

Multi- Stories MSCP

Design & Access
Statement
Addendum

16/06/23

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Executive Summary

Manchester and Mayfield has grown since the original consent from policy and ambitions, to the changing face of the emerging place, creating opportunities to do more, and create a better addition for the city.

Manchester City Council's commitment to become a zero carbon city by 2038 has focused the conversation at Mayfield. We have taken the opportunity to reconsider the role this building will have, moving away from a single use car park building towards a mixed use, place led development that offers less car parking, reduces carbon through the use of demountable structures and a fabric first approach.

The evolution of Mayfield from a post-industrial site to a vibrant mixed use place is well underway. We have learnt from the success of the early interventions and used this to shape the future of the car park building.

Mayfield Park has created a verdant green oasis in the city, bringing together the benefit of nature with an authentic approach to materiality. The retention and re-use of materials and the layering of old and new creates a rich pallet that the newly imagines car park can embrace.

Freight Depot and The Warehouse project have opened the site up to the city residents and attracted many visitors. The success of turning Mayfield into a social, food and music orientated hub for Manchester is amazing and the challenge is laid down as to how this can be extended to the south of the river.

We have moved the building away from being a singular use Multi-Storey Car Park towards a building called Multi-Stories, one that tries to express the stories of Mayfield. From the industrial history, literally unearthed under the park, to the contemporary stories being created every day.

We want the building to capture the spirit of the site's history and future, becoming an innovative and bold addition to Manchester as Mayfield is reintegrated into city life.



Sketch showing view from square in front of Plots N + M looking South to the MSCP

Introduction

Introduction to Submission

This document has been prepared by Studio Egret West with input from others on behalf of the applicant, The Mayfield Development Partnership.

This document describes the design development since the planning addendum submission in October 2020, resulting in a revised planning application.

The document should be read in conjunction with the submitted MSCP Design and Access Statement, associated application drawings and all other information submitted in support of the planning application.

The design changes are explained over the following pages through a series of comparative drawings with key changes set out in the sections below:

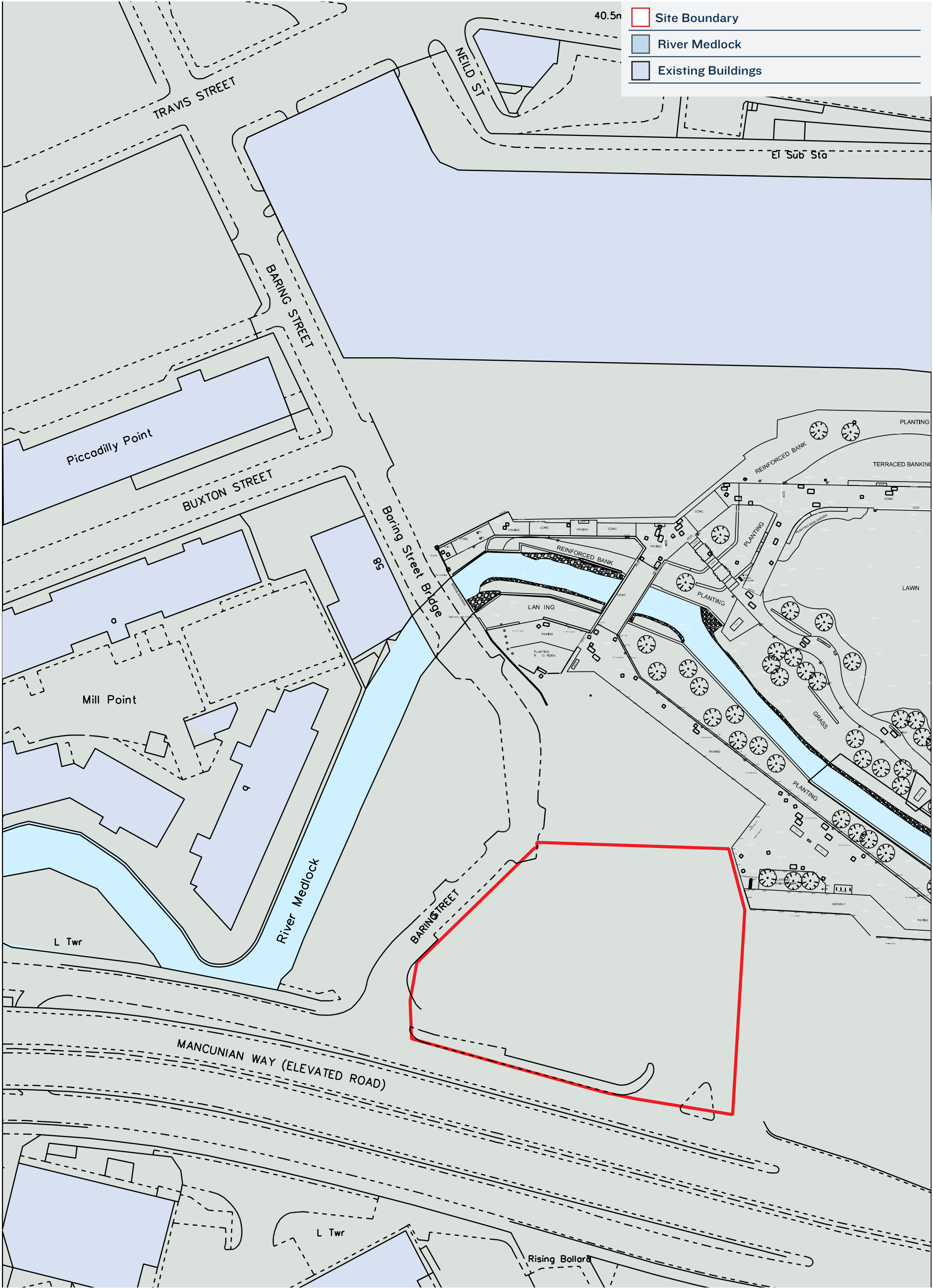
- Design Narrative
- Layout
- Massing and Quantum
- Appearance
- Landscape

Multi-Stories MSCP

The building benefits from an extant planning permission for a 581 space multi-storey car park and this DAS forms part of a S.73 (variation of condition) application to make positive changes to the design. This includes a reduction of car parking spaces, activation of the ground floor and basement areas, and a high quality cycle parking facility to serve Phase 1 of Mayfield

The proposed structure is a split-level car park; with a capacity of 487 parking bays; including 18 designated disabled bays. The building will consolidate public vehicle movements to one corner of the site and reduce vehicular circulation, freeing up the streets of the new masterplan for pedestrian priority. The MSCP will support future residential development as well as commercial uses across the entire masterplan.

In the immediate term, the MSCP will provide secure on-site parking and cycle facilities for the adjacent Baring Street Office, ‘The Poulton’ and ‘Republic’, as well as public parking and cycling facilities for use by shoppers and commuters during the early phase of the Mayfield development, noting the proximity of Piccadilly Station and related Metrolink infrastructure.



Site plan in existing context and application boundary

Name of Project

Design Narrative

Design Narrative

What it was...

Consented Scheme

The consented scheme had a set of key principles forming the foundations of the design for which the proposed scheme looks to build upon.

The building is split in to two main masses to reduce the impact of the 10 storey car park. The datum lines have been designed to align with key elements of the neighbouring office building to provide continuity between buildings. The lower datum picks up on the Mayfield datum set out by the Depot building. Whilst arches were introduced to pick up on the human scale and activity of the ground floor.

The upper datum is proposed as a series of vertical elements that are reminiscent of the Calico Printworks fabrics that were woven on looms in large rectangular panels. The building overlays the horizontal datums described earlier with a vertical rhythm, to create a series of individual panels that become smaller and more articulated towards the top of the building.

Whilst the overall material pallet drew upon the industrial heritage of the site.



