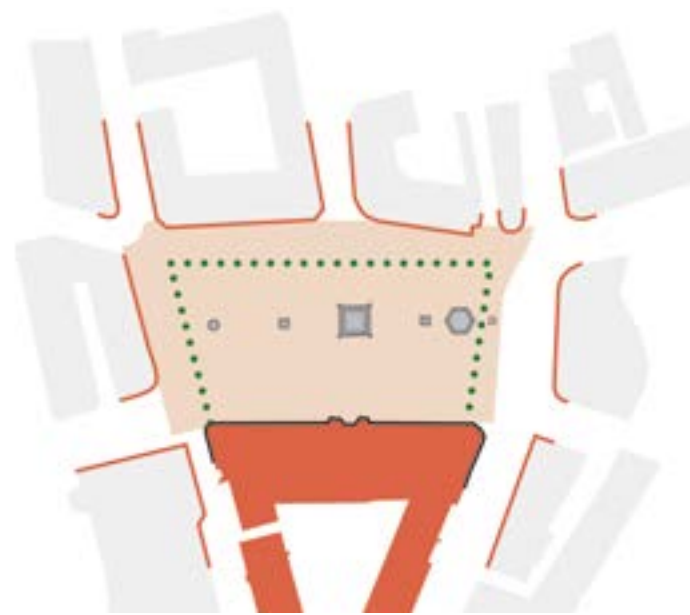
DESIGN PROPOSALS



OUR
TOWN
HALL
PROJECT

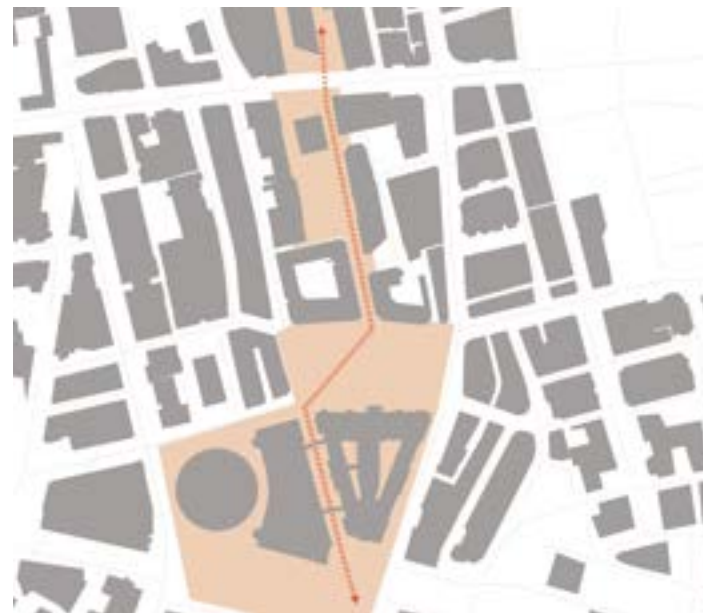
6.1 Key Principles

The public realm strategies have developed as a response to the project brief and public realm objectives as set out in Section 2. The diagrams below help to show how the strategies relate to each other and have informed the development of the public realm proposals.



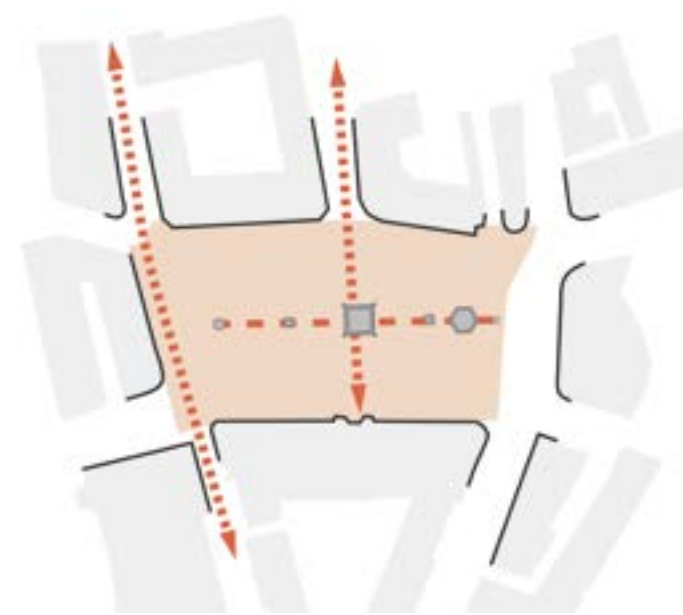
Create an enhanced destination and external setting for the Town Hall - the heart of the Civic Quarter.

1. Provide an enhanced setting for the refurbished Town Hall building.
2. Use the surrounding buildings to define the edges of the Square, not the roads.
3. Remove the roads to reinstate the historic proportions and character of the space.
4. Enhancing key views across the square, in particular significance-contributing views of the Town Hall facade.



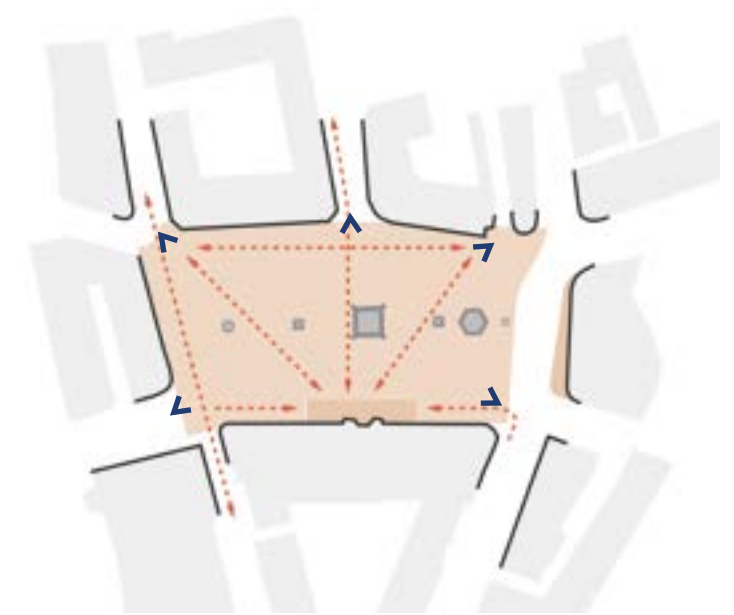
Provide high quality public and civic spaces that open up the city and provide places for people to meet and spend time.

1. Enhancing connectivity throughout the Civic Quarter, with Albert Square at its heart, from St Peter's Square through to Lincoln Square.
2. Create a larger and more connected public realm that provides a more usable and flexible public space.
3. Extend the character of the Civic Quarter through materiality and features such as tree planting.



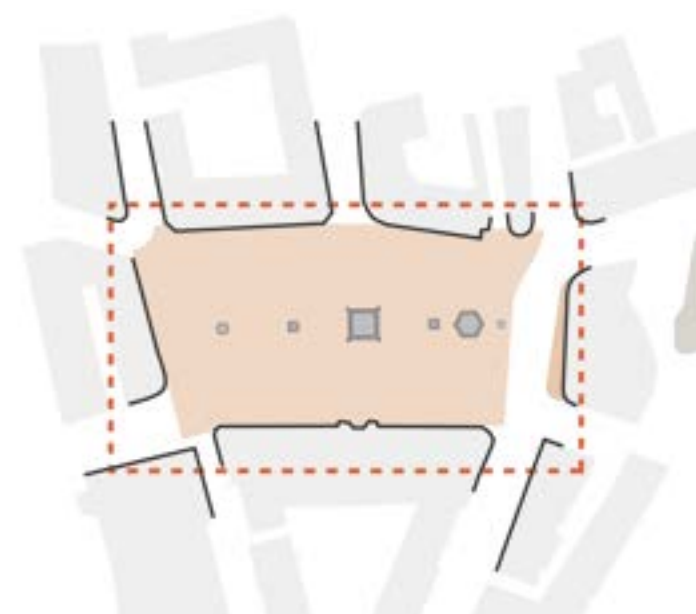
Protect and enhance the heritage assets including the Town Hall, Albert Memorial and monuments.

1. Reinforce the historic street alignment and connections, in particular the Lloyd Street and Brazenose Street links.
2. Respect the heritage significance of the monuments, and their positioning within the square.
3. Improve views and connections to and from Lincoln Square, create a processional route through this key axis.



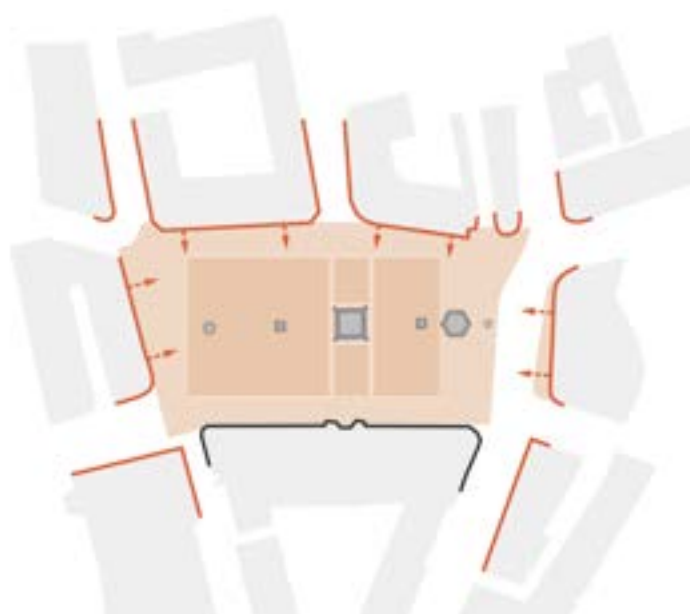
Improve access to and across the square, and into the building. Improve entrance accessibility and remove trip hazards.

1. Transform the visitor experience of the square with unimpeded pedestrian movement throughout the space.
2. Redesign levels to provide improved gradients and create a more accessible space for all users.
3. Improve sight lines to aid legibility and views across the square.



Provide adequate security measures appropriate to the use of the square.

1. Provide a secure space that doesn't impact upon the user experience.
2. Utilise existing features including the surrounding buildings to minimise the extent of secure line.
3. Reduce visible barriers in the square to help reinforce the historic open views and allows free pedestrian movement across the space.
4. Remove or reduce vehicle access to the square, make it a place for people, not cars.



Improve the function and operation of the Town Hall and Albert Square.

1. Create a large single surface public space that is more usable and flexible, and able to accommodate multiple functions.
2. Ensure the primary function of Albert Square as a civic and social space can be maintained throughout the year.
3. Connect the square with the active edges and ground floor breakout spaces.
4. Ensure pedestrian movement flows are maintained throughout the year and during events.



Encourage walking, cycling and public transport use

1. Reinstate pedestrian priority, allowing free flow of movement throughout the square.
2. Encourage the 'Share with Care' philosophy between pedestrians and cyclists.
3. Provide managed access for cyclists and storage at key entrances into the square, encouraging people to park their bike and explore on foot.
4. Strengthen links to Brazennose Street, Lincoln Square and St Peter's Square, encouraging walking and the use of public transport.



Consider opportunities to provide green space to enhance quality of life and achieve carbon reduction objectives

1. Create a protective edge that is beneficial to the character of the public realm, not detrimental.
2. Balance the requirement for greenspace with restoring openness within the square
3. Establish a sense of enclosure within a busy public square.
4. Reduce surface water run-off across the square during heavy rainfall, improve air quality and contribute to reducing the heat island effect.
5. Create health benefits by providing access to green space.

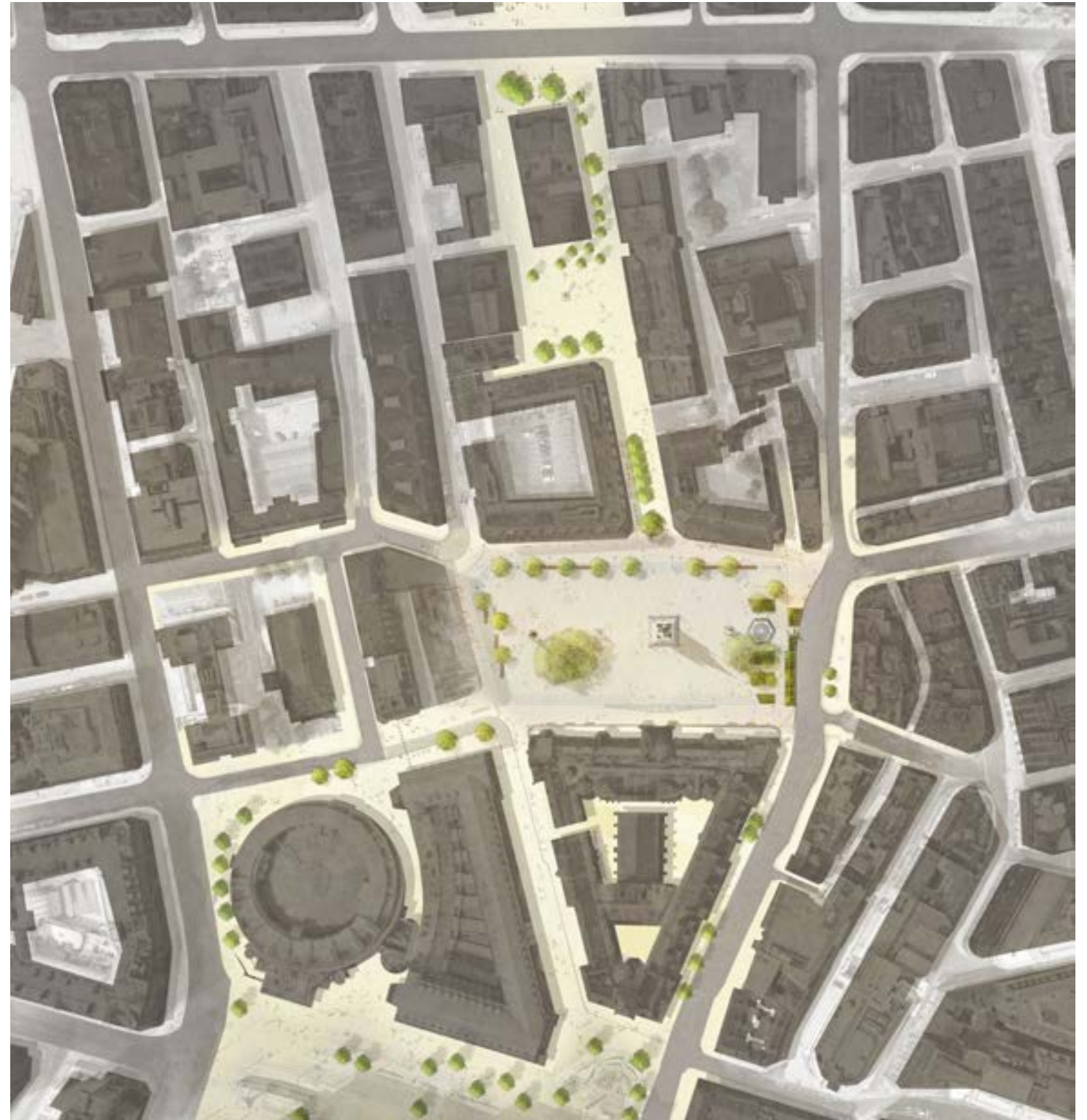
6.2 Current Masterplan

CURRENT MASTERPLAN

Throughout the RIBA design stages, the Our Town Hall project project team has worked in close collaboration to develop and coordinate the public realm proposals.

Regular design and coordination workshops have been held with the public realm cluster team. Additionally, the series of Public Realm Stakeholder Engagement sessions have also served to inform and influence the design and decision making process.

The consultation process with local landowners and businesses began during Stage 2, with two consultation events. The feedback and information provided at these and the additional public consultations helped to inform design decisions, particularly regarding vehicle access, servicing and events strategies.