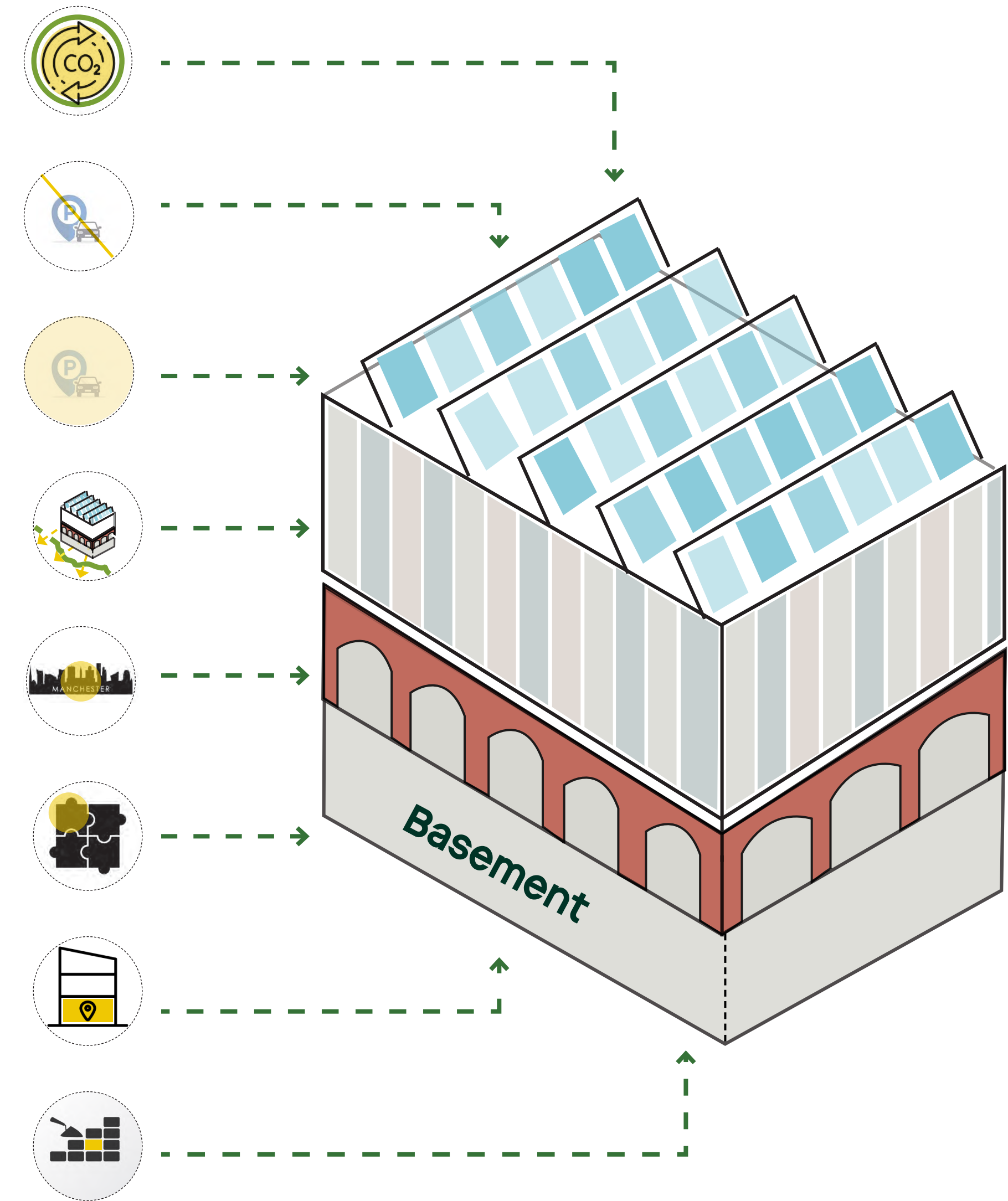
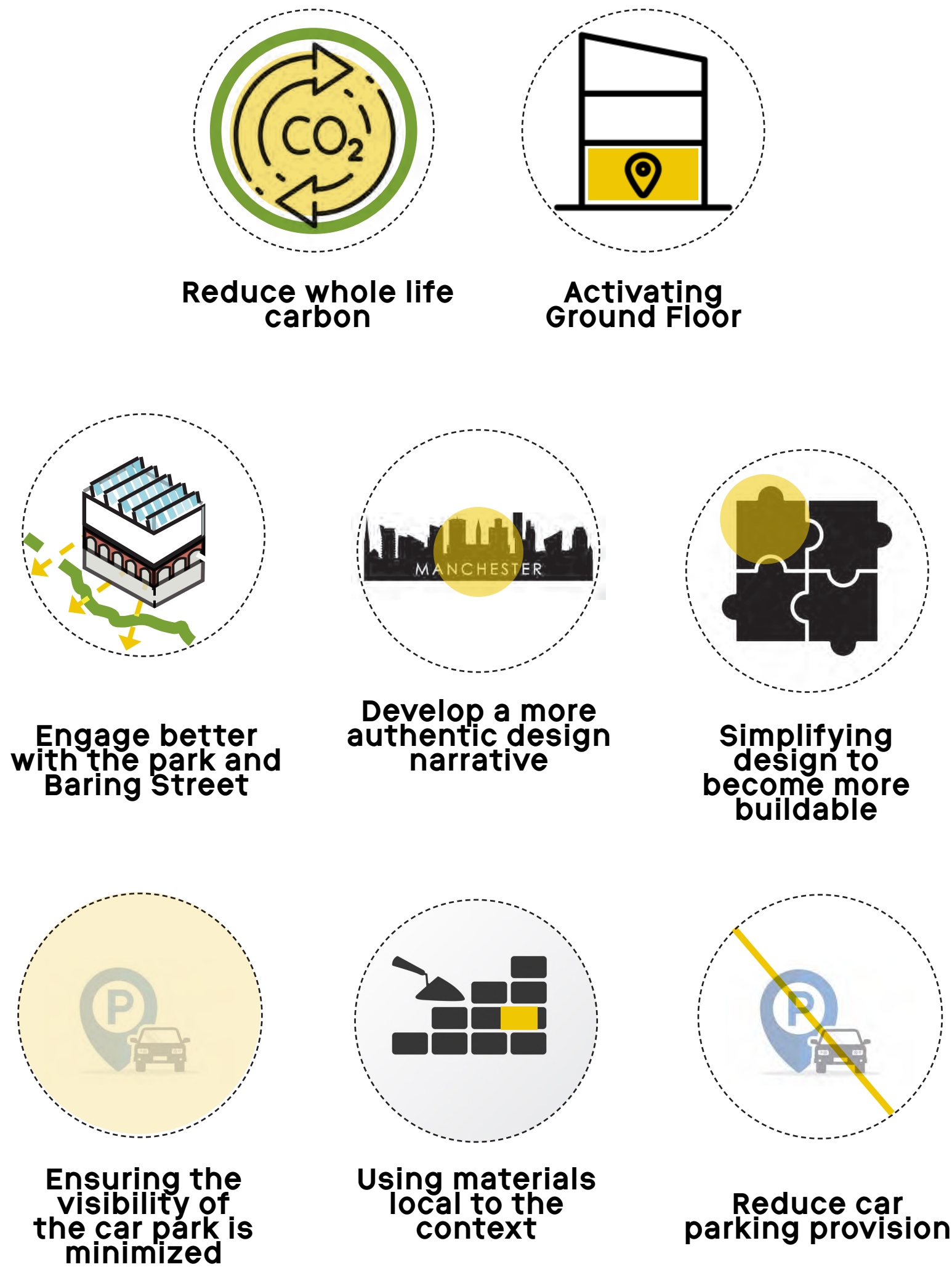
Consented scheme - Model showing approach to facade design



Considering New Opportunities

A holistic approach

The below points are a summary of the strategies applied to the design. It is rigorous in its approach to sustainability and connecting with the context. The new design reduces the impact of the car park and amplifies the social connectivity with the park.