Wider Masterplan (Indicative)



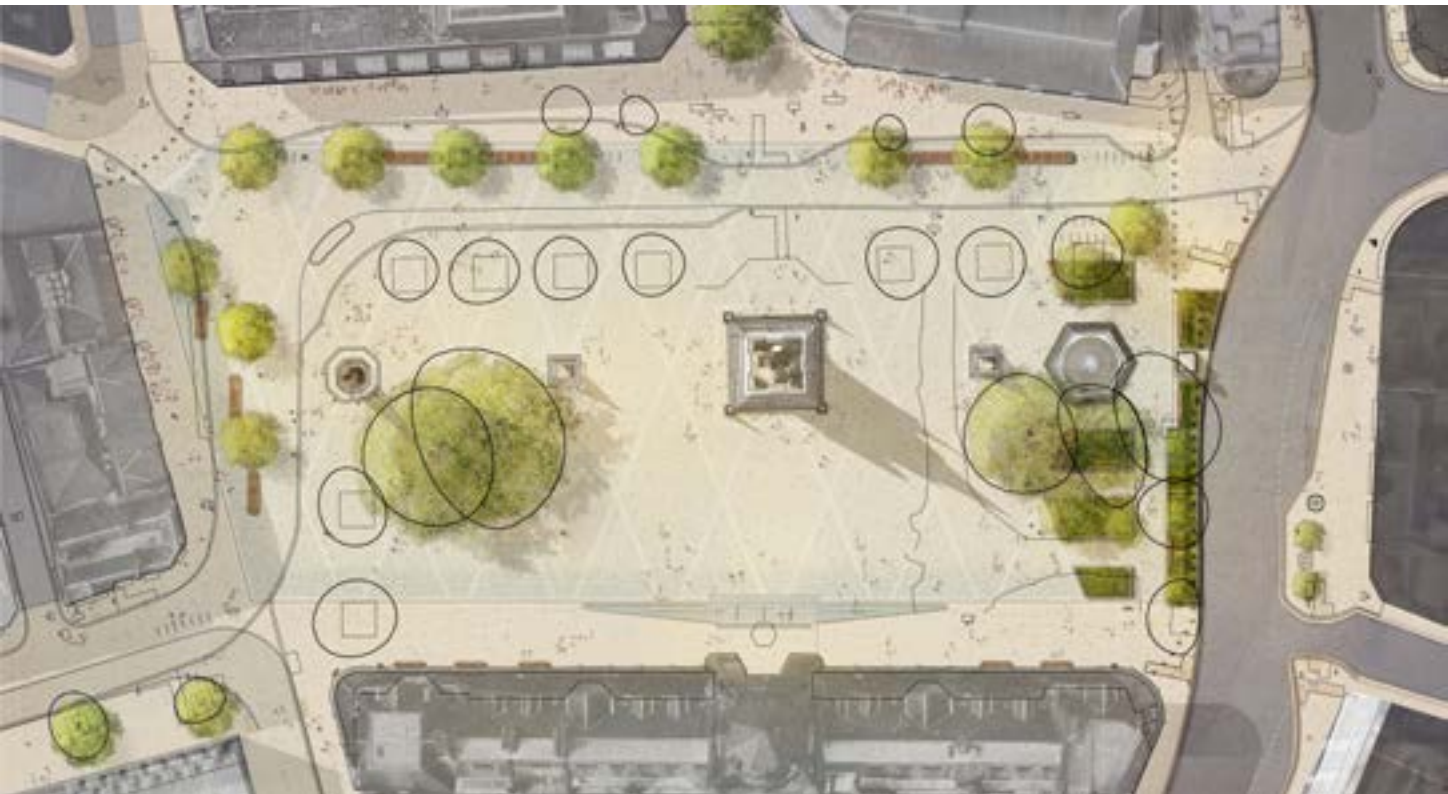
Albert Square Masterplan (Indicative)

6.3 Masterplan Development

MASTERPLAN DEVELOPMENT

There have been regular updates to the Landscape Masterplan throughout the process through developed design and coordination, and in response to stakeholder feedback.

The series of drawings on this page illustrates this development from the final RIBA Stage 2 Masterplan (OTH-PLA-XX-XX-DWG-L-0006 Revision 00) through to the RIBA Stage 3 Masterplan (OTH-PLA-EE-ES-DWG-L-1000 Revision 03) and RIBA Stage 4 Masterplan.



Current Masterplan with existing road lines overlaid



Stage 2 Issue



Stage 3 Issue



Stage 4 Development

6.4 Spatial Character and Sequence

The adjacent diagram illustrates how the proposed design for Albert Square will create a series of spaces of different scale and character that will provide different opportunities for people to use the space in addition to achieving the key functional requirements.

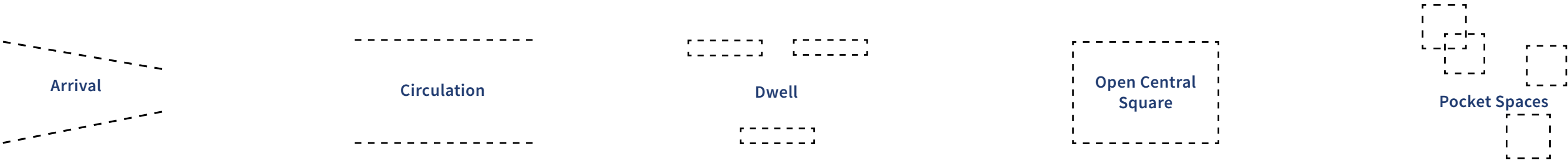
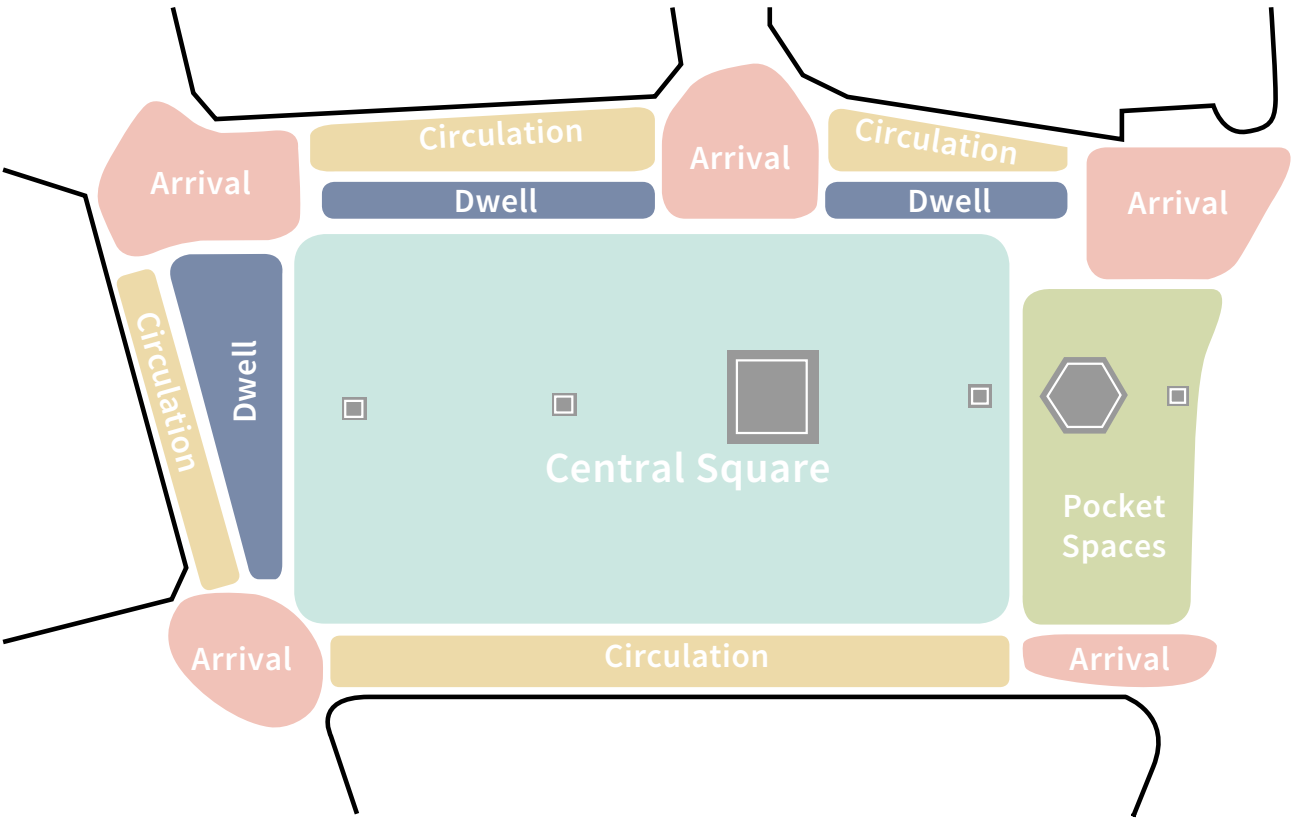
The main central space at the heart of Albert Square will be open and free of furniture and obstructions, allowing people to move freely as was historically the case.

Arrival spaces at each of the key entry points into the square will act as orientation points with clear views across the central square and along perimeter circulation routes. The Albert Memorial and statues will act as key orientation points.

To the perimeter of the square will be a series of generous circulation routes that will be kept free of furniture and obstructions, allowing unobstructed movement and clear legibility.

The edges of the square will provide spaces for people to stop and dwell with generous seating, tree planting and cycle parking located in defined zones so as to keep the circulation routes and central areas clear.

The human scale enclosure of the green pocket spaces to the Princess Street edge of the square will provide spaces for rest and contemplation. The retained mature trees will also create a sense of enclosure to these areas.



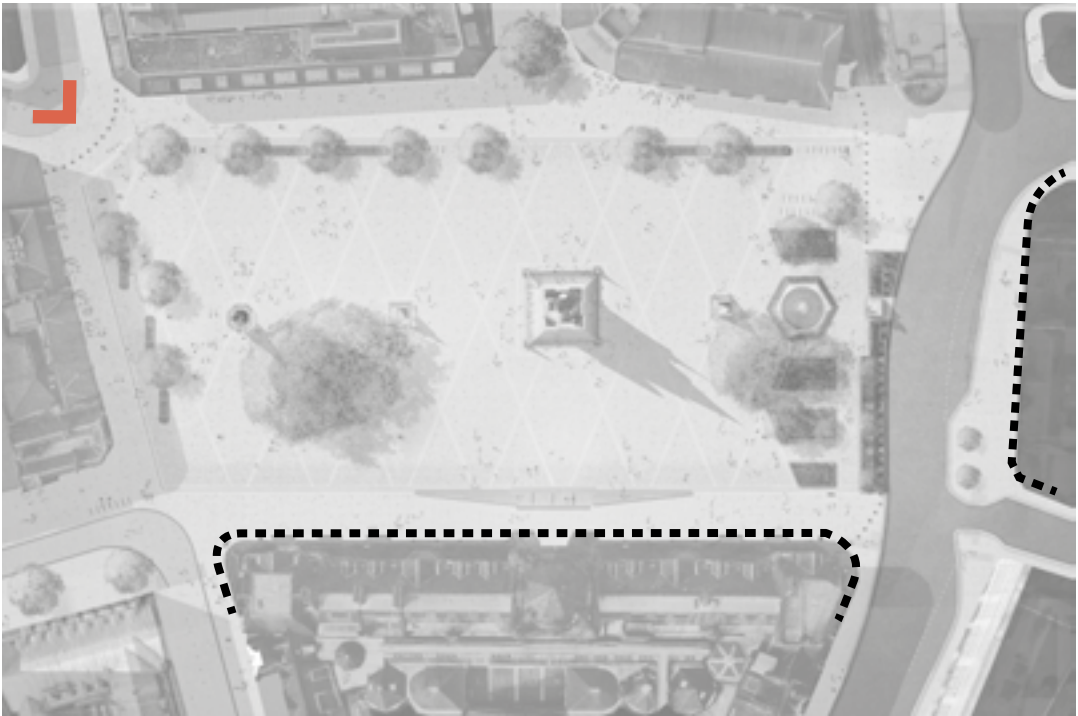
6.5 Visual Analysis

HERITAGE IMPACT ASSESSMENT VIEWS

Several key views have been prepared to demonstrate the benefits of emerging proposals on the setting for the Town Hall and surrounding historic façades.

These views have formed part of the Heritage Impact Assessment produced by Purcell. They are key historic views and are used as a tool to assess the impact of change on the significance of the Town Hall and other listed buildings within the square.

Refer to the Heritage Impact Assessment: Public Realm OTH-PUR-XX-XX-RPT-A-0071 for further details and additional views.



Historic view of the Town Hall from Southmill Street



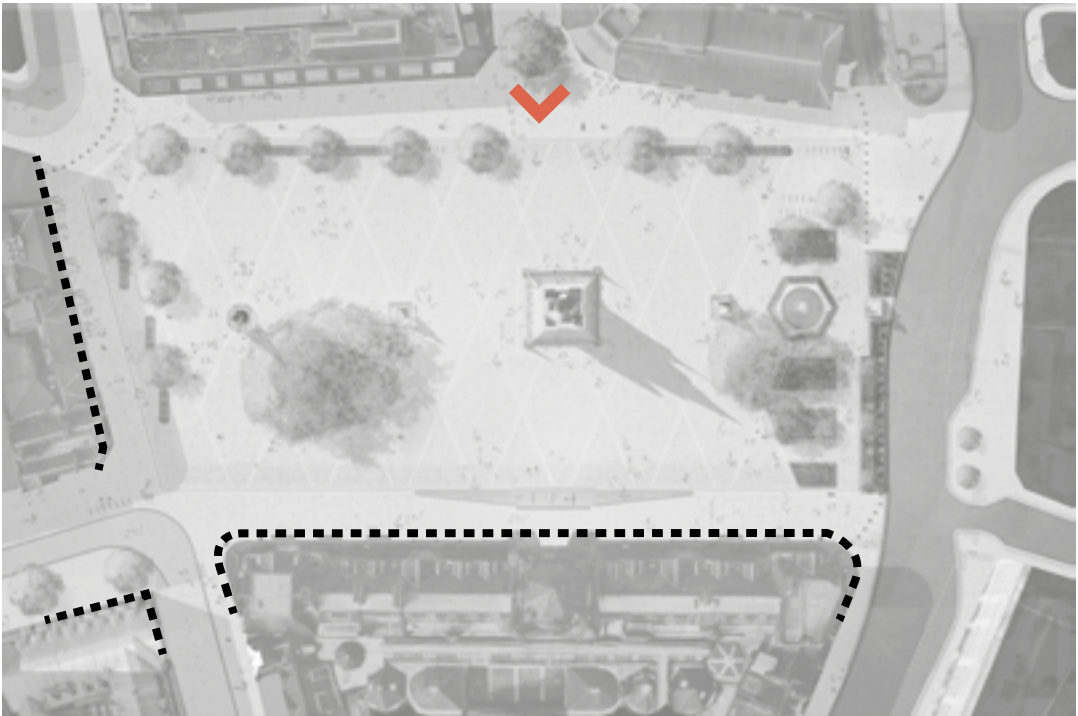
Current situation



Proposed visualisation (indicative)

Visual Analysis

VIEW FROM BRAZENNOSE STREET



Historic view of the Town Hall from Brazennose Street



Current situation



Proposed visualisation (indicative)

6.6 Visualisations



Proposed visualisation (indicative)



Proposed visualisation (indicative)

Visualisations



Proposed visualisation (indicative)



Proposed visualisation (indicative)

6.7 Character Areas

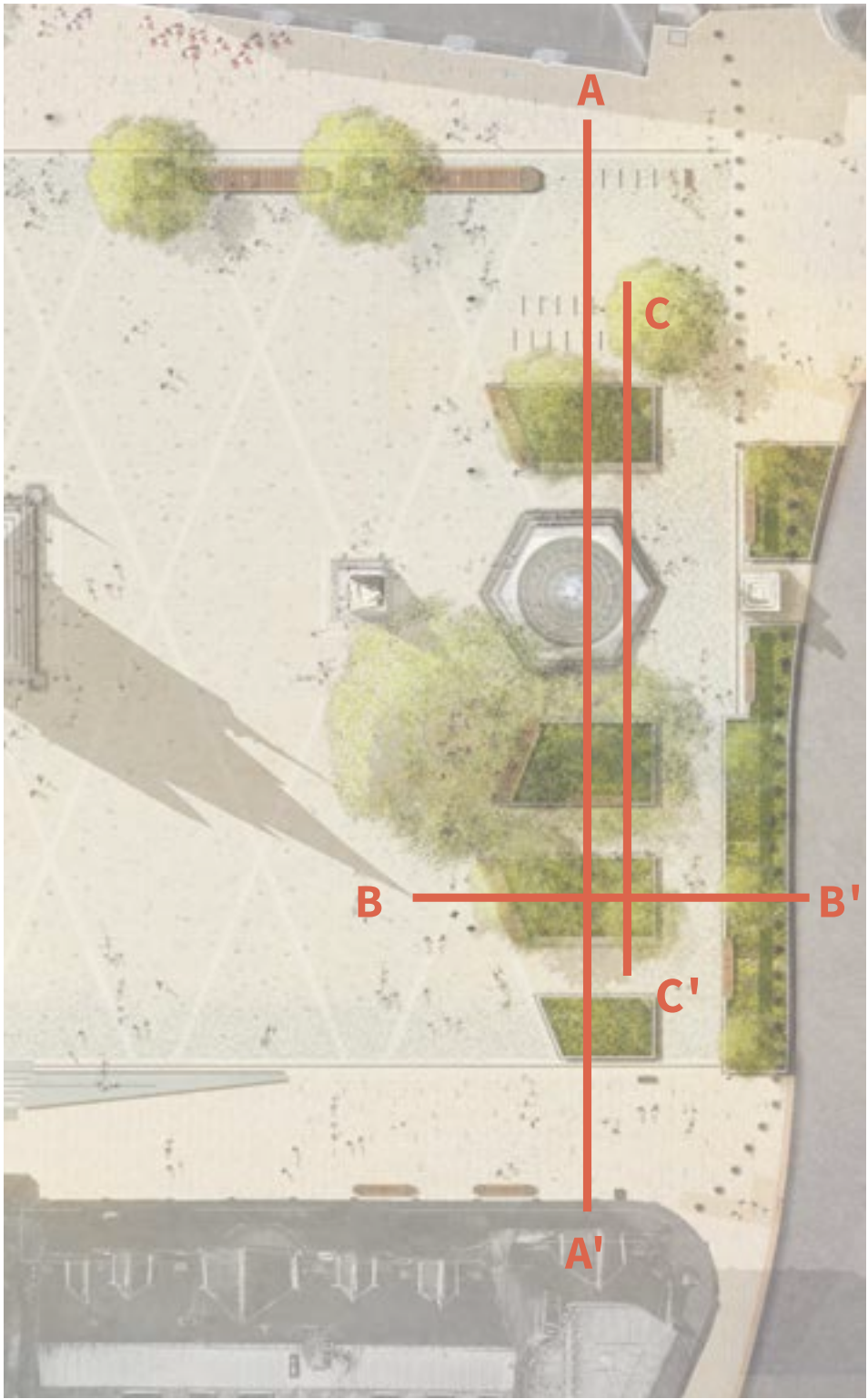
GREEN SPACE AND POCKET SPACES

These illustrative sections show the proposed design incorporates small scale spaces within the larger scale of Albert Square, allowing for a sense of enclosure within a busy public square. A dwell space has been created around the existing fountain, with proposed seating to the edge of the planters.





Section C-C'



Character Areas

SPILL OUT AND DWELL SPACES

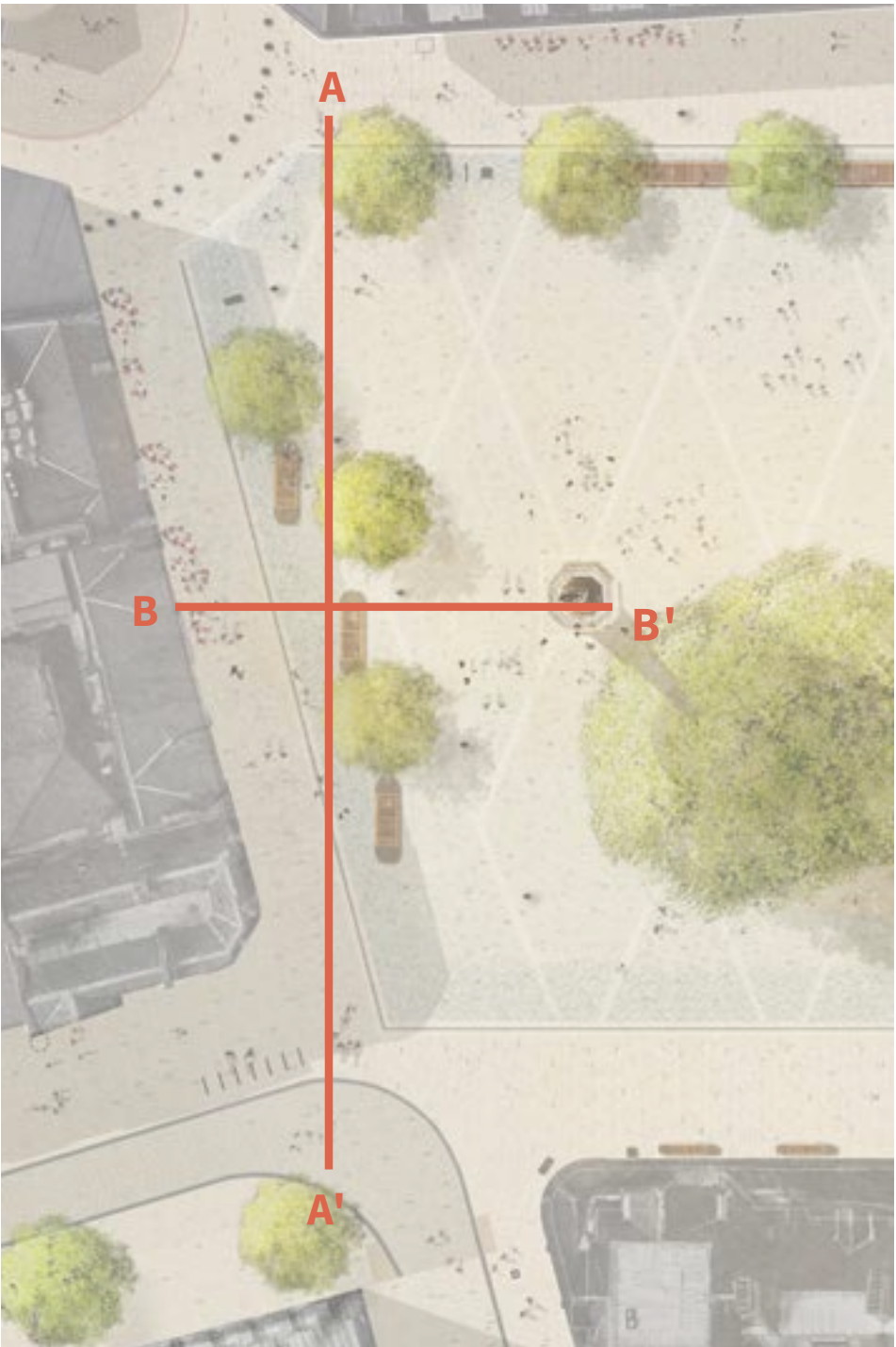
The removal of the road and pedestrianisation of Albert Square will allow for existing restaurants, cafés and bars located on the square to spill out and activate the edges. Circulation routes can be maintained to the perimeter of the square whilst providing a generous area for spill out activities. Large seating plinths are situated within the 'perimeter zone' of the square under the tree canopy providing a semi-enclosed seating edge that looks onto the square.



Section A-A'



Section B-B'



6.8 Masterplan - Public Benefits

PUBLIC BENEFITS OF THE PROPOSED INTERVENTIONS

The designs are in keeping with the original setting that Albert Square provided for the Town Hall and other historic buildings surrounding the square, and to achieve the ambition of a truly international space that is defined by its building edges, this strategy creates several positive outcomes:

Removing traffic from Albert Square will create a massive reduction in hydrocarbons and other pollutants that would have continued to deteriorate the surrounding historic buildings.

- Creates a 94% pedestrianised space (building to building).
- Enhances connectivity throughout the Civic Quarter, with Albert Square at its heart.
- Maximises the space available for public use, and improves its ability to host large scale cultural and civic events and celebrations.
- Introduces welcoming green space into the city.

Creates the setting for Manchester Town Hall and surrounding historic buildings

- Removes the roads to create a generous, unified space that is proportionate and appropriate to the scale of the Town Hall and surrounding buildings.
- Creates an enhanced setting for the refurbished Town Hall, the Albert Memorial and the other listed monuments.
- Creates an enhanced setting for other historic buildings around the square particularly the Town Hall Extension and buildings on the Princess Street elevation such as 1 Albert Square and Northern Assurance Building.
- The Memorial Hall, St. Andrews Chambers all Carlton House are buildings that are constructed soon after the erection of the Albert Memorial and have a significant relationship with the square. The proposals will eradicate the harm done by the existing road and reinstate that connection with Albert Square.

- Improves views to the Town Hall building, so that the scale and splendour of the building facade can be better experienced.

Restores and celebrates the significant heritage qualities of the space

- Reinforces the historic street alignment, urban grain and connections, in particular the Lloyd Street and Brazennose Street links.
- Respects the heritage significance of the monuments, and their positioning within the square.
- Improves views and connections to and from Lincoln Square, create a processional route through this key axis.
- Respects the significance of the historic material character of the square.

Unifies the civic quarter

- Connects Albert Square to the surrounding Civic Quarter public realm, providing an uninterrupted pedestrian route from St Peter's Square through to Lincoln Square.
- Creates a larger and more connected public realm that provides a more usable and flexible public space.
- Maintains and enhances the green character of the Civic Quarter.

Ensures function & flexibility within the square

- Creates a large single surface public space that is more usable and flexible, and able to accommodate multiple functions.
- Creates a space that is fit for purpose and accommodate excessive loadings from event vehicles and not appear damaged and worn out.
- Ensures the primary function of Albert Square as a civic and social space can be maintained throughout the year.
- Accommodates publicly accessible space even during large events such as the Christmas Markets.
- Connects the square with the active edges and ground floor breakout spaces.
- Ensures pedestrian movement flows are maintained throughout the year and during events.

Improves access, legibility, and views

- Transforms the visitor experience of the square with improved access and unimpeded pedestrian movement throughout the space, with better links to Brazennose Street and Lincoln Square.
- Redesigned levels provide improved gradients and creates a more accessible space for all users.
- Improves sight lines and reduces clutter aid legibility and views across the square.
- Promotes sustainable transport, and the square as a destination and pedestrians and cyclists.

Masterplan - Impact on Heritage

HOW HAS HARMFUL CHANGE BEEN MITIGATED?

- The significant reduction in hydrocarbons and other damaging pollutants will prolong the life of the square's historic buildings and other heritage assets.
- All statues and monuments will remain in their current location and protected during the works.
- Key interventions on the Town Hall from the public realm have been limited to the new accessible building entrance from Albert Square and Cooper Street. The designs for both entrance areas has been carried out with the project's conservation architects in collaboration with the Conservation Panel and Access Sub Group.
- All other threshold and façade elevation levels of buildings around the public realm have been retained.
- Construction techniques for new footpaths around the Town Hall will respect the interface with the Grade 1 listed moat wall by providing a breathable membrane that will prevent further spalling of the moat's stone surface.
- The treatment of new surfaces around the public realm respects the heritage significance of both material and laying bonds found in Albert Square in the late 19th Century.
- Work adjacent the Cenotaph have been limited to the replacement and minor realignment of the existing HVM bollards. This is required as the bollards are not compliant with the current standards and need to be moved to accommodate vehicle access around the new Cooper Street entrance.
- The existing heritage light columns on Lloyd Street are thought to be original and will be protected during the works.
- The proposed planting beds along Princess Street edge to the Square are not characteristic of the heritage of Albert Square but are necessary to soften the impact of sixty high impact bollards. They provide a number of positive benefits including biodiversity, attenuation, pollution absorbance and peoples wellbeing that would help to balance any harm that this change may cause. All planting beds are contained within a formal surround with a low level railing up to half a metre. The planting will be maintained at around this level and not exceed 1m so that views of the Town Hall and other buildings and monuments are not obstructed.

HOW HERITAGE BENEFITS HAVE BEEN MAXIMISED

- Upon entering the space the proposals seek to reinstate the powerful impact that Albert Square once had before the introduction of the highway and other obstructive elements.
- Expanding and unifying the public realm within the Civic Quarter to create a greater setting for all of its historic buildings.
- Reinforces the historic street alignment and connections, in particular the Lloyd Street and Brazenose Street links.
- Respects the heritage significance of the monuments and restores their prominence within the square.
- Improves views and connections to and from Lincoln Square, creates a processional route through this key axis.
- Creates more open views of the Town Hall facade upon entering the square from Southmill Street.



7.1 Materials Palette

SUMMARY

Albert Square

The whole of Albert Square is to be resurfaced with new natural stone paving material that will replace the existing surfacing and provide a robust surface designed to be durable for all future uses. The proposed materials design can be broadly defined by two principle areas – the perimeter routes, and the main central area of the square.

The perimeter of the square will primarily be paved with large format Yorkstone slabs that will define the principal circulation routes around the space. Where there is a requirement for events and service vehicle access at the corners of the square smaller sett material will be used to provide a more robust construction at these locations.

The central area of the square will be paved with natural stone setts, primarily Portuguese granite, but with a small percentage of Cumbrian stone and Scottish Green Schist material. There will be subtle linear banding that will provide a ‘visual stitching’ of the slightly irregularly placed features of the square, and has been informed by the historic character of ‘movement’ and desire lines around the space, and the historic street geometries of Lloyd Street and Princess Street that give the Town Hall its plan form.

All of the proposed materials and design seek to be of a longevity and quality befitting this highly significant public space, and the contribution it makes to the significance of associated heritage assets. All proposed natural stone surfaces will have a smooth finish (sawn and flamed or fine picked) and will be compliant with British Standards for slip resistance (Pendulum Test Values).

Surrounding Streets and Spaces

In general the surrounding streets and areas of public realm within the application boundary including Mount Street, Central Street, Lloyd Street, Cooper Street, and Princess Street will have Yorkstone surfacing. This will either be retained as existing or lifted and relaid or replaced with material to match in selective areas.

It is proposed to lift and re-use some of the existing granite setts in the square within the carriageway areas of Mount Street and Southmill Street.

On Lloyd Street and Cooper Street it is the proposed to replace the existing kerb with a more contrasting material and nosing detail in order to resolve issues around visibility and associated health and safety (refer to Section 7.3 for further details).

Robustness of Construction

The ground investigations undertaken early in the process as part of the intrusive surveys have helped inform the foundation design of the pavement areas. The new pavement will be laid on a concrete slab with high strength mortar bedding and jointing system that will create an extremely robust surface designed to accommodate the heavy vehicular loading requirements of the space. The paving design has been developed and coordinated to ensure that the surfacing materials and aesthetics are married to the below ground construction.

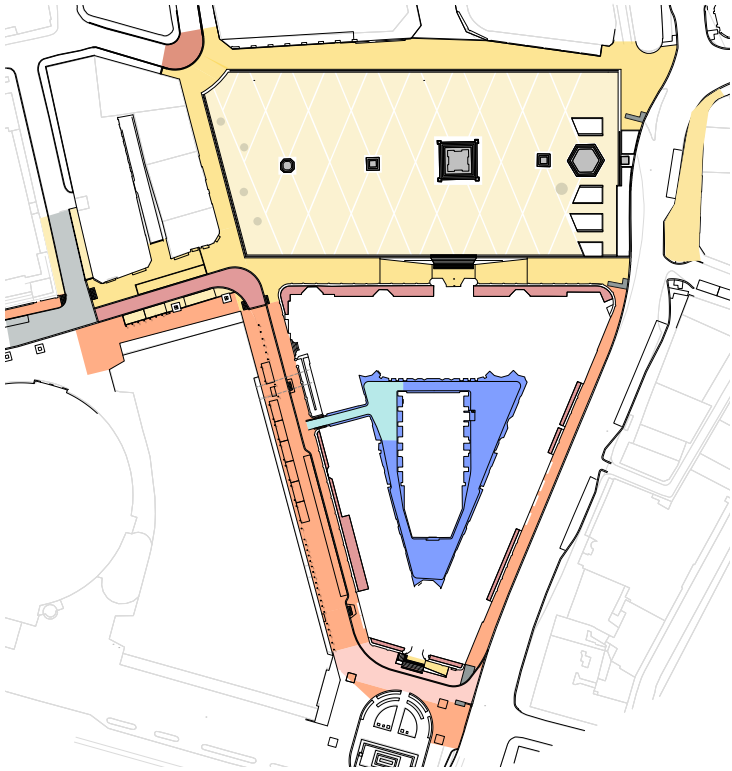
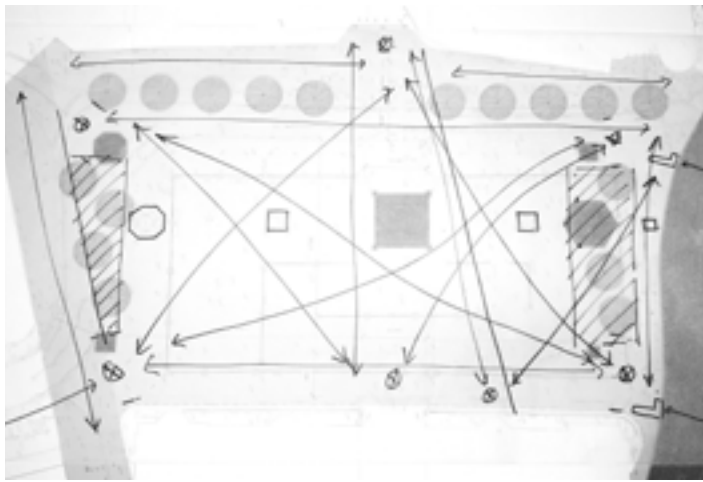
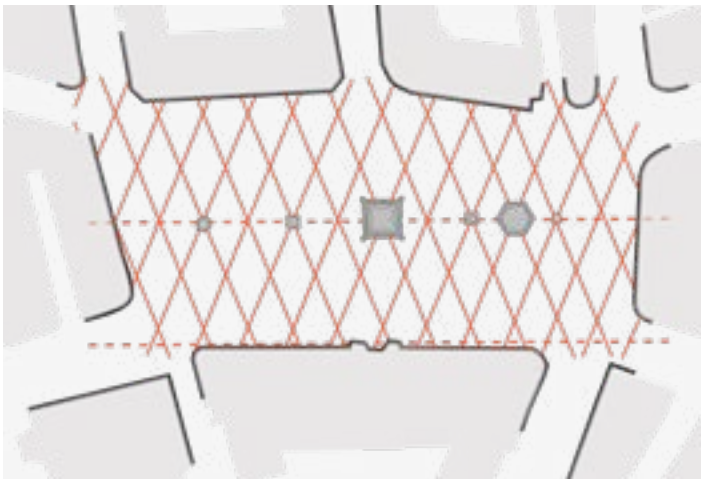


Diagram showing proposed paving types



Sketch showing key arrival points and desire lines



Diagrams showing 'diamond' banding concept based upon historic street geometry and characteristic sense of movement through the square

KEY

- New Yorkstone paving to Albert Square and Mount Street
- New Granite sett paving to Albert Square
- Yorkstone paving retained
- Yorkstone paving lifted and relaid to new levels
- Reclaimed Granite sett paving (from Albert Square)
- Existing paving to the inner courtyard to be lifted and relaid as part of a separate planning application Ref. 123631

IMPACT AND BENEFITS OF THE PROPOSALS

The proposed surface materials and their arrangement will serve to reinforce the original materiality of Albert Square with a combination of setts and Sandstone flags. Historically, the setts generally occupied the central space, while larger Sandstone flag paving picked out the boundary routes and key elements of interest such as the Albert Memorial.