Overview of Main Changes

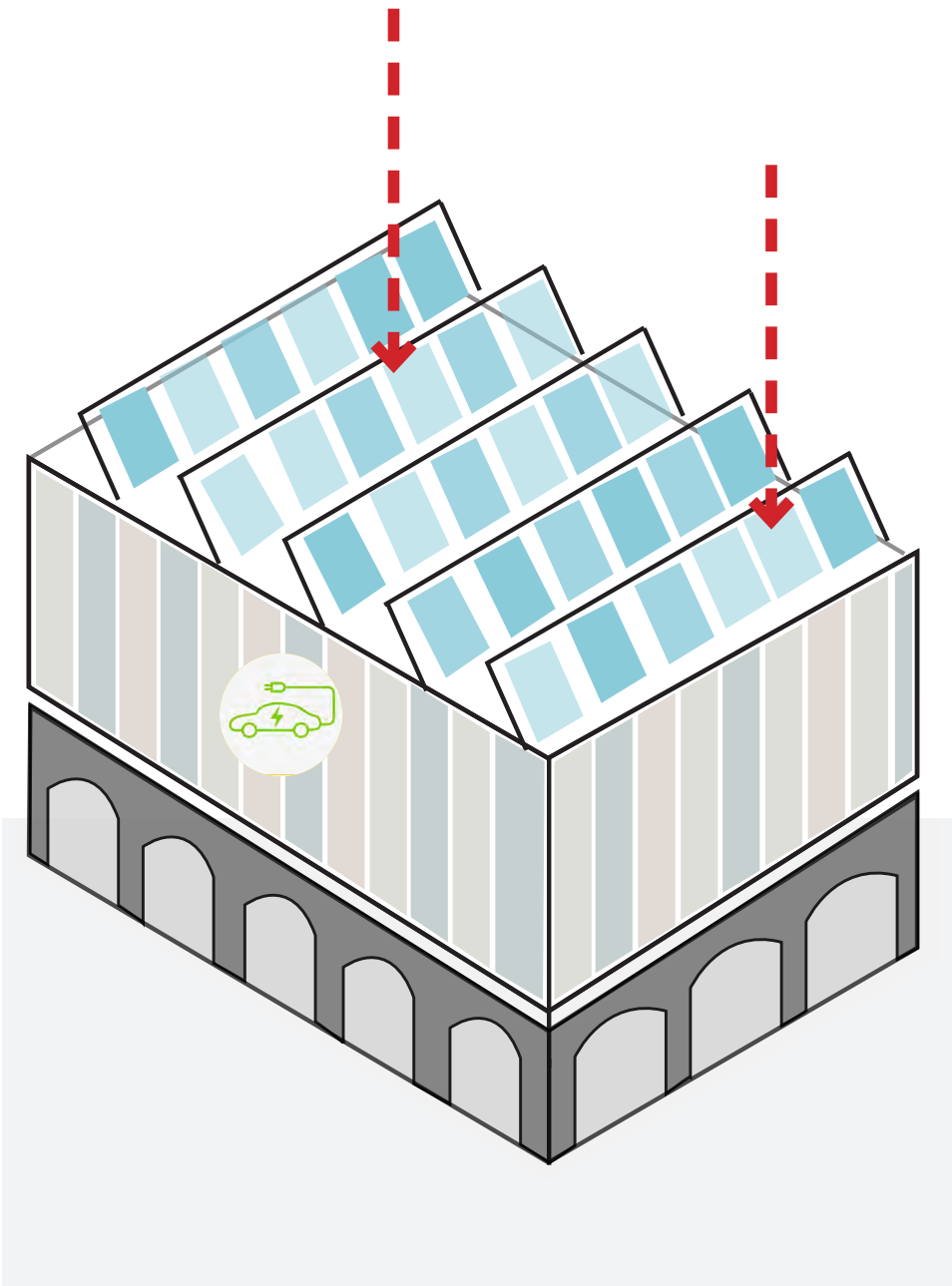
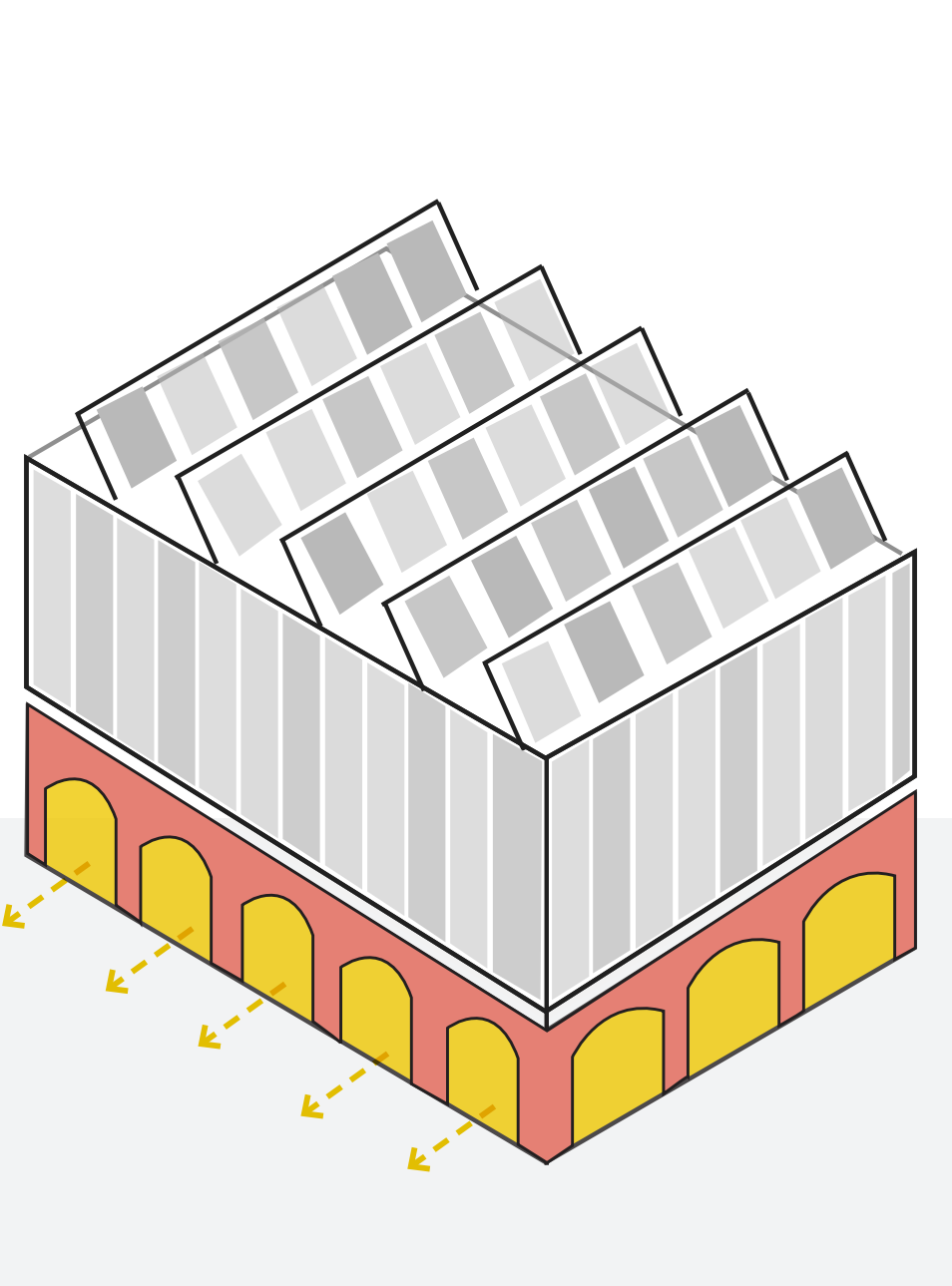
Design Evolution

The design has evolved to reduce its carbon footprint and activate connections to Mayfield. The introduction of F&B / retail has presented an opportunity for an active ground floor and visual connectivity. The new ground floor facilities are set to meet high sustainability targets.

The design now includes less parking spaces which allows for a reduction in volume. PV's are provided at roof level which supports the sustainability targets.

A basement is introduced to house cycle parking that supports the surrounding office spaces. This in turn works with a less intensive construction method as it extends to bedrock, negating the need for pile foundations.

The structural system that has been selected for the upper floors is demountable which allows for a flexible future of the building and the site.

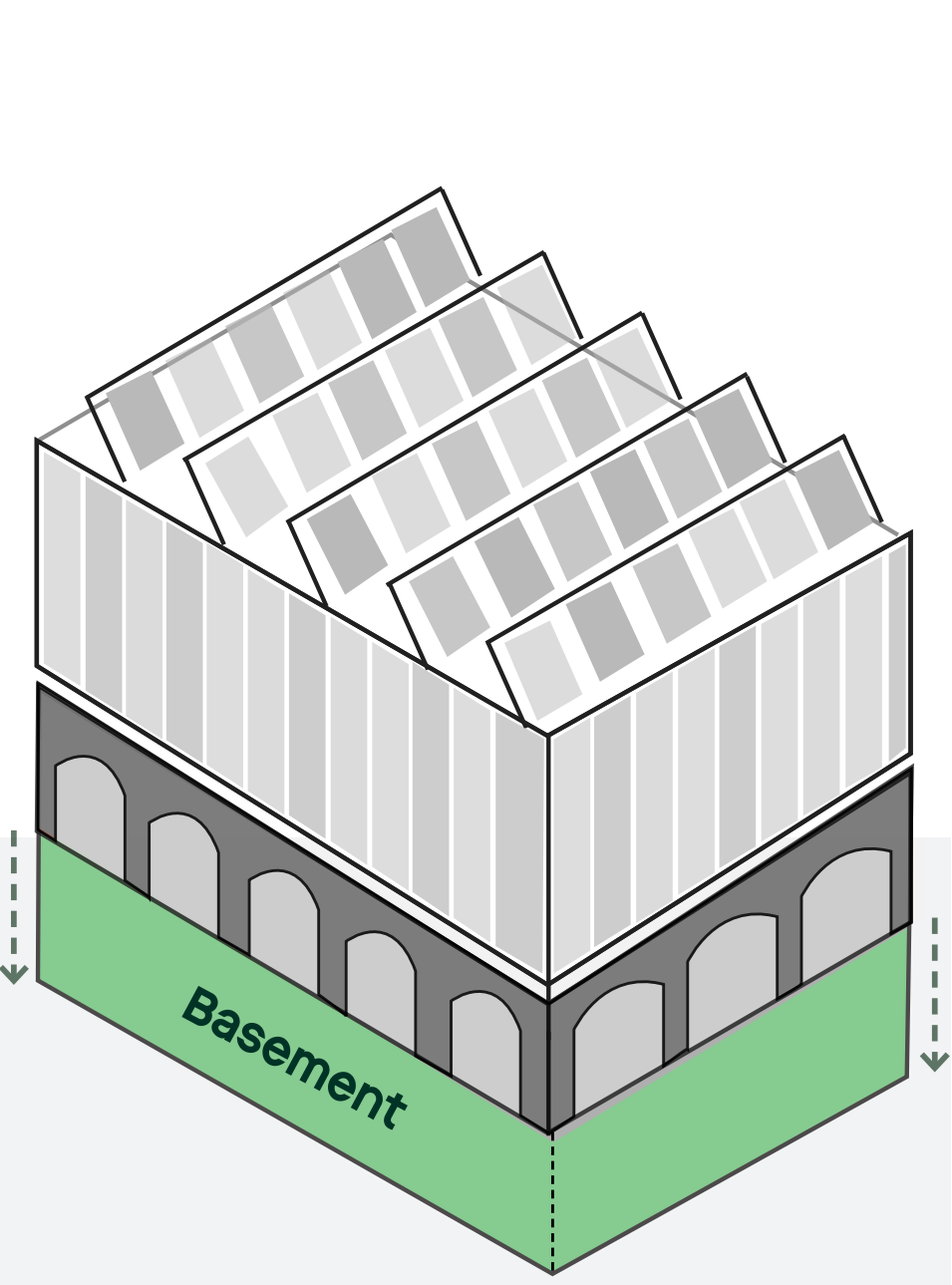


Activating Ground Floor

- Improved floor to ceiling heights at ground level
- Increased active frontage towards urban realm
- Fabric first approach
- BREEAM Very Good

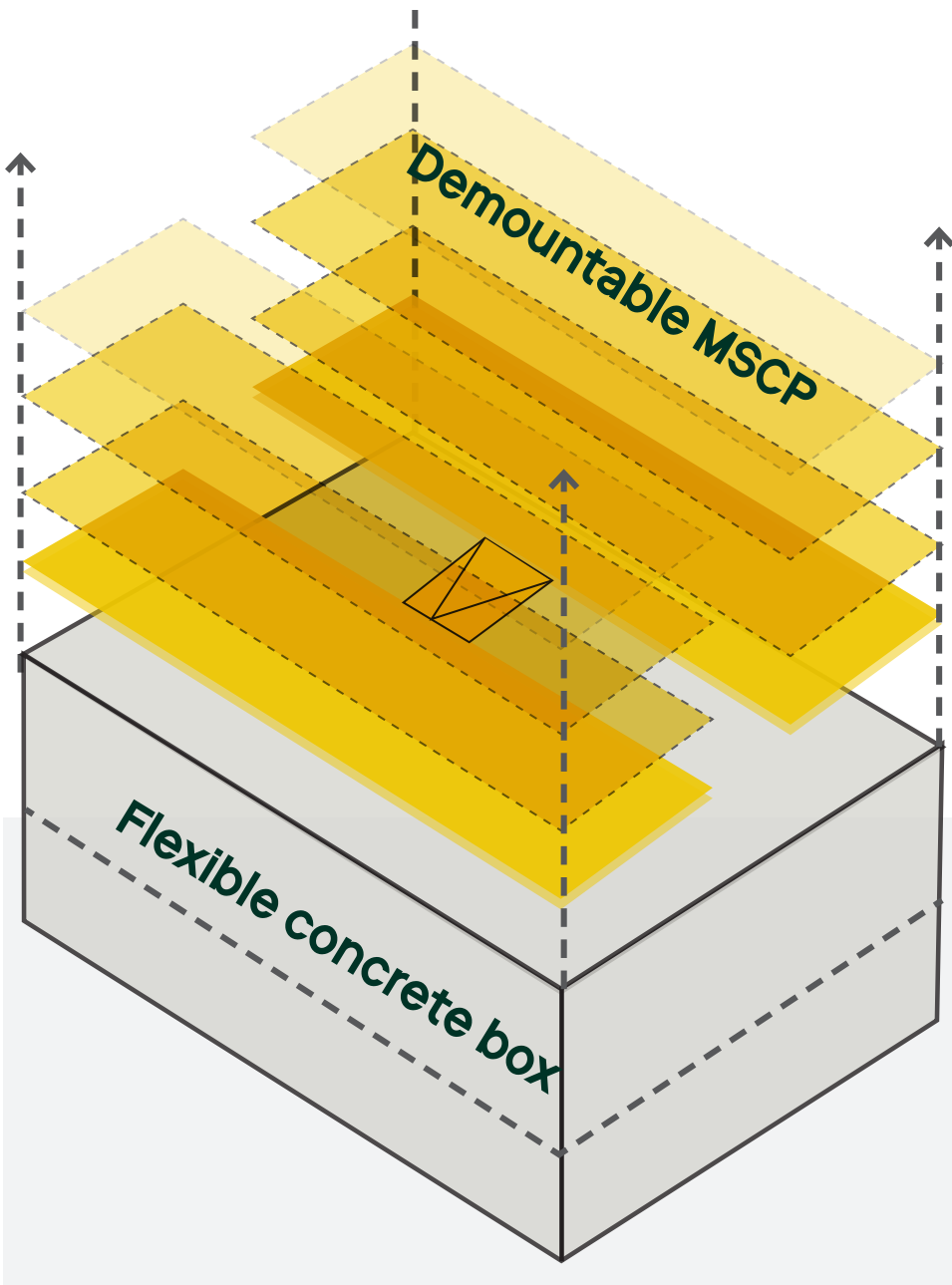
Sustainability

- Removal of one storey of car parking reducing built fabric
- Reduction in parking spaces from 543 to 487 reducing car journey numbers
- Reduced structural grid minimising slab thickness, reducing embodied carbon
- Maximise PV array to increase on site electricity generation
- Expansion of EV-charging capacity of up to 50% EV charging bays



Utilising Site Conditions

- Utilising raft foundation to align with bedrock removing the need for piling
- Providing additional area for cycle hub for surrounding offices
- Facilitating a potential double height event space to support active uses



Adaptable Structures

- MSCP designed with a demountable/reusable structure
- Ground floor is a permanent structure to accommodate future replacement building above

Reviewing Mayfield's Authentic Character

Mayfield is defining it's identity

With the completion of the park and the success of the Mayfield Depot meanwhile uses, Mayfield has developed a bold and authentic identity since the previous planning application. There is an opportunity to capture this.

The MSCP design amendments have drawn on the park's rich and authentic material palette. The design has built on the site's pivotal industrial heritage, by interpreting the railway architecture in a contemporary style.

The changes to the MSCP's ground floor, provides an inviting opportunity for some of the successful uses of the Mayfield Depot to be rehoused within a number of unique spaces.

The success of Freight Depot makes it an obvious use for the ground floor of the car park.



Image of Mayfield Park



Image of internal spaces of Freight Island



View of completed Mayfield Park



Image of internal spaces of Freight Island



Image of external spaces of Freight Island



Aerial view of completed Mayfield Park

Name of Project

Layout

Layout

Ground Floor

Activating the ground floor with additional uses

Additional uses have been incorporated in to the MSCP design, providing a more dynamic ground floor experience. The MSCP offers activated frontages on both Baring Street and park side elevations extended the pedestrian experience to the full extent of the masterplan.

The MSCP has been converted in to an inter-modal hub with the introduction of a cycle hub. A separate secure access is via a cycle ramp located next to the main entrance to the MSCP

The main circulation core can be accessed from both Baring Street and the park side, providing access to all split levels via 2 x through lifts, as well as direct access to the cycle hub in the basement. Fire escape stairs provide access to upper levels and basement.