The linear banding will help structure the central space and references the historic street geometries and character of 'movement'. By ensuring the Albert Memorial and other monuments are located at the convergence of these bands gives a prominence to these key elements, as historic paving schemes did.

Overall, in relation to the existing surface materiality, the proposed interventions will have considerable heritage benefits associated with replacing considerable areas of detrimental fabric and the introduction of a high quality and contextual 21st century design.

In addition to the enhancement of the heritage assets, the proposed materials and paving design will help to achieve many of the principle public realm objectives (refer to section 2.2) and provide further important benefits as follows:

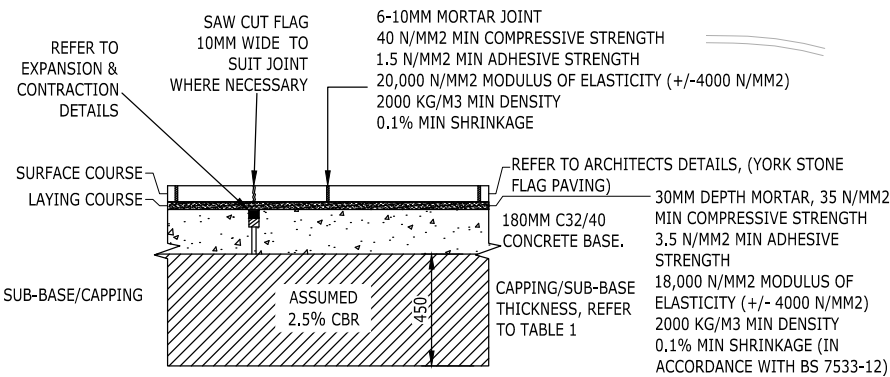
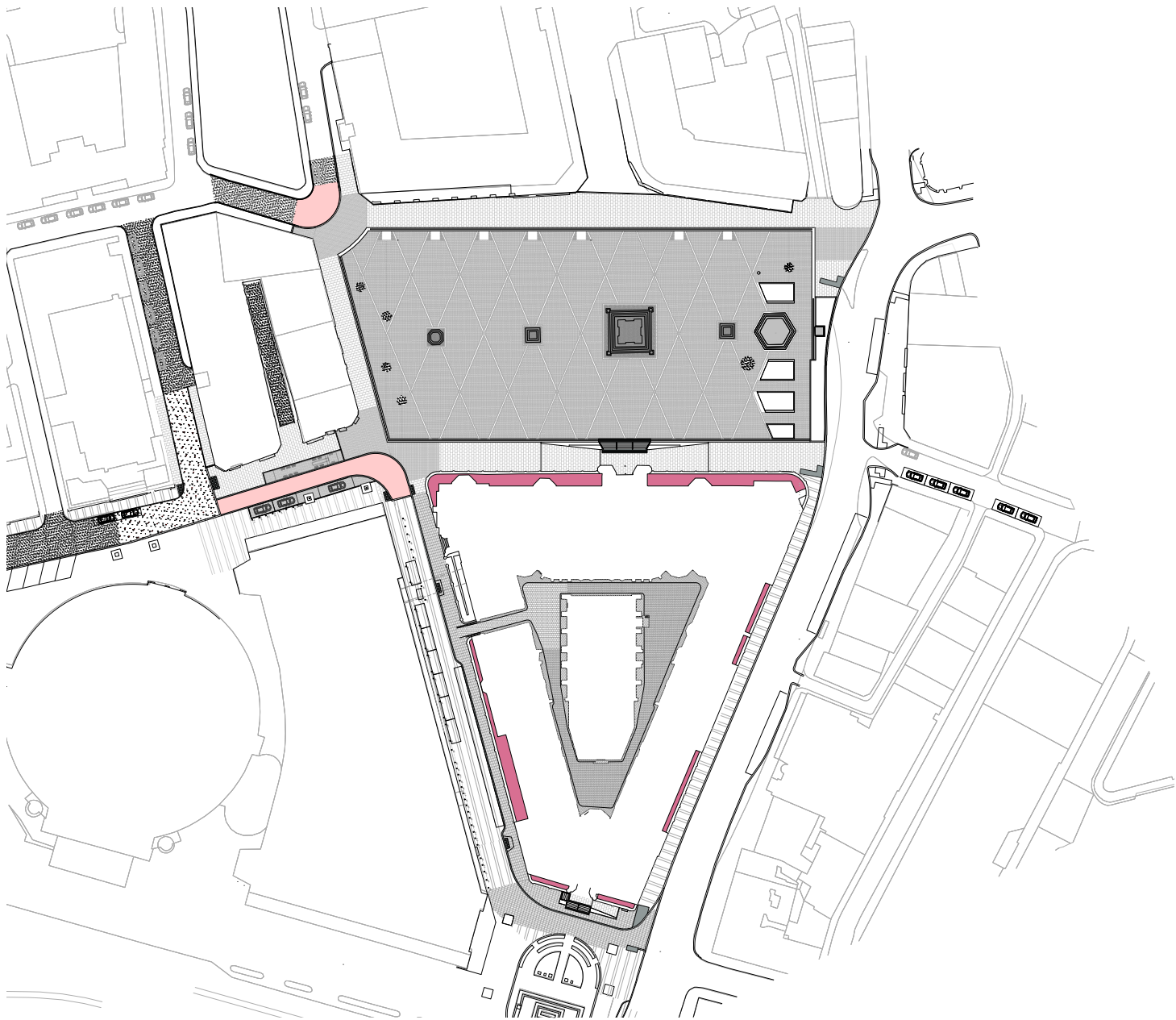
- Creates an enhanced setting for the Town Hall by providing a high quality and contextual 21st century design that responds to the historic material and character.
- Improves the function and operation of the square by providing a more robust and level surfacing better able to deliver its public and civic requirements including hosting large scale ceremonies and events.
- Improves access across the square by providing a smoother and more level surface, with generous and clearly defined circulation routes that improve the legibility of the space.
- The improvements to the surfacing material and levels will encourage walking.

RECLAIMED MATERIALS

In addition to the use of new natural stone paving materials, opportunities have been identified for reuse of reclaimed materials within the public realm and Town Hall moat wall.

The proposed approach is to reuse existing Granite setts from Albert Square on Mount Street and Southmill Street within the carriageway, in addition to the existing Yorkstone flags being reused in the Town Hall moat wall and potentially within Section 278 areas.

This strategy requires the material to be carefully lifted, cleaned and stored to ensure the paving units are in a suitable condition after breaking out.



YORK STONE FLAG PAVING - TRAFFICKED

(Occasional commercial vehicular traffic - Site Category II BS 7533-12 <60 Standard Axles / day)

Ramboll Pavement Build-up Detail

EXISTING MATERIAL TO BE RELOCATED

- Existing granite setts material lifted from Albert Square to be reused on Mount Street & Southmill Street within carriageway.
- Existing Yorkstone flags material from Albert Square and surrounding streets to be reused in the Town Hall moat and s278 areas if required.

NOTE: Reuse of materials subject to condition assessment following breaking out of existing surfaces. Materials for reuse must be carefully lifted, cleaned and stored until required.

Materials Palette

SIZE, DETAIL AND SPECIFICATION

As explained, the arrangement of the proposed materials has been designed to provide a subtle visual interest and structure to the square, reflecting the historic character of free movement and visually stitching the key historic features of the space in an understated fashion.

The size of these units will primarily be 600mm wide x 600-900mm random lengths. Where there is a requirement for events and service vehicle access across the Yorkstone at the corners of the square (Mount Street / Southmill Street / Princess Street) the size of the units will be a smaller sett material 150mm wide x 180-300mm random lengths, so as to provide a more robust construction at these locations.

The visual contrast between the natural stone setts and banding will be low, ensuring that this effect is subtle, and the space does not feel unduly ‘formalised’ in relation to its historic character. This subtly will also avoid an unduly ‘eye-catching’ effect which would otherwise draw attention from the landmark of Manchester Town Hall. In relation to the existing arrangement, while this does not involve uninterrupted areas of setts, it will move away from the more decorative detailing (such as seen around Albert Memorial) and better reflect the aesthetic of functional, free movement around the square as per its original design.

This is achieved whilst being a legibly 21st century intervention and deferring appropriately to the visual prominence of the Town Hall, in line with the ethos of ‘Constructive Conservation’ as defined by Historic England.

The size of the setts will be 120mm wide x 180-300mm random lengths. The paving surface will also include a series of 400mm wide granite bands set out in a ‘diamond’ pattern across the central areas of the square.

At the interface between the Yorkstone perimeter and central setts area there will be a natural stone channel detail. This will comprise two 300mm wide granite channels either side of a 200mm wide drainage channel with a ductile iron surface grating.

There will be a series of slot drains within the square, these will be positioned in line with the paving layout so as to ensure a very low visual impact within the surface finish and minimise the visual impact.

The Albert Memorial, Jubilee Fountain, and all other monuments are to be retained in their existing positions and they will all sit within an area of hardstanding.



Paving sample



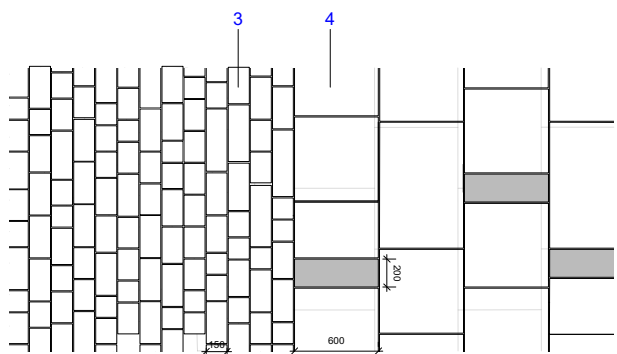
Paving sample with water applied to show enhanced colour intensity

MATERIALS

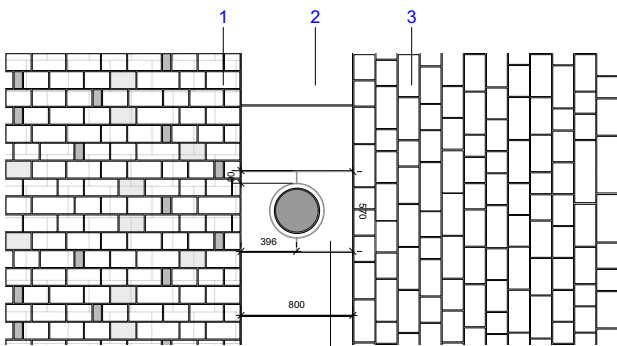
- Small format rectangular granite setts in random stretcher bond, blend of buff and grey colour granites. To have a small percentage of green grey colour granite within the mix.
- Detail paving bands / channels. Granite with smooth finish (colour to be selected from setts colour mix).
- Bespoke cast iron drainage channel grating. To sit within granite channels, to match paving bands.
- Granite plinth to Albert Square entrance. Green grey colour granite with carved detailing and various finishes.
- Yorkstone large format slab paving to building perimeter. To have small percentage of Cumbrian stone within the mix (as St Peter's Square paving).



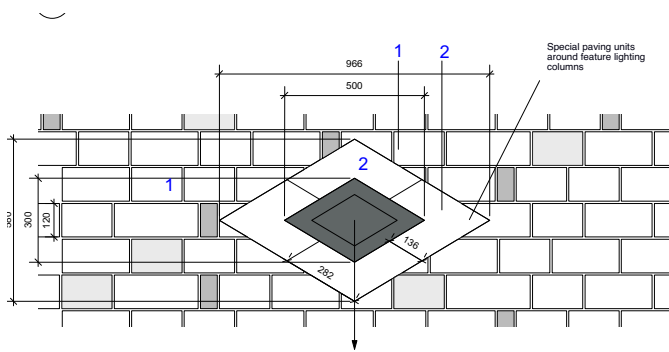
Materials Palette



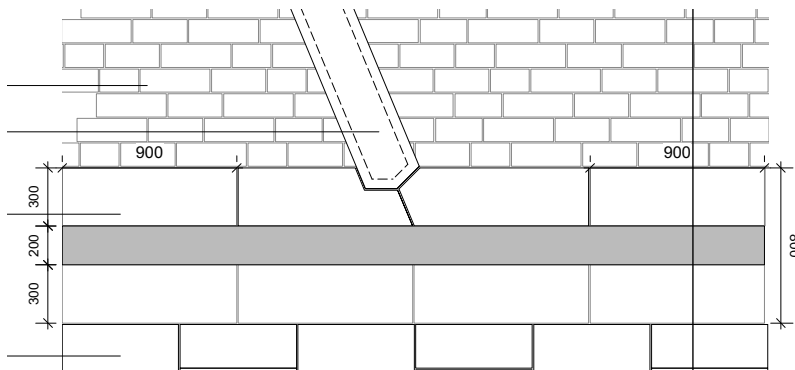
Paving Interface Detail - Granite setts and Yorkstone flags



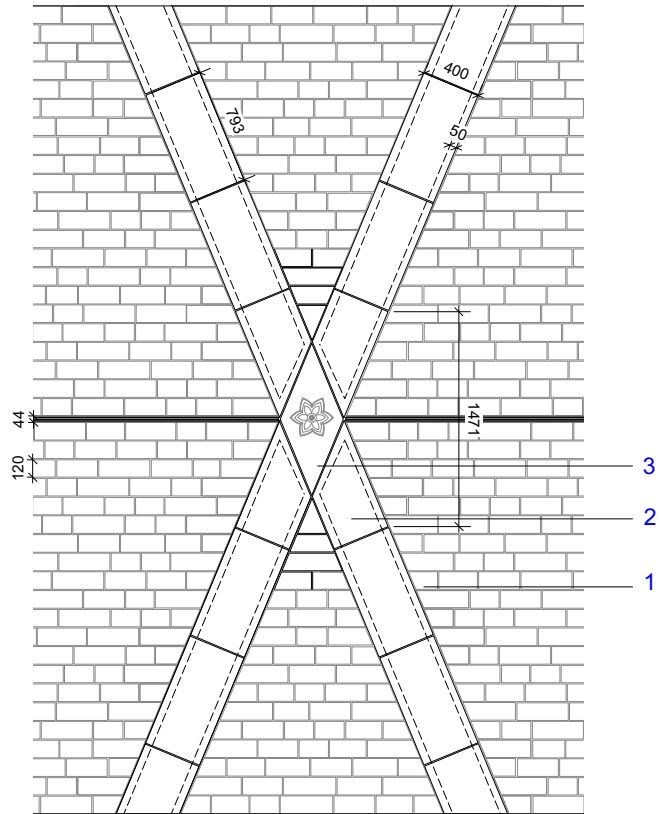
Paving Interface Detail - Bollards



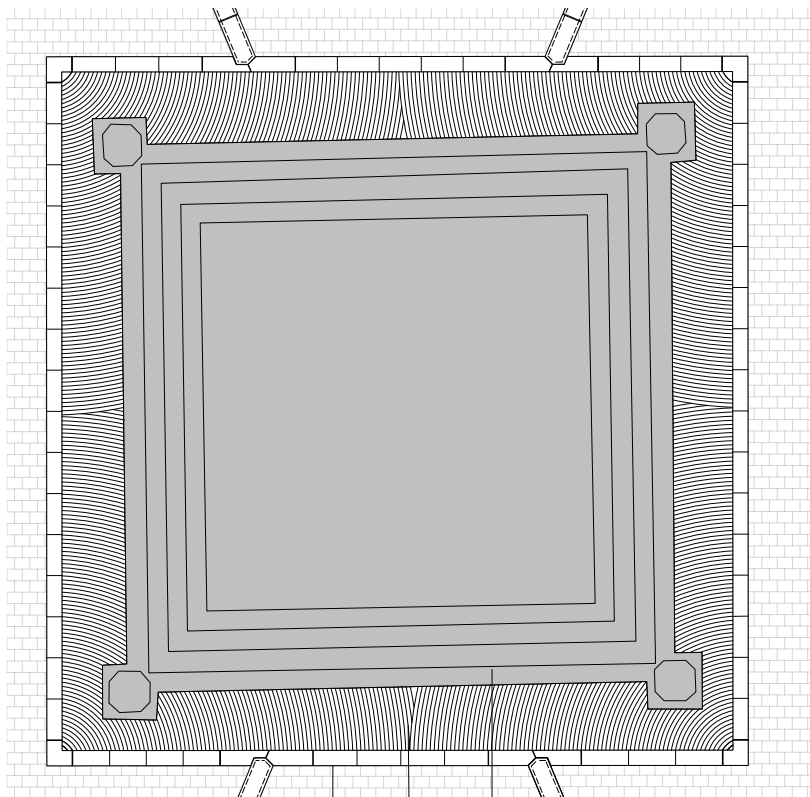
Paving Interface Detail - Lighting Columns



Paving Interface Detail - Diamond and Edging Band Interface



Paving Interface Detail - Diamond Special Unit



Paving Interface Detail - Treatment Around Existing Monuments

Precedent Projects - Paving Detail



St Peter's Square, Manchester



Piece Hall, Halifax

7.2 Building Entrances

The design of the building entrances is an important part of the project and public realm objectives to create more inclusive public access to the building, and improve the links between Albert Square and the Town Hall.

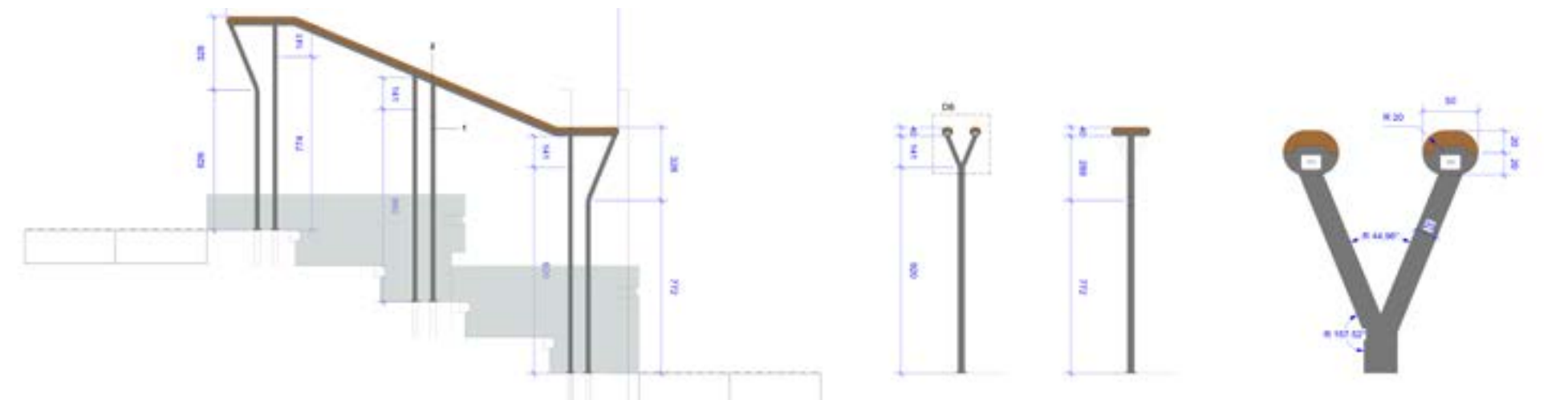
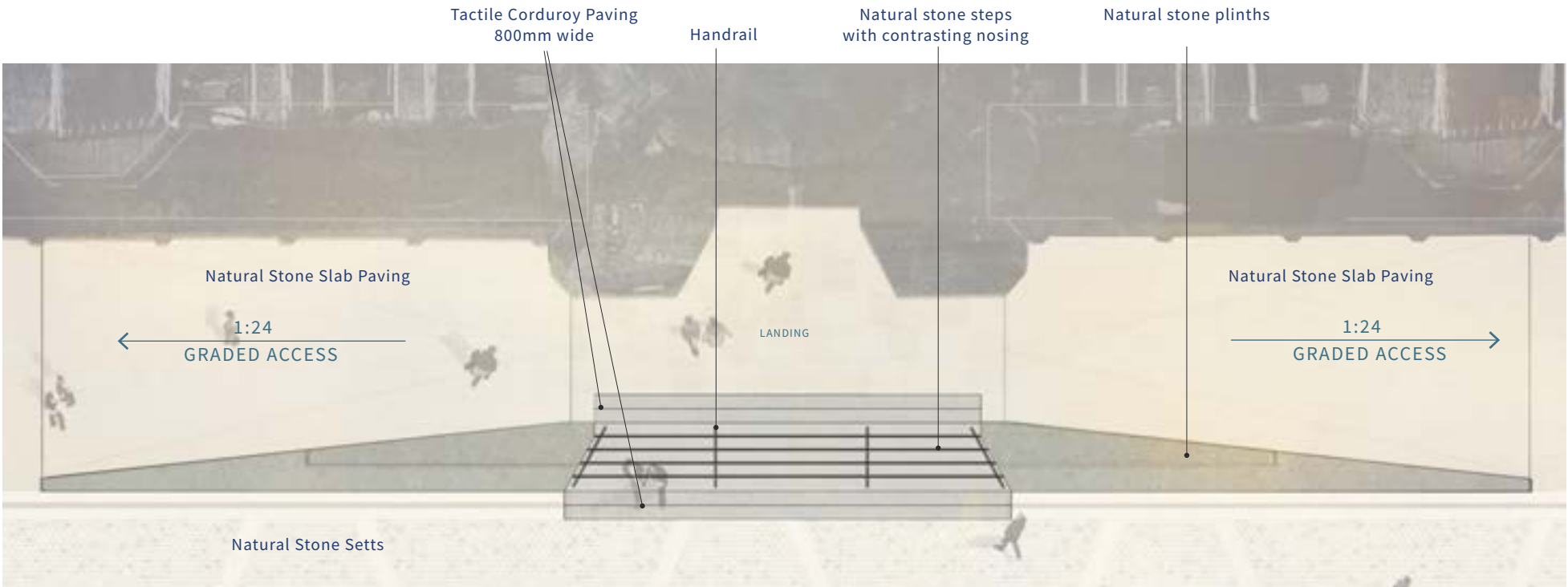
This objective must also be balanced with the need to ensure that proposals are sensitive to the Town Hall setting and Grade I listed status. The designs for both entrance areas has been carried out with the project's conservation architects in collaboration with the Conservation Panel and Access Sub Group.

ALBERT SQUARE ENTRANCE

A new entrance will be provided to Albert Square creating inclusive public access to the main Town Hall entrance, and improving the connection between the square and the building. It will combine gently graded slopes (1:24) and stepped access with handrails.

The preferred layout as illustrated on the adjacent images has been developed to a high level of detail due to the complex access requirements, architectural interfaces and heritage significance.

- Central stepped access with two simplified feathered plinths that take inspiration from internal and external stone detailing.
- Materials will sensitively complement the building and not detract from the Town Hall facade.



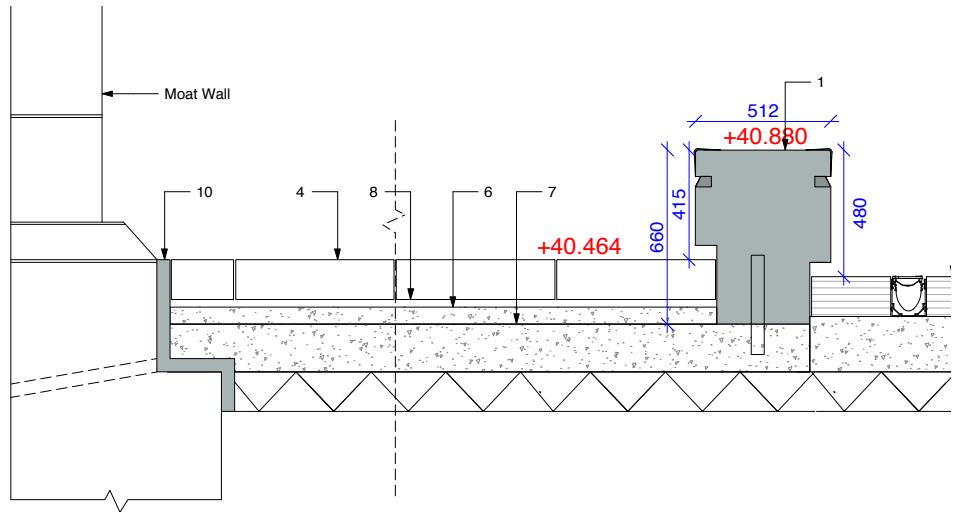
MATERIALS

The proposed paving to the graded footways of the entrance ramp will be Yorkstone flags as a continuation of the perimeter treatment across the square. These will, however, have a subtle laser etched surface pattern that will help to provide a visual and textural contrast with the adjacent footway materials.

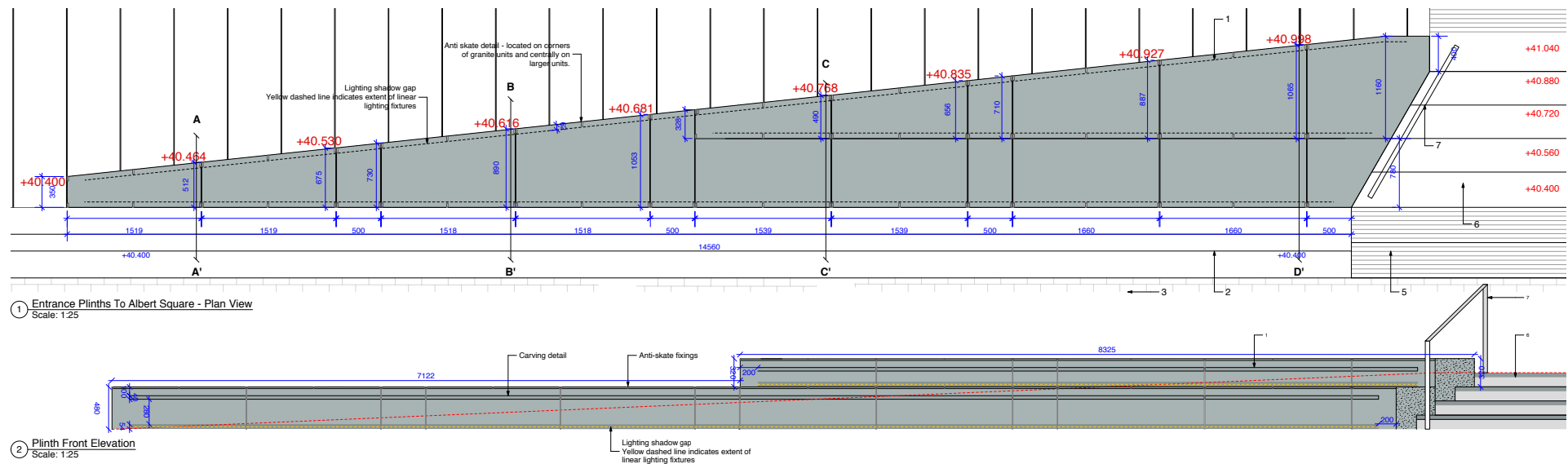
The natural stone plinths to the Town Hall entrance will be constructed using solid pieces of stone. The selected material for these will be a Scottish Green Schist, which is also used as an edging to the planting areas, and in small quantities within the sett paving to Albert Square. The plinths will have carving details, in addition to integrated lighting and anti-skate features to the edges of the plinths at regular intervals to ensure they are protected from potential damage.

HANDRAIL DESIGN

The design of the handrails has been influenced by the existing handrail to Albert Square, however it is a modern, yet contextual response. The materials chosen are in keeping with the original, and will include wrought iron posts combined with hardwood top rail. The design, and the location of the handrails, has been reviewed with the project access group throughout their development to ensure that they meet their requirements and Part M building regulations.



Visual of Albert Square Entrance Proposals



7.3 Lloyd Street Proposals

SUMMARY

The proposals for Lloyd Street and in particular the replacement of the existing kerb have been developed in line with the strategy outlined at RIBA Stage 2 in order to resolve the current issues around visual contrast with the adjacent footway and carriageway materials.

A review of various options was undertaken during RIBA Stage 3, however due to existing constraints including levels, drainage and underground services it was agreed that replacement of the kerb would be the only viable option.

The proposals include a replacement contrasting colour kerb to the designated footpath to match the existing units that will improve legibility, particularly for visually impaired users. This will include a contrasting nosing detail that will further enhance the visual contrast between the new kerb and the adjacent Yorkstone paving.

During RIBA Stage 4 samples of the kerb have been produced to allow a full assessment of the proposals by the design team, client team and Access Sub Group to ensure that the proposals are suitable.

During RIBA Stage 3 it was observed that there is spalling of the stonework to the moat wall that is likely to have been caused by upwards ground moisture movement, exacerbated by the impermeable nature of the newly laid footway adjacent. It is therefore proposed that the paving in these areas is lifted and relaid, incorporating a breathable membrane.

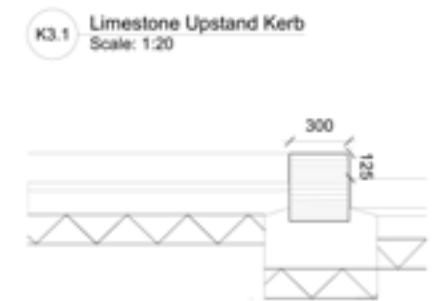
Construction techniques for new footpaths around the Town Hall will respect the interface with the Grade 1 listed moat wall by providing a breathable membrane that will prevent further spalling of the moat wall's stone surface.



Existing Lloyd Street with little contrast between kerb and adjacent surfaces

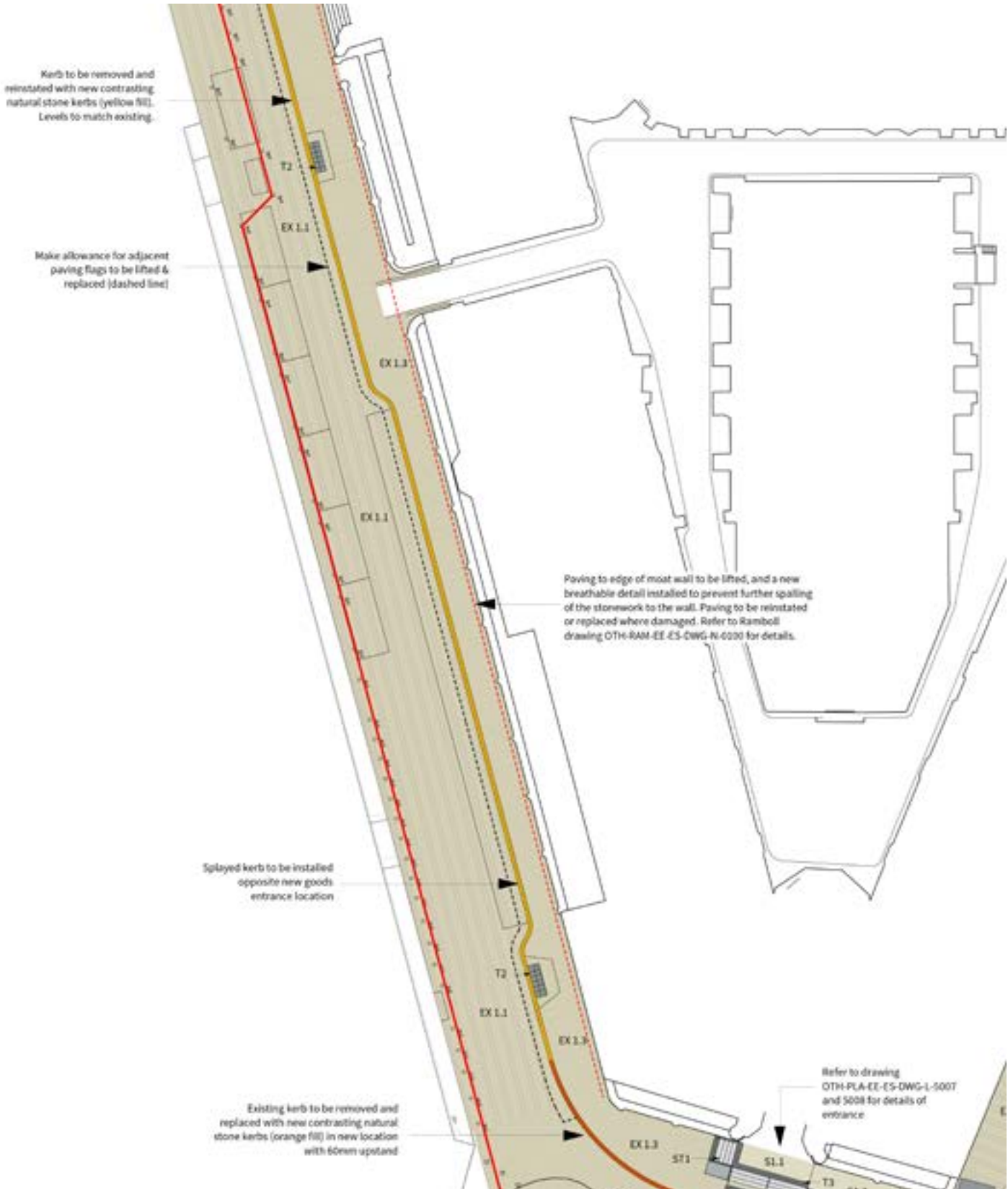


High contrast replacement kerb - design intent



K3.1 Limestone Kerb
To Lloyd Street.
Finish: flamed with bullnosed edge.
Size: 300mm width x 900 length
Thickness TBC by engineer, subject to vehicular loading requirements.
Laid: 125mm upstand, 5mm mortar joint.
To be haunched in concrete foundation to engineers detail.
To specification clause Q10-122A

Detail of proposed kerb



7.4 Planting

SUMMARY

In line with the strategy set out in section 5.3 of this report it is proposed to remove all trees from Albert Square, with the exception of four high value existing mature plane trees, and plant replacement trees in perimeter locations to enhance the historic sense of openness and key views.

Alongside those retained there will be a total of 18 new trees planted in the square as part of the proposals. A variety of tree species are proposed to provide seasonal interest and amenity value. A number of the species have also been selected due to their climate resilience rating in order to protect the future of these trees against the anticipated affects of global warming and changes to future weather patterns.

The species proposed to the southern edge of the square form a continuation of the palette used within St Peter's Square, as an extension of the civic quarter. These include the Foxglove tree (*Paulownia tomentosa*), Pin Oak (*Quercus palustris*) and the Black Locust (*Robinia pseudoacacia*).