- 01 Grid - amended to a 7.5m to provide large column free spaces within the ground floor.
- 02 Facade - amended to align with the 7.5m structural grid.
- 03 Entrances - a number of entrances have been added to the ground floor to accommodate new uses.
- 04 Cycle Ramp - provides secure access to cycle hub in basement.



Images showing the design intent for ground floor F+B interiors

- 05 Car Park Lobby - Entrance lobby enlarged to provide better user experience and flexibility for ticketing, transport information and way finding.
- 06 Stairs - stairs have been realigned to allow for consolidated circulation from basement and upper levels across all uses.
- 07 Lift core - Lift realigned to main structure of the car park.
- 08 Car park vehicle entrance - entrance and exit consolidated on southern elevation, providing three lanes of which one will alternate during peak hours.
- 09 Management Suite - located next to the vehicle entrance to the mscp, providing natural surveillance and quick assistance to any users at the barriers.
- 10 F+B/Retail use - ground floor changed from parking to flexible F+B/retail spaces, with varying floor to ceiling heights to capture a wide range of potential tenants.
- 11 Transformer room - the transformer for the EV charging points has increased in size to all for 20% of parking bays on day one to be EV, with the capacity to increase to 50%.
- 12 Refuse Store - combined refuse store for retail and F+B uses.



Layout



Consented scheme - Ground floor plan

Ground Floor Uses

Inter-modal hub

Access to lift core from Baring Street and park side. Main pedestrian entrance to MSCP enlarged to provide better way finding and user experience to the lift core.

Stair core provides access to the car park levels above ground floor and the cycle hub in the basement.

Vehicle entrance has been moved from Baring Street and consolidated into a vehicle in and out on the slip road. There are 3 lanes with barriers and an ANPR system, with the central lane switching between in and out during peak times.

Fire escapes from car park and basement levels tie in to external levels.

A separate secure access via a cycle ramp allows cyclists to enter the basement cycle hub, alternatively, users can use the lift to access the basement.

Consented Scheme

Key

●

 Fire escape cores

➡

 Vehicle movement up mscp

➡

 Vehicle movement down mscp

➡

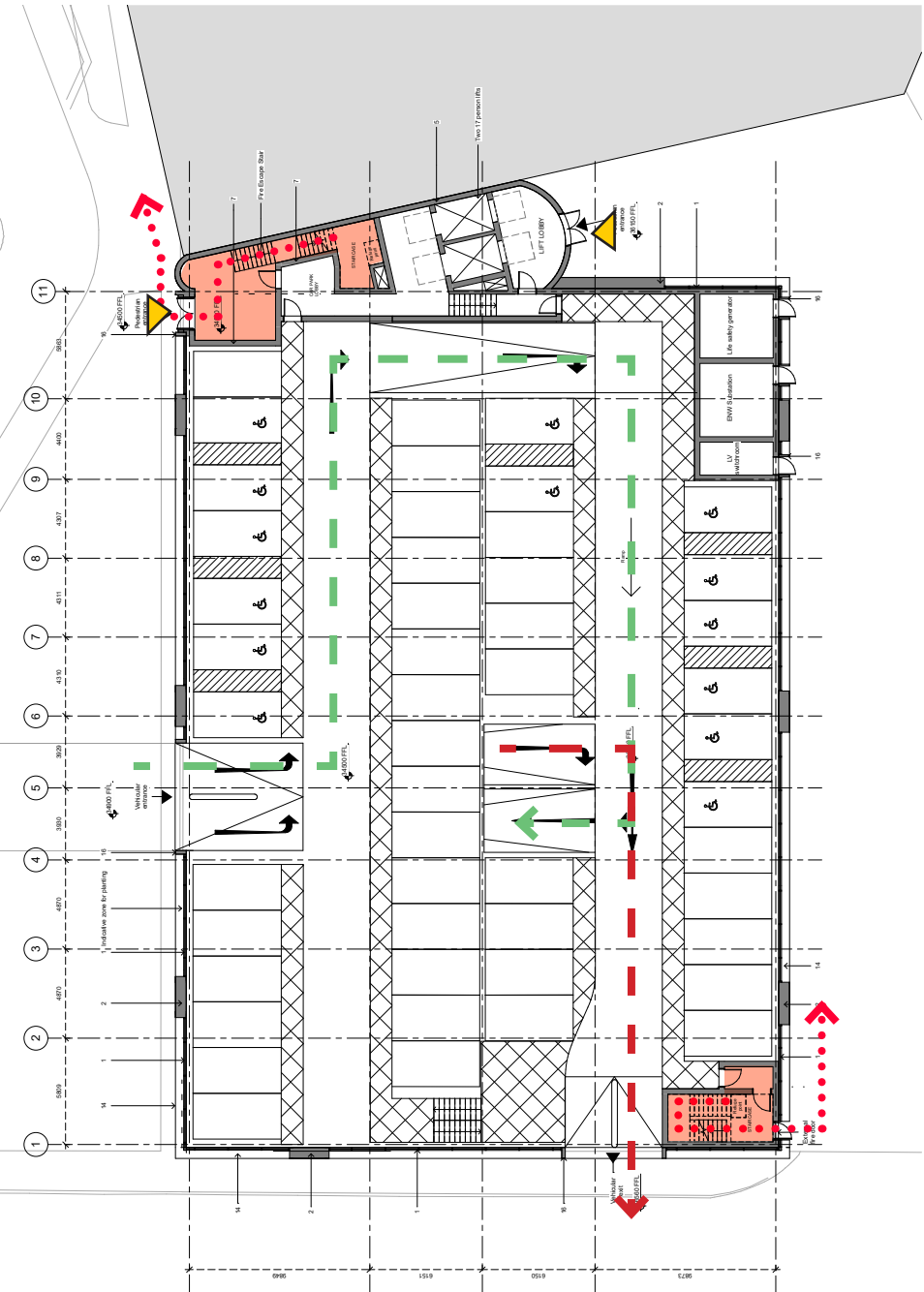
 MSCP escape routes

➡

 Basement escape routes

➡

 Entrances



Consented scheme - Ground floor plan

2023 Proposed Scheme

Key

●

 Fire escape cores

➡

 Vehicle movement up mscp

➡

 Vehicle movement down mscp

➡

 MSCP escape routes

➡

 Basement escape routes

➡

 Entrances



2023 proposed scheme - Ground floor plan

Ground Floor Uses

Retail/F+B

Access to new ground floor F+B space is provided on Baring Street and park side elevations, and providing a clear connection through the space.

Two large retail spaces cover the majority of the ground floor, and can be connected to form a larger F+B/events space.

All retail/F+B spaces have level access from main entrances, and have sufficient means of escape in the event of a fire.

Refuse store is accessed via park side frontage, bins will be managed and brought to the lay-by at the south east corner of the building for removal.