An avenue of Tulip trees (*Liriodendron tulipifera*) are proposed to the western edge of the square, providing formal structure and vibrant autumn colour.

Within the proposed green space to the eastern edge of the square, a variety of tree species have been proposed in addition to the two mature London Plane trees that are to be retained. These species have been chosen for their flowering interest and / or their striking autumn colour, providing seasonal interest in the square.

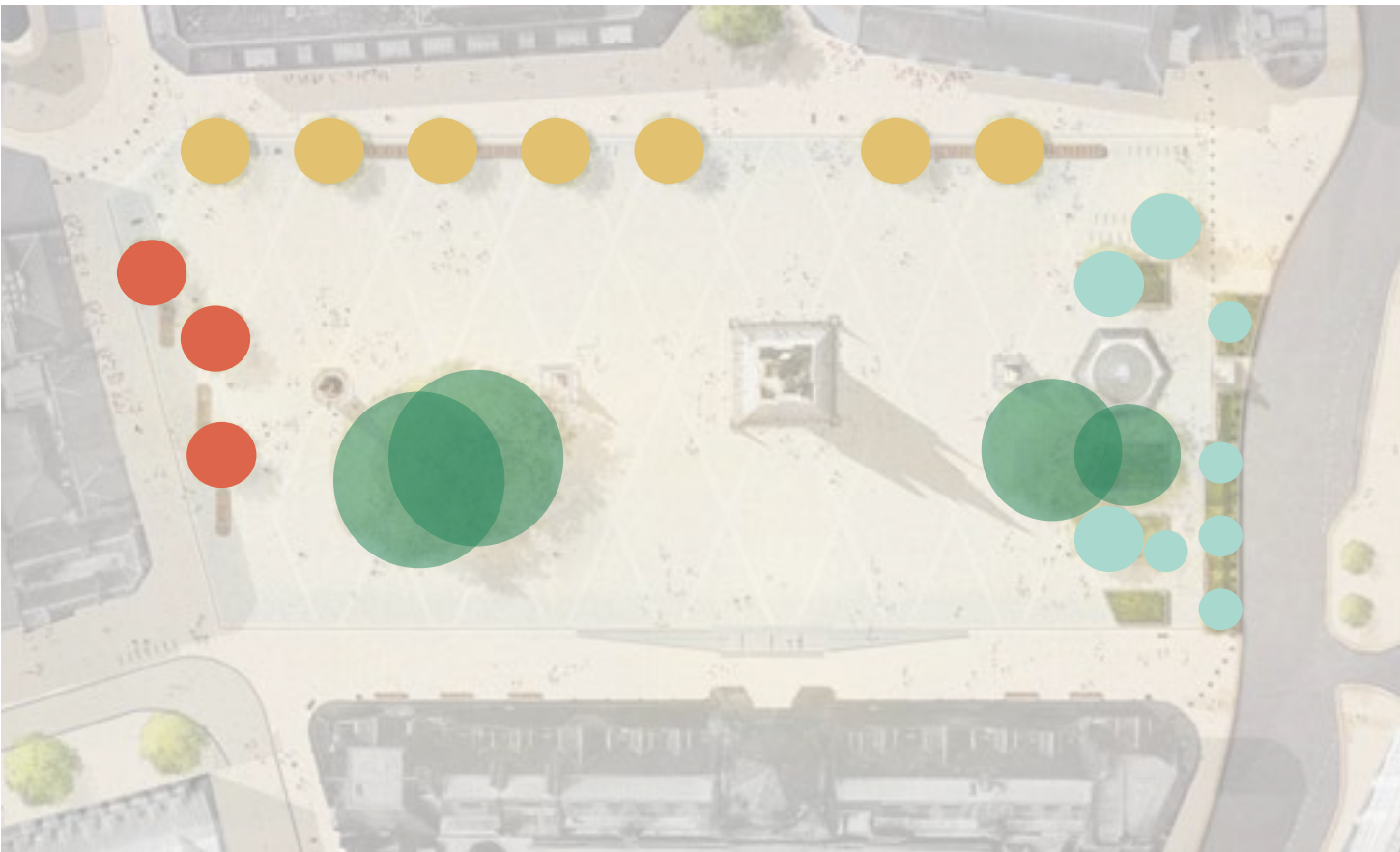
On Princess Street it is proposed to replace the existing trees that have been heavily pruned as a result of the Metrolink Second City Crossing works with a fastigate species better suited to the constraints of this location. The fastigate tulip tree, *Liriodendron tulipifera* 'Fastigiatum' is proposed as a replacement for the five existing trees in this location.



Stage 2 Arrangement



Stage 3 Arrangement



KEY

- Avenue Trees
- Specimen Trees
- Trees within Planting Areas
- Retained Existing Trees

Plan showing tree character groups

Planting

TREE PIT DESIGN

All new trees within hard landscape areas are to be planted in engineered cellular tree pits that will have irrigation and aeration through surface mounted inlets that can be easily accessed for increased demand. This will significantly increasing the growth potential, overall health and species palette available. The recently completed St Peter’s Square scheme is an exemplar case study that demonstrates the benefits of planting trees in engineered cellular tree pits that provide optimum growing conditions.

The tree pits will also form part of the attenuation strategy through the utilisation of a number of the tree pits in Albert Square. For full details of the drainage and attenuation proposals refer to the Below Ground Surface Water Drainage Strategy produced by Ramboll (reference: OTH-RAM-XX-XX-RPT-C-0017).

During RIBA Stage 3, an informal layout of trees was developed as a response to the location of existing underground utilities and attempts to limit diversions of these services.

Following feedback from stakeholders and early engagement with MCC Planning Officers, it was recommended that a more formal avenue of trees would respond better to the civic and formal nature of the square, which is reflected in the current proposals.

Avenue Species



Liriodendron tulipifera



Specimen Species



Quercus palustris



Paulownia tomentosa



Robinia pseudoacacia

Garden Species



Davidia involucrata



Catalpa bignonioides



Nyssa sylvatica

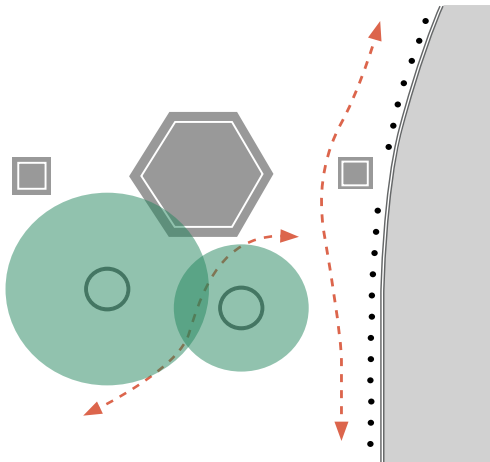


Planting

DEVELOPMENT OF PROPOSALS

To the Princess Street edge of the square there will be a new areas of soft landscape, which will provide smaller scale spaces with the square, and create a sense of enclosure from the road. The greenspace will include a series of planting beds with pedestrian routes between them, and various seating areas. This planting area also acts as a protective HVM edge, with protective measures screened behind hedging and proposed planting.

The planting areas will have a slightly raised natural stone edge with a low metal railing up to 450mm high to discourage people from cutting across them. The planting will be low level, with new and existing tree planting within these areas. A diverse mix of plants are proposed to create a rich, green edge using architectural and evergreen species to provide structure and interest throughout the year. The proposed area of planting will provide 300m2 of soft landscape, which equates to 3% of the overall area of the new pedestrian square.



Option 1

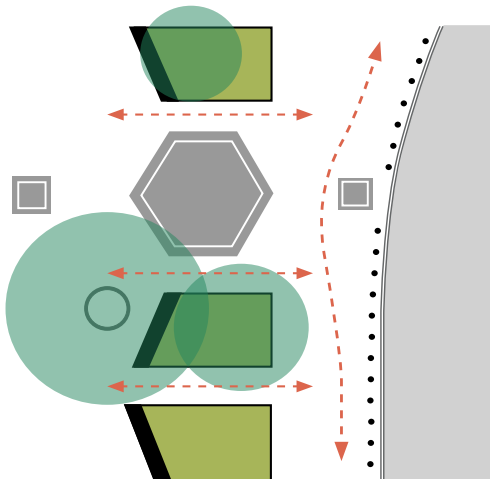
Hard Edge - Exposed and low line of bollards

Pro's

- Open
- Setting

Con's

- No greenspace



Option 2

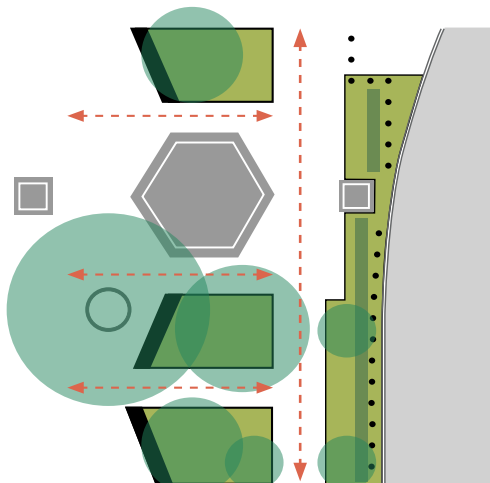
Hard Edge Exposed and low line of bollards

Pro's

- Sense of enclosure
- Inner city greenspace - biodiversity

Con's

- Exposed edge



Option 3

Soft edge with integrated line of bollards

Pro's

- Screening from the road
- Softened HVM
- Sense of enclosure
- Inner city greenspace - biodiversity

Con's

- Impact on openness and setting

Planting

JUSTIFICATION OF THE PROPOSALS

Some of the most successful public squares and spaces use tree planting and green space to complement the hard landscape features. Trees and planting can provide structure to a space as well as being an ever changing feature that animates the different seasons. St Peter's square is an example of how the tree planting and green infrastructure can define a space as successfully as any other aspect.

Whilst it is acknowledged that trees and planting in Albert Square will have a level of detrimental impact on heritage as outlined in section 3, these considerations must be balanced against the wider public benefits and also take into account Manchester City Council planning policy and long term strategies regarding trees and green space in the city.

The approach to trees and planting is in line with the Manchester Tree Action Plan 2016-20, Manchester's Green and Blue Infrastructure Strategy and the Manchester Core Strategy policy EN15 Biodiversity and Geological Conservation, and the wider public benefits can be summarised as follows;

- Helping to deliver drainage and SUDs requirements for the project, reducing surface water run-off across the square and directly into public sewers during heavy rainfall and storm events through use of tree pits as part of the surface water attenuation strategy.
- Providing proven health and wellbeing benefits through access to green space that is relatively limited in this part of the city centre.
- Creating a protective edge to the public realm and a sense of enclosure within a larger open hard space, encouraging people to dwell and spend time. Also ensuring there is an area that is always accessible to the public and cannot be encroached upon by events in the square.
- Providing shelter from the sun and cooling effects that are especially important with predicted affects of climate change.
- Contribution to reducing the urban heat island effect through canopy cover and provision of green space instead of hard paving materials.
- Ecological benefits and increase to inner city biodiversity through networks of smaller scale urban green space that provides corridors to wildlife.



Gillenia trifoliata



Acanthus mollis



Rodgersia podophylla



Aquilegia vulgaris 'White Barlow'



Actaea simplex 'Atropurpurea'



Astrantia major 'Alba'



Salvia nemorosa 'Ostfriesland'



Anemone x hybrida 'Honorine Jobert'



Aquilegia vulgaris 'Black Barlow'



Helleborus x hybridus 'Harvington Shades of the Night'



Epimedium pubescens



Taxus baccata - hedging

7.5 Furniture and Lighting

SUMMARY

It is proposed to remove all existing street furniture from the square that is dated and incoherent, providing new, high quality street furniture that is modern and contextual within the new public realm proposals and materials palette.

There will be seating, cycle stands, bins and other furniture provided at regular intervals across the square in perimeter locations to minimise their impact on the historic sense of openness and key views. The furniture will be within the 'dwell' spaces at the edge of the main square, provided shelter from tree planting, and close to but clear from the primary pedestrian circulation routes.

The seating will include sections with backrests, armrests, and varying seat heights to cater for different user requirements..

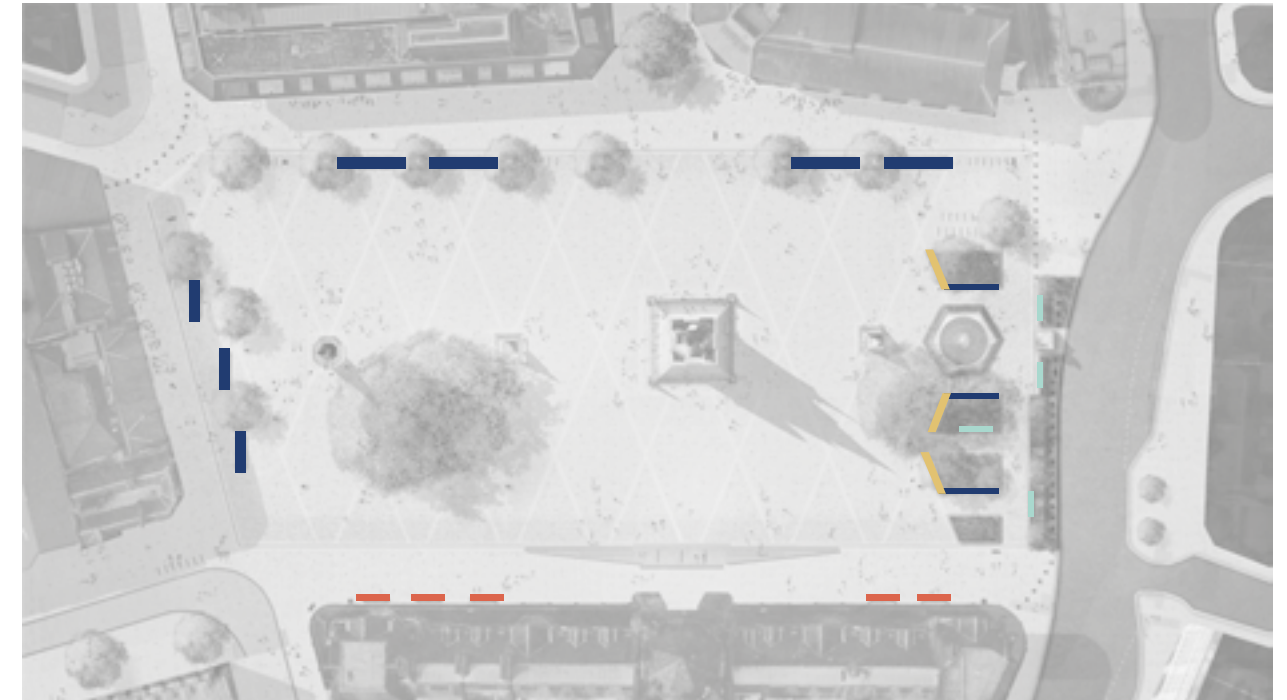
IMPACT AND BENEFITS OF THE PROPOSALS

The replacement of existing cumulative furniture in Albert Square with those of a bespoke and high quality design is a considerable heritage benefit. In line with the design principles established in section 6, furnishings have been kept within the 'perimeter zone' of the square in order to minimise visual clutter and best reinforce the historically open character of Albert Square.

Though carefully located to the perimeters of the square and within the context of other necessary new elements in order to avoid detrimental clutter of the historically open space.

Replacement public realm furnishings will similarly be located principally in designated boundary locations to best conserve the historically characteristic openness of Albert Square with some minor impacts on views.

This element of the works would involve the substantial removal of associated visual clutter including traffic lights and signage. The only substantial exception to this are those elements still necessary for associated traffic along Princess Street such as feeder pillars, traffic control equipment, TfGM OLE (Overhead Lines Equipment) poles for the Metrolink system and associated electrical boxes.