2023 Proposed Scheme

Key

●

 Fire escape cores

➡

 Escape routes

➡

 Basement escape routes

➡

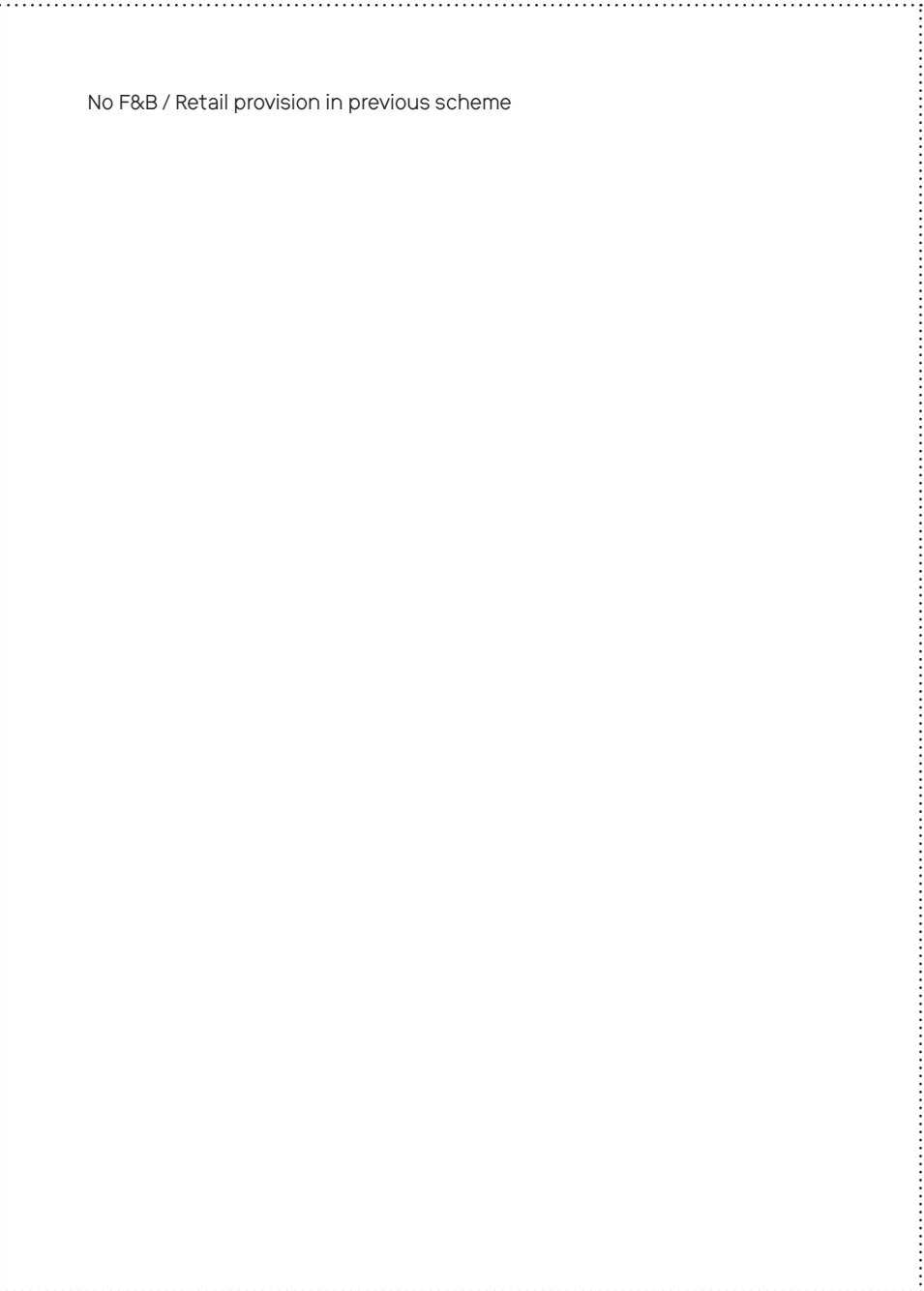
 Refuse

➡

 Pedestrian Entrances

●

 Refuse Store



No F&B / Retail provision in previous scheme

2023 Proposed Scheme

Key

●

 Fire escape cores

➡

 Escape routes

➡

 Basement escape routes

➡

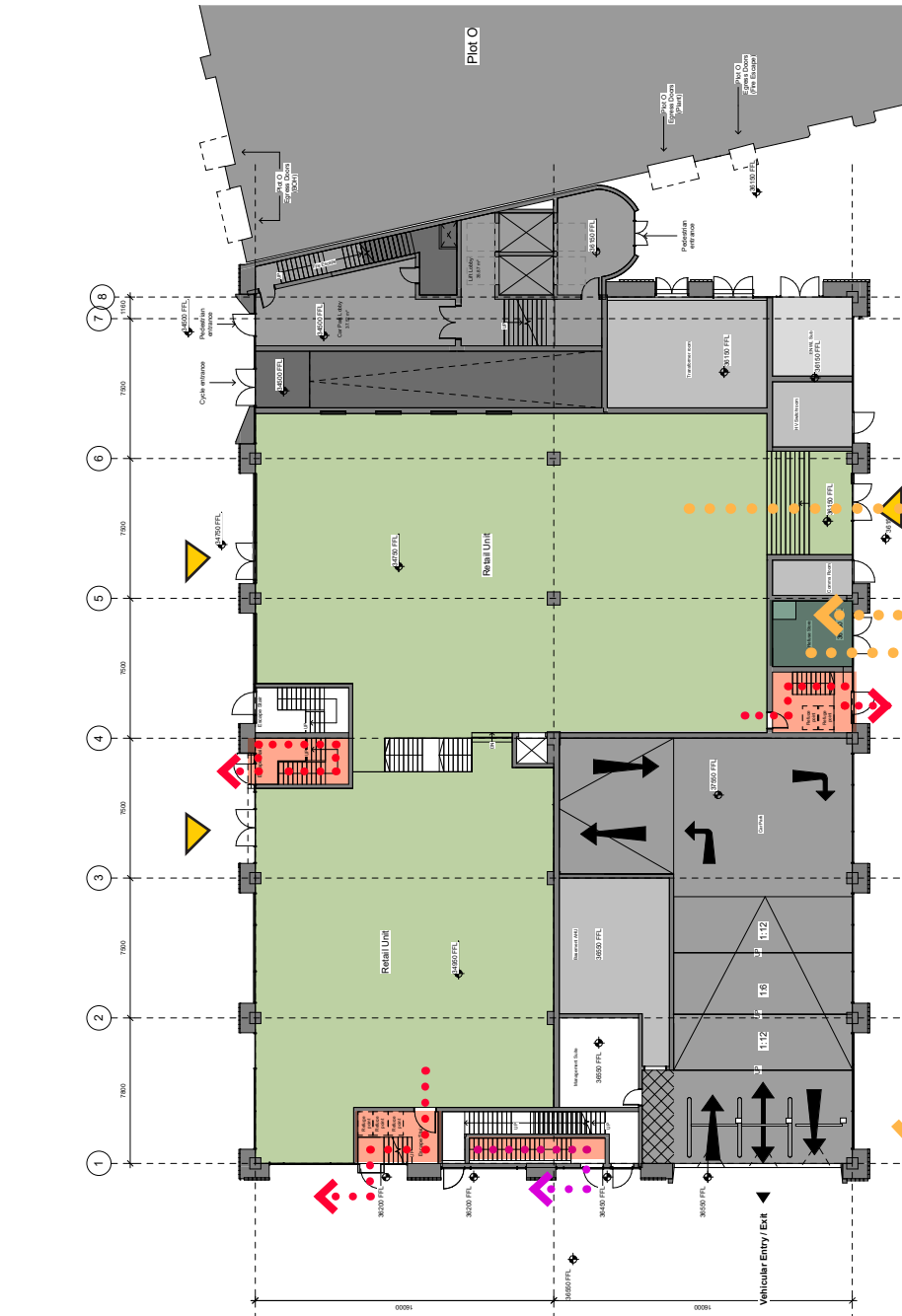
 Refuse

➡

 Pedestrian Entrances

●

 Refuse Store



2023 proposed scheme - Ground floor plan



Waste Strategy

The waste strategy revolves around the expected waste generation and composition and how materials flow through the building. In addition to this, it is important to consider local and national policy and guidance regarding waste storage and collection requirements. In accordance with the local Waste Storage and Collection Guidance for New Developments GD04 document (Manchester City Council, 2017), at minimum, waste generated at the proposed development will be segregated into:

- General waste
- Paper and cardboard
- Mixed recycling
- Food waste

The proposed development primarily comprises of car parking which is assumed to produce negligible waste. However, there will be commercial units on levels B1 and 00 that are expected to produce waste, which will have to be managed appropriately. The particulars of these tenanted commercial units are yet to be defined but, for the purpose of undertaking preliminary waste generation calculations, these units have been assumed to be Use Class E with flexibility for F&B and retail. Therefore the retail benchmark of 5 litres/m2/week has been applied (Manchester City Council, 2017).

To optimise the refuse storage allocation, it has been assumed that these commercial units will not only share the waste store, but also waste bins, thus operate under the same waste management contractor. The estimated waste generation arising from these three commercial units are outlined in Table 1. Waste collection will take place twice weekly. Waste generated at the proposed development will be stored within 1,100L bins apart from food waste where 240L bins will be used

Unit	Estimated waste generation (litres/week)				Total (litres/week)
	General waste	Mixed recycling	Paper/card	Food waste	
Commercial unit A	738	461	554	92	1,845
Commercial unit B	624	390	468	78	1,560
Commercial unit C	972	608	729	122	2,430
Total	2,334	1,459	1,751	292	5,835

Table 1 Estimated waste generation arising from commercial units within Mayfield

General waste (1,100L)	Mixed recycling (1,100L)	Pulpable recycling (1,100L)	Food waste (240L)
1 no.	1 no.	1 no.	1 no.

The resulting number of bins required to store waste at the proposed development are outlined in Table 2.



Waste will be transported by the staff of the commercial tenants, from their respective units to the final refuse store. The location of the final refuse store is illustrated in the plan below.

Waste will be disposed of into the relevant bins within the final refuse store. Facilities management will be responsible for transferring bins from the final refuse store to a bin presentation point in the car park area, in close proximity to the road i.e. waste collection point. This approximate bin presentation location is illustrated in Figure 2. Collection operatives will access bins directly from this point. Once emptied, facilities management will return the empty bin to the final refuse store for continued use.

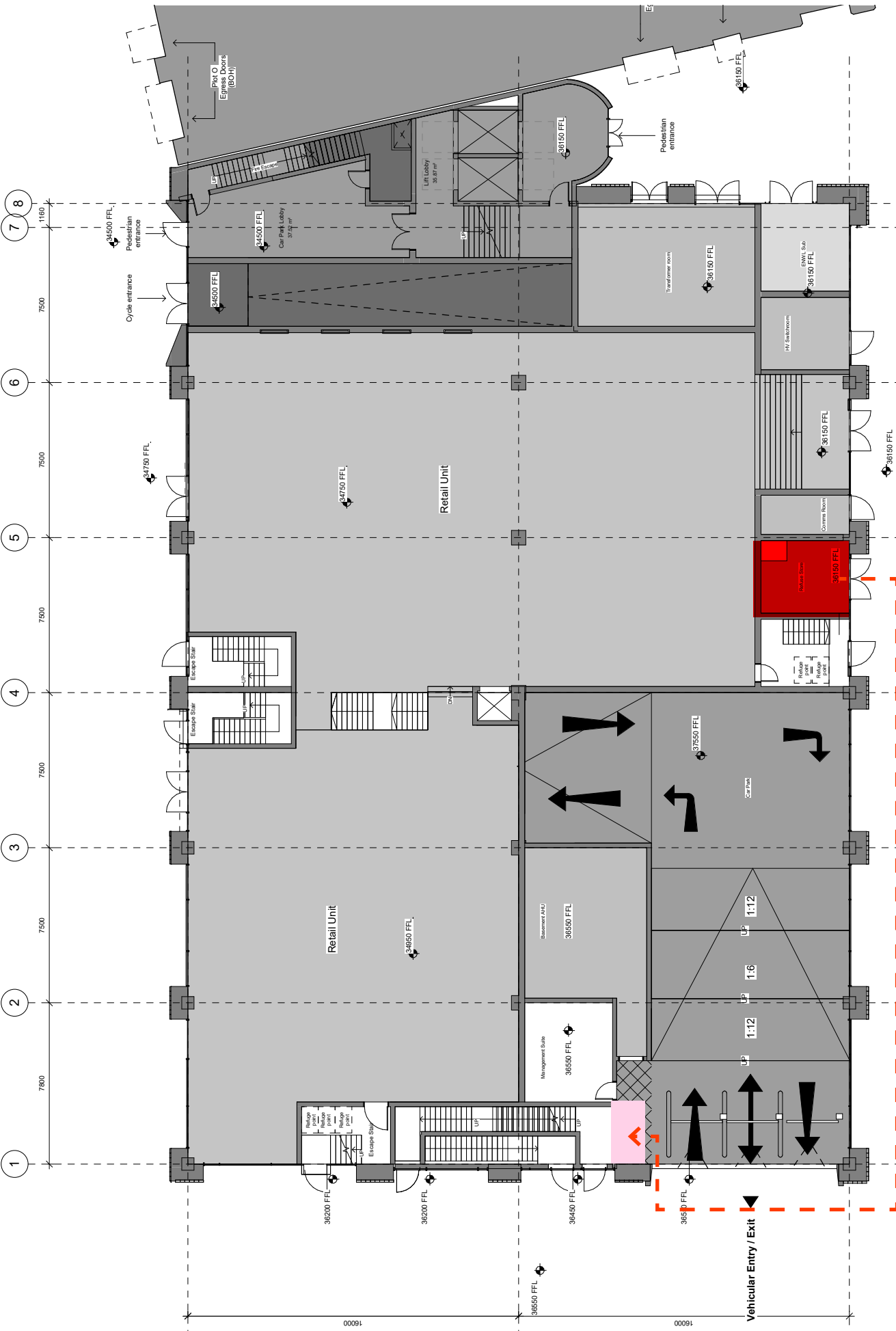
2023 Proposed Scheme

Key

Refuse Store

Indicative bin presentation point

Bin route



Ground floor plan showing waste strategy

Basement level



Creating an inter-modal hub

Access to the cycle hub is via the ramp leading down from Baring Street and/or the main lift core and stairs houses in the MSCP lobby.

The basement consolidates all the cycle and shower facilities for both of the adjacent office buildings and additional provision for member of the public in to a single hub.

A combined sprinkler tank for the 3 buildings is housed in the basement, freeing up space in both commercial grounds floor for other uses.

The retail/F+B area on the basement level is accessed via the stair and lift from ground floor. The space has the potential to be converted in to a double height venue space with a capacity for 250 people.

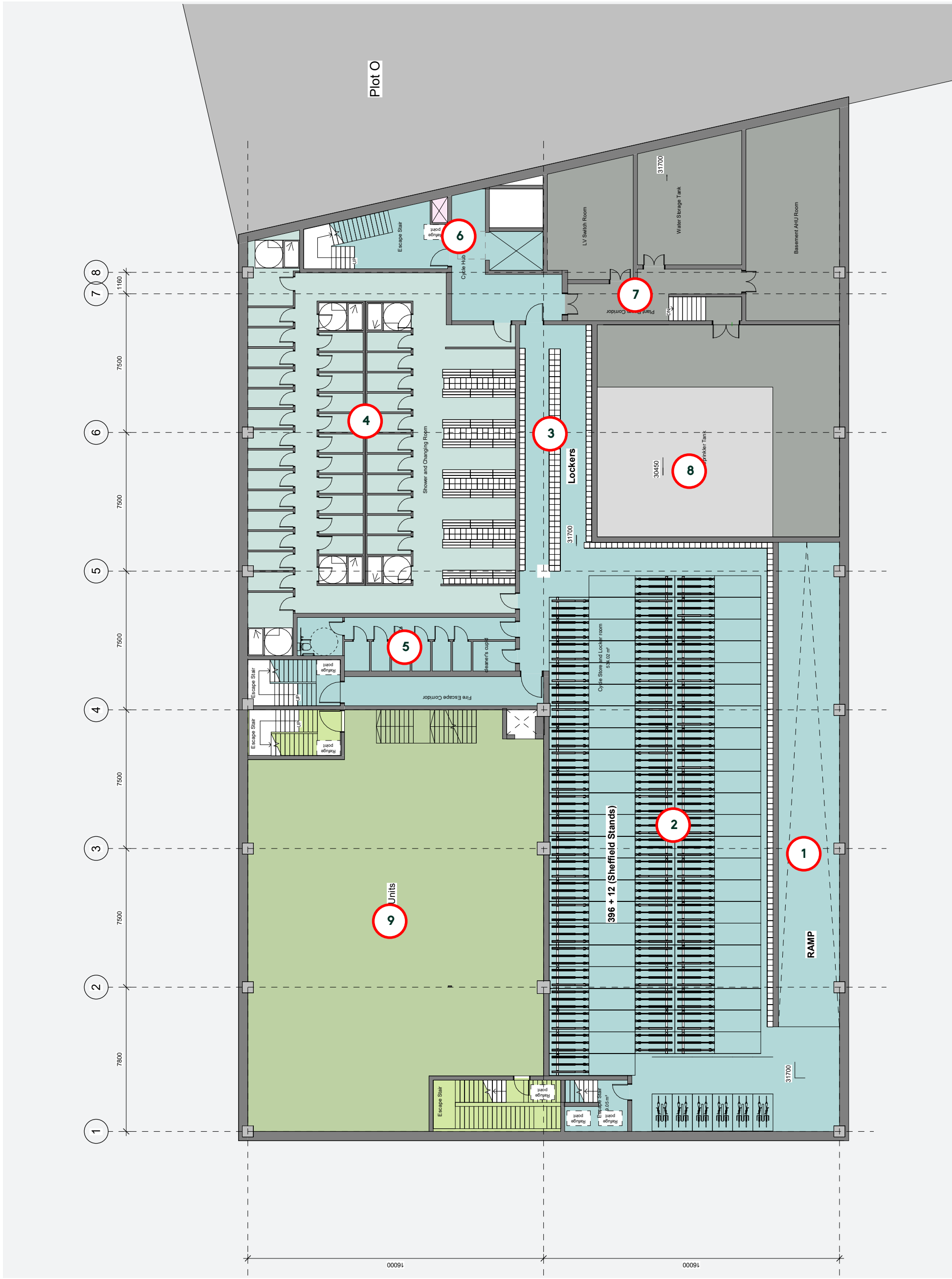
- 01 Accessible cycle ramp leading up to Baring Street
- 02 Cycle Hub - Provision for 396 cycles and 12 accessible cycles
- 03 Lockers - Secure lockers for users
- 04 Changing room and shower facilities
- 05 Cycle Hub WC's
- 06 Cycle Hub lobby leading up to Baring Street and Park
- 07 Plant area
- 08 Combined Sprinkler tank room
- 09 Retail unit - accessed via stairs/lift from ground floor



Images showing design intent for interiors of cycle hub



Images showing design intent for interiors of cycle hub



2023 proposed scheme - Basement plan

Simplifying the MSCP

Key changes

The upper levels of the car park have been designed with an MSCP system build approach. The floor plan is set out on a 2.5m structural grid, to standardize in the internal layouts.