Proposed Street Furniture Diagram - Seating Elements



Elevation view of proposed Seating Elements



Plan view of proposed Seating Elements

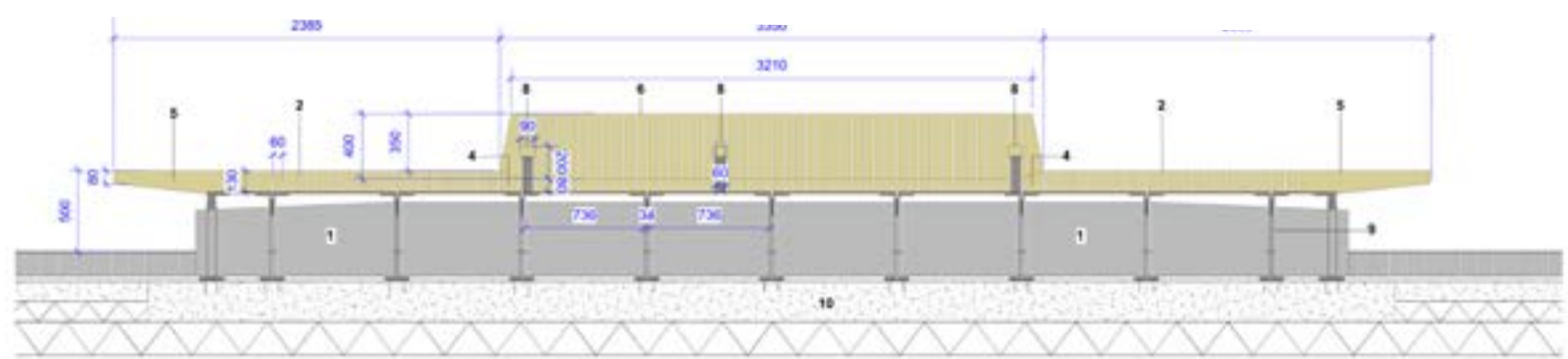
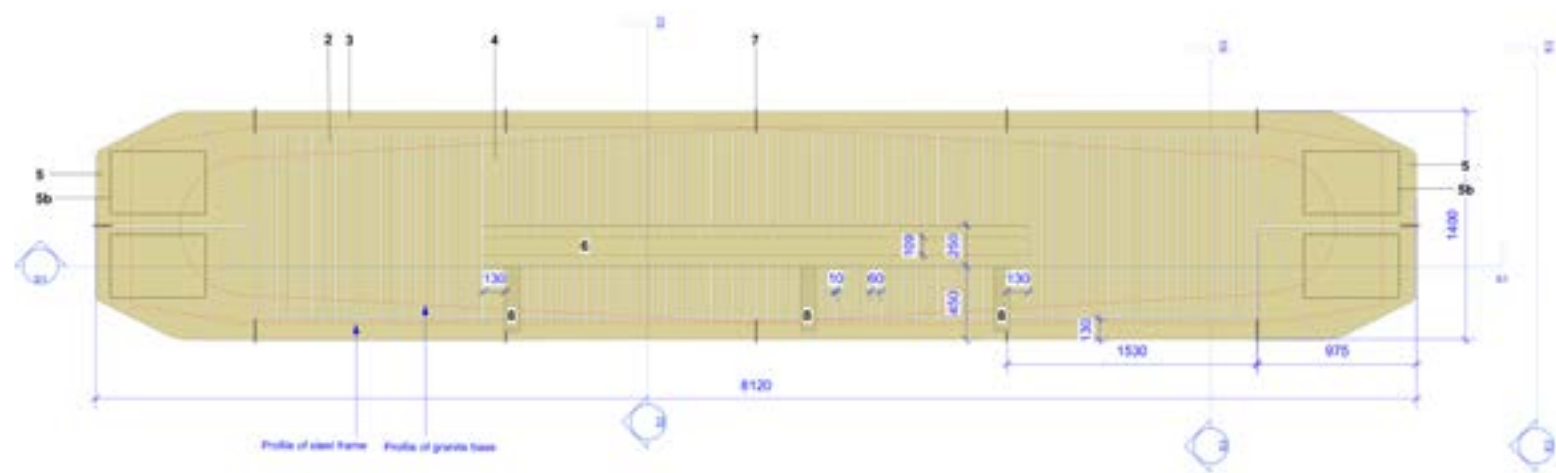
Furniture and Lighting

SEATING

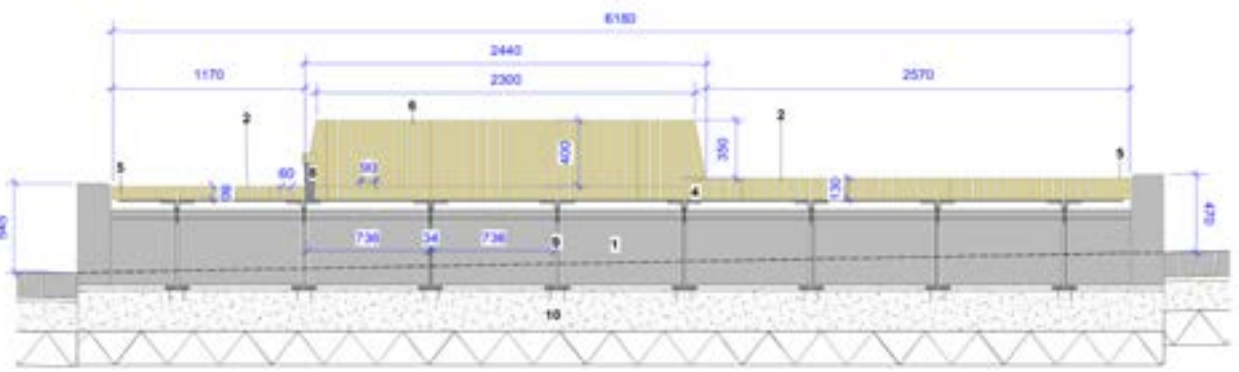
New high quality street furniture is proposed to replace existing furniture within the square. Large plinths are located within the 'perimeter zone' of the square, and provide ample seating that is equally distributed around the square. The various seating designs provide options for users depending on their requirements, including differing seat heights, and options with or without backrests and armrests.

The bench designs are solid and robust, meaning they are able to withstand the wear-and-tear associated with located within a city centre location. The benches have integrated anti-skate designs that will protect them from potentially damaging use.

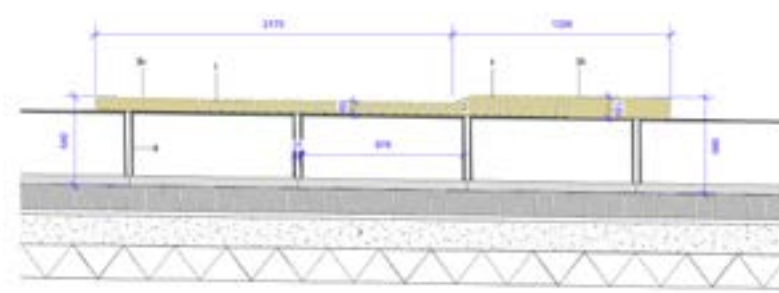
The benches will have timber tops, making them warm, tactile and comfortable to sit on, with a natural stone plinth base. This will be the same material as the entrance plinths and edging to the planting areas. Lighting has been integrated within the seating design to provide a subtle down-wash of light at night.



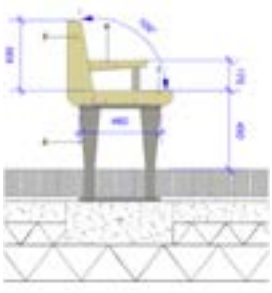
Seating Plinths



Planter Edge Bench



Railing Bench



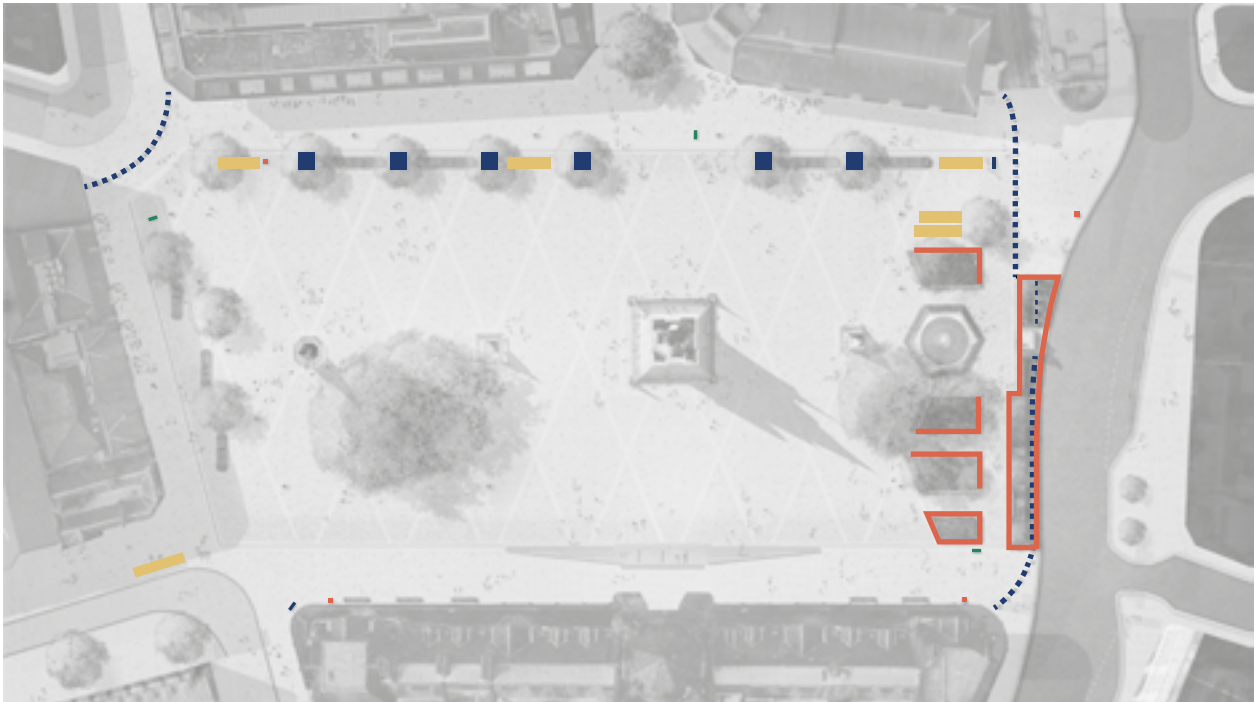
Freestanding Bench

Furniture and Lighting

FURNITURE

The cycle stands proposed have a wrought iron and bronze frame, and a robust, modern design. They will be located within groups of 4-8 stands, and have an simple, unassuming profile. They are located in visible locations that are protected by natural surveillance.

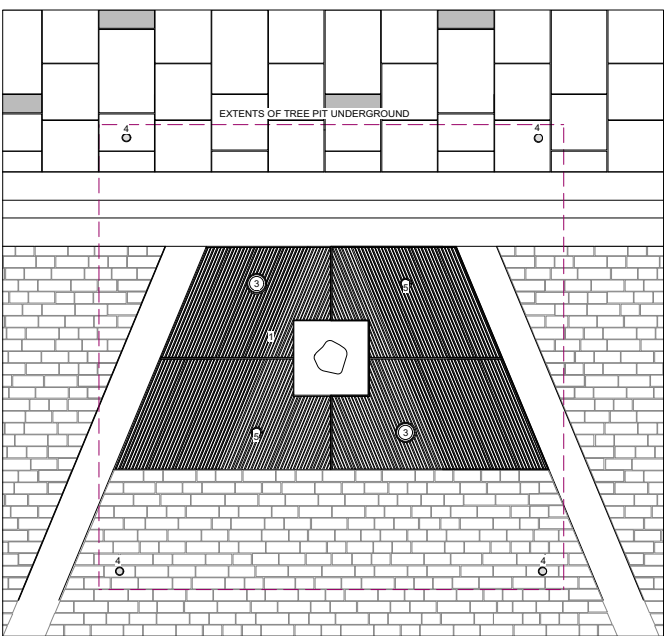
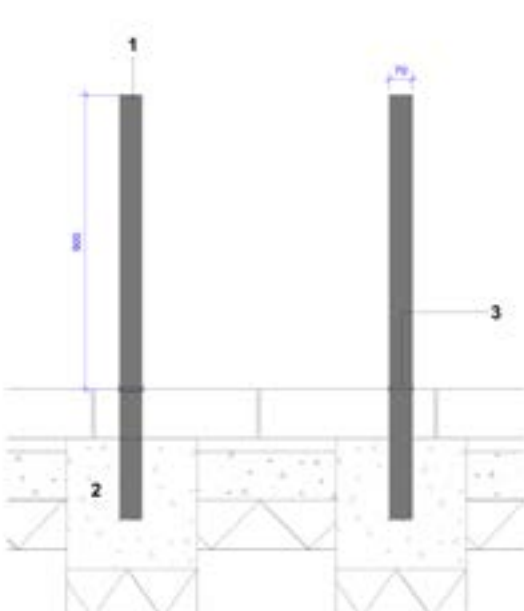
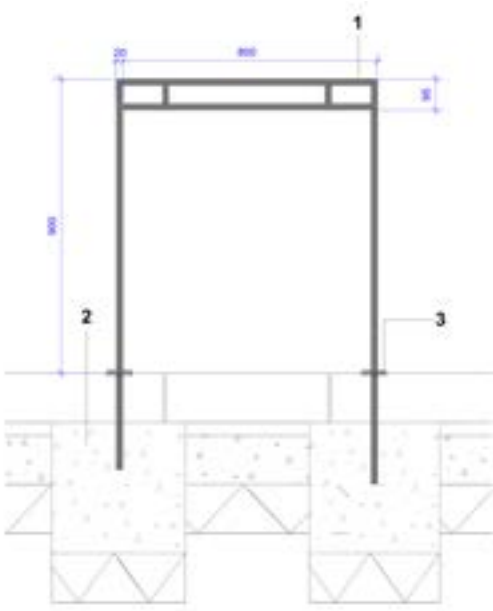
The large tree grilles proposed to the avenue of trees are galvanised steel with a bespoke, geometric design that reflects the geometry of the square. The other trees within the square will have a recessed metal tree grille with resin bound gravel infill.



Proposed Street Furniture and Lighting Diagram



Precedent Images

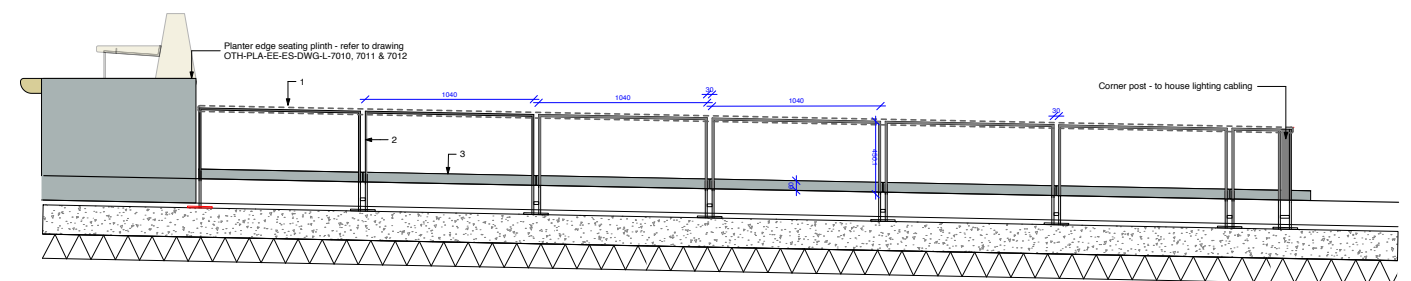
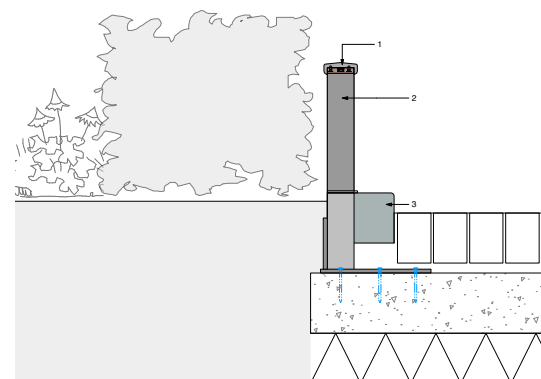
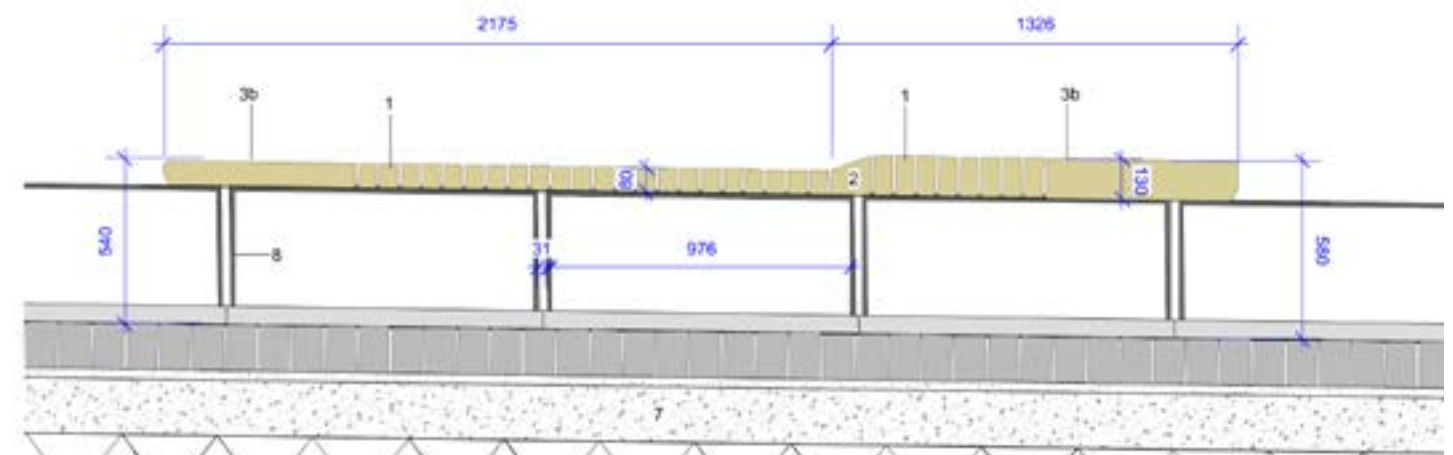
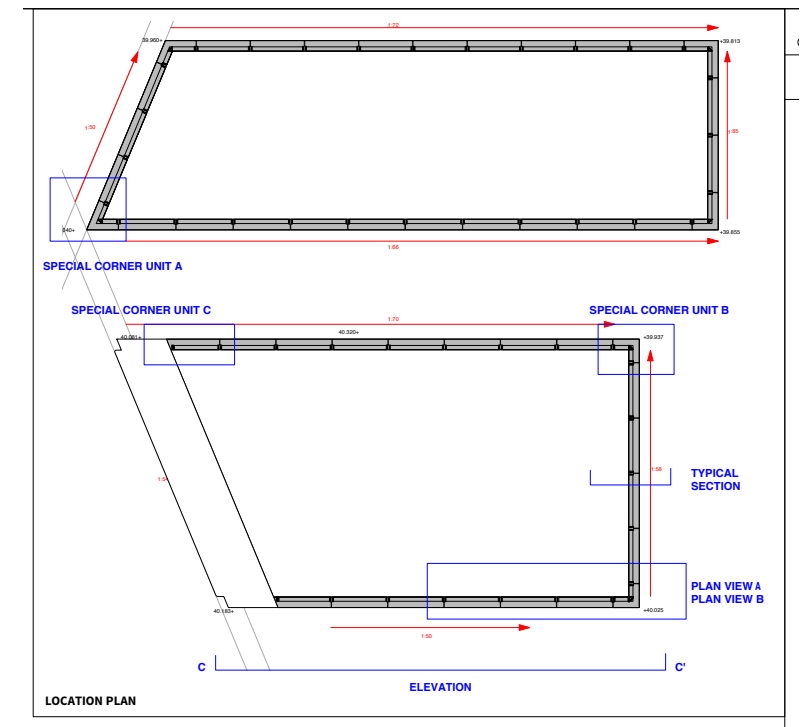
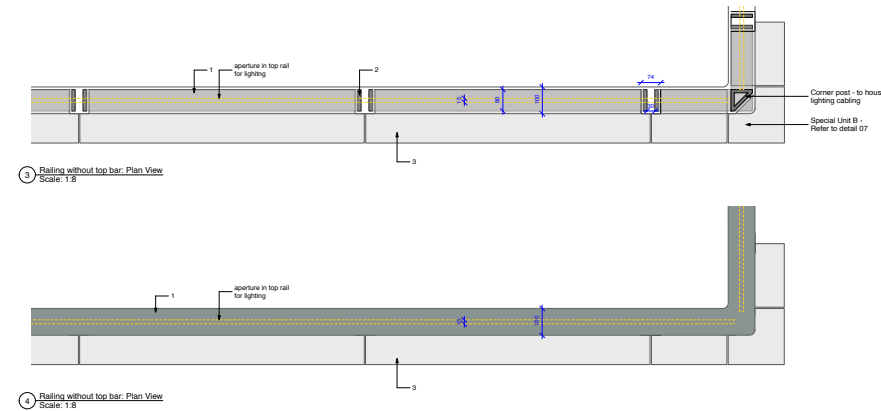


Furniture and Lighting

PLANTING EDGES

The proposed planters and integrated wrought iron low railings are a simple, modern design that aims to be unobtrusive yet effective in restricting pedestrian access through the planting.

Lighting is integrated underneath top bar of the railing to provide low level lighting around the planting. The railing will feature subtle engraving details, and has been carefully designed to interface with the proposed floating seating elements. The railing will sit behind the low natural stone edging.



Precedent Images

Furniture and Lighting

SUMMARY

The external lighting design will provide even and efficient lighting to Albert Square and the surrounding spaces, ensuring they are safe and accessible after dark, and forming an important part of the security plan. In addition to its functional role, the lighting design will also provide interest and animation, serving to emphasise and define architectural features, monuments and fountain, and also providing event specific decorative lighting.

Bespoke lighting columns will be positioned to the edge of the square where possible, minimising visual clutter and providing clear sight lines into the square and to the Town Hall facade. Heritage significant luminaires will be retained, restored and refurbished, and there will be ambient lighting provided to other features including handrails, seating and trees.

In the wider public realm there will be refurbishment of the heritage columns on Lloyd Street and there will also be new columns cast in the same style to improve lighting levels to Lloyd Street that currently has dark spots due to non uniform distribution.

Technology will be incorporated within the street furniture and lighting, and the square will include flexible infrastructure for future hi-speed services including wifi and 5G installations.

IMPACT AND BENEFITS OF THE PROPOSALS

There is inevitably some impact associated with the introduction of the modern lighting columns, and the proposed columns are visually modern features of considerable height. However, in light of the relevant context of non-original and altered nature of the existing columns and the careful location of new elements, this is not considered to be a high level of detrimental impact.

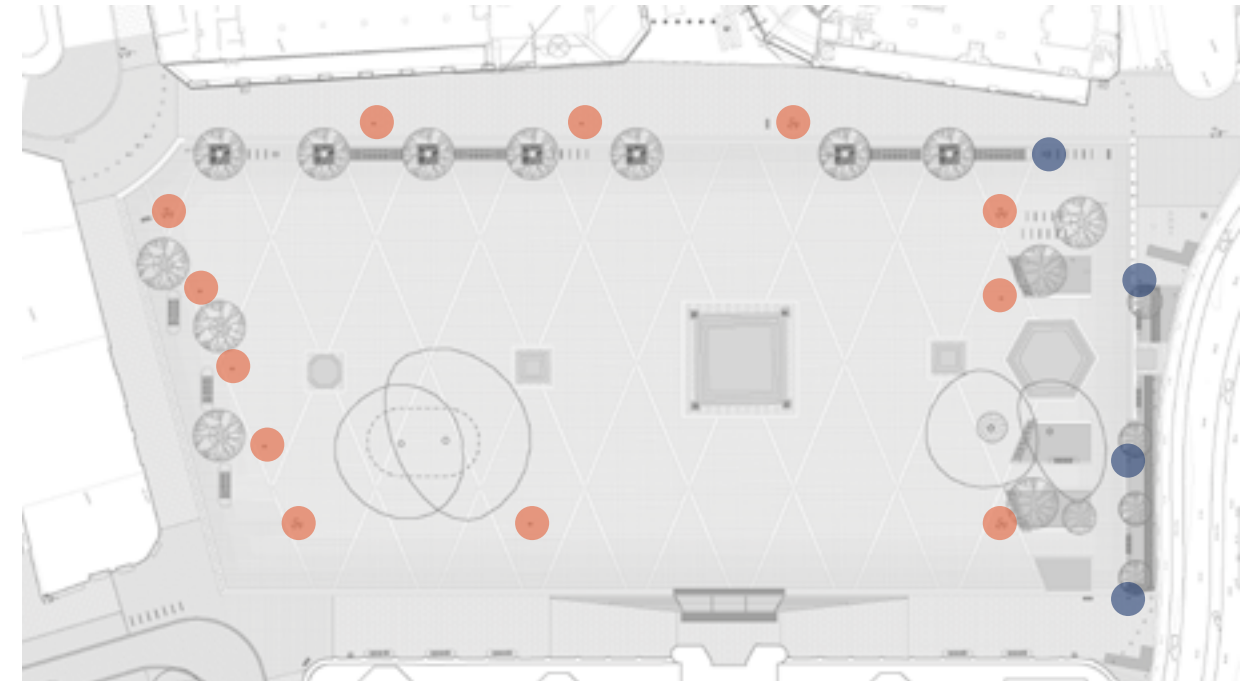
The proposals to locate new lighting columns to the perimeters of the square and within the context of other necessary new elements will avoid detrimental clutter of the historically open space. In addition to this, harmful

clutter has been minimised by utilising the lighting columns to accommodate other necessary features, such as CCTV, that would otherwise result in additional elements. The removal of the highways lighting from the perimeter of the square will also be beneficial from a heritage perspective.

It is understood that the bases of the early 20th century style columns in the square are either original or recast, and so have some heritage value although as they have been altered and are positioned in central around the Albert Memorial.

The careful lighting of listed commemorative structures will be an improvement to their existing lighting schemes and better reveal and celebrate their design as part of the wider scheme.

Overall, the replacement of the non-original and altered lighting to Albert Square with perimeter lighting is broadly characteristic of the original lighting arrangement. This positive impact is balanced against the harmful impact of the tall lighting columns, albeit mitigated by the principle of perimeter grouping to avoid visual clutter.



Proposed Lighting Diagram



Lighting Precedent Images

Furniture and Lighting

FEATURE TOTEMS

The design of the feature lighting columns has been carefully considered in order to make them recessive and not a competing feature with the Town Hall facade. The tapering design allows for this, meaning that the bulk of the column diminishes as their height increases, creating a slender column that is unobtrusive. This geometric, simple form is also in keeping with the design language used elsewhere within the square.

Much more detail on the columns and other lighting features can be found in the Arup Lighting Strategy Statement OTH-ARU-ZZ-XX-RPT-E-0002 P01 that accompanies this application.

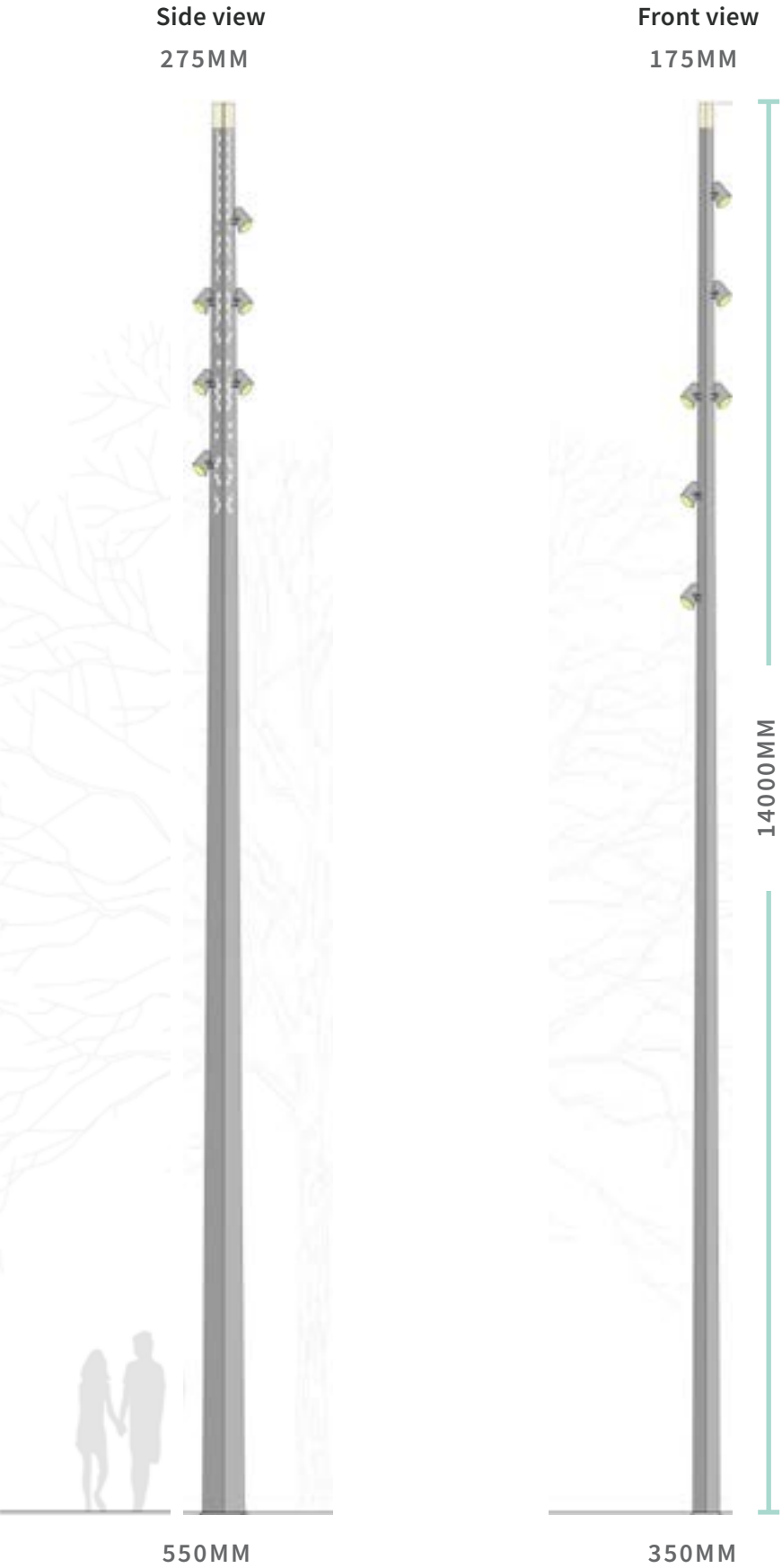
WAYFINDING

A wayfinding strategy has been developed that will provide clear and structured navigation routes through the square and into the building, and a seamless transition between the external and internal wayfinding systems.

At key arrival and orientation points to Albert Square and the wider public realm there will be primary directional signs and brand touch points. These will be large freestanding monoliths, approximately 2.5m and 3m tall. In addition to this there will be a series of smaller secondary directional and identification signs located adjacent to specific entrance points.



Wayfinding Precedent Images



Lighting Concept Visualisations to Albert Square and Cooper Street Entrances



Image Credit: Karl Davison
Image Source: Flickr

8



ENGAGEMENT



OUR
TOWN
HALL
PROJECT

8.1 Summary of Internal and External Stakeholder Meetings

A series of Stakeholder Engagement workshops have been held covering a comprehensive range of public realm design areas as follows:

- Event Management, Capacity and Servicing (03 / 10 / 18)
- Utilities and Underground Services (10 / 10 / 18)
- Lighting Design (17 / 10 / 18)
- Cycle Smart (31 / 10 / 18)
- Landscape Design Review (07 / 11 / 18)
- Materials Specification and Maintenance (14 / 11 / 18)
- Inclusive access and building entrances (17 / 08 / 18)

These sessions included a number of relevant project team members, MCC staff and external stakeholders where necessary. Each Stakeholder sub-group was managed by a project team lead who also produced terms of reference for their respective group.

Actions and comments from each meeting have been captured, with feedback being incorporated from the client wherever appropriate; these comments have also been discussed at relevant design work stream meetings.

The Access Sub Group with members representing key inclusivity concerns was set early in the project and continue to meet on a monthly basis. That forum has been fundamental in steering the design included within the application. The team have also presented the proposals to a much large Access Group with various groups attending that included:

- GM Coalition of Disable People,
- Manchester Disabled People’s Access Group
- Manchester Deaf Centre
- Age Friendly Manchester Board
- Age Friendly Design Group
- Parent / Carer Forum
- Disabled Young People’s Group

In addition to this, the project team have consulted with a wide range of other stakeholders and external bodies. These included:

- Historic England
- Victorian Society
- Transport for Greater Manchester
- Electricity Northwest
- United Utilities
- MCC Planning
- MCC and TFGM Cycle leads
- Footpath Society
- Civic Quarter Heating Network - Vital Energi

A consultation event with local businesses and landowners that may be affected by the proposals took place on 12 / 12 / 18. Further one on one meetings have taken place with occupiers around the Square.

The feedback from has helped inform, and will continue to help inform design decisions, particularly regarding vehicle access, servicing, events strategies, and restaurant breakout spaces. Further information can be found in the Deloitte Statement of Consultation.

EVENTS MANAGEMENT

- Agenda Topics:**
- Current layout and strategies for Albert Square
 - Events capacity, access and servicing
 - Security and HVM
 - Designs for fixed lighting and ideas for additional event lighting
 - Power and servicing for events

UTILITIES AND SERVICES

- Agenda Topics:**
- Potential service diversions
 - New utility connections
 - District Heating Network
 - In-ground service units for servicing power and water to events
 - Lighting column service units for servicing data, WIFI and power to events
 - Future-proofing / Additional ductwork

LANDSCAPE DESIGN

- Agenda Topics:**
- Red line boundary
 - Surrounding streets
 - Street furniture (cycle smart)
 - Events
 - Lighting
 - Drainage
 - Courtyard
 - Lighting and CCTV

CYCLE SMART

- Agenda Topics:**
- Review current layout and strategies
 - Ideas to facilitate better cycle access through the Civic Quarter
 - Innovative cycle solutions

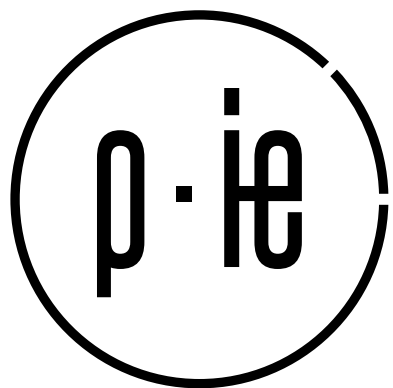
LIGHTING DESIGN

- Agenda Topics:**
- CCTV strategy
 - Lighting concept design
 - Street lighting and standardised fittings
 - Bespoke lighting features e.g.. Totems and floor mounted
 - Future-proofing and additional events lighting
 - Emergency lighting
 - Controls / DMX
 - Management and maintenance

MATERIALS AND MAINTENANCE

- Agenda Topics:**
- Strategy for removing trees
 - Planting strategy and review of species
 - Tree pit design and replacement trees
 - Management and maintenance
 - Overview of paving / edging materials and initial furniture concepts
 - Construction methodology
 - Hostile vehicle barriers and furniture

The captions above illustrate the agenda items that were discussed at some of the stakeholder meetings.



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