Ramps and facade panels align with the structural grid, whilst a typical floor allowed for 53 2.5mx5m parking bays and 2 accessible bays per floor.

Stair cores have been set over the split decks to minimize the amount of additional vertical circulation and improve accessible user experiences

The lift core has been adjusted to improve buildability and align with the main structure of the MSCP.

- 01** Grids - amended to 2.5m bay in north south axis
- 02** Facade - amended to 2.5m panel width to align with structural grid
- 03** Ramps - Aligned with 2.5m structural grid
- 04** Fire Escape - Location moved to improve access to fire escape. Additional risers incorporated to meet requirements of new ground uses.
- 05** Risers - Void space within stair core utilised for risers associated with plant on roof serving ground floor and basement uses
- 06** Lifts - lifts rotated to align with northern facade
- 07** Lift waiting area - extent of building perimeter amended to provide offset from northern elevation

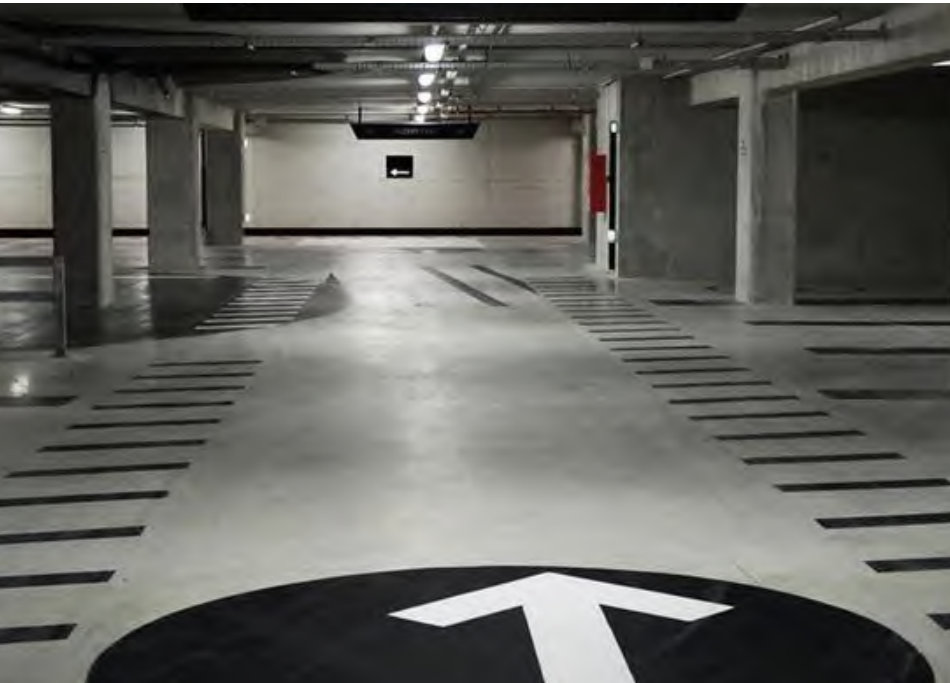


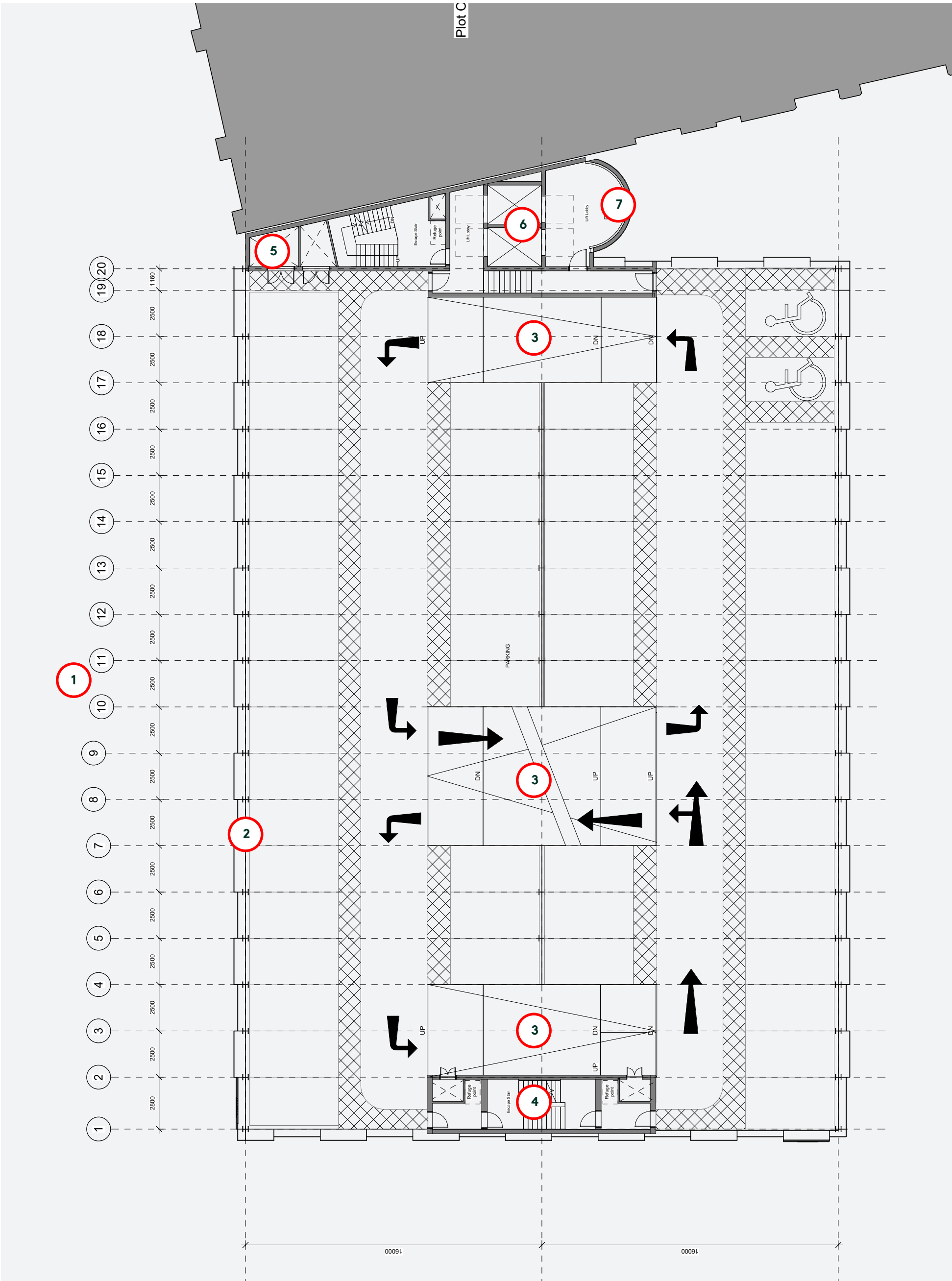
Image showing design intent for internal signage



Music Box - The Old Vinyl Factory - Hayes



Music Box - The Old Vinyl Factory - Hayes



2023 proposed scheme - Typical floor plan

Simplified MSCP Layouts



Typical Floor

The layout has been amended to align with the 2.5m structural grid, parking bays have reduced from 55 standard parking bays and 1 accessible bay to 53 standard parking bays and 2 accessible bays.

Accessible bays are located next to the main staircore to reduce travel distances for users.

Ramp widths have increased to improve the driverability of the car park, and maximise the amount of the parking bays visible on the route up through the mscp.

Consented Scheme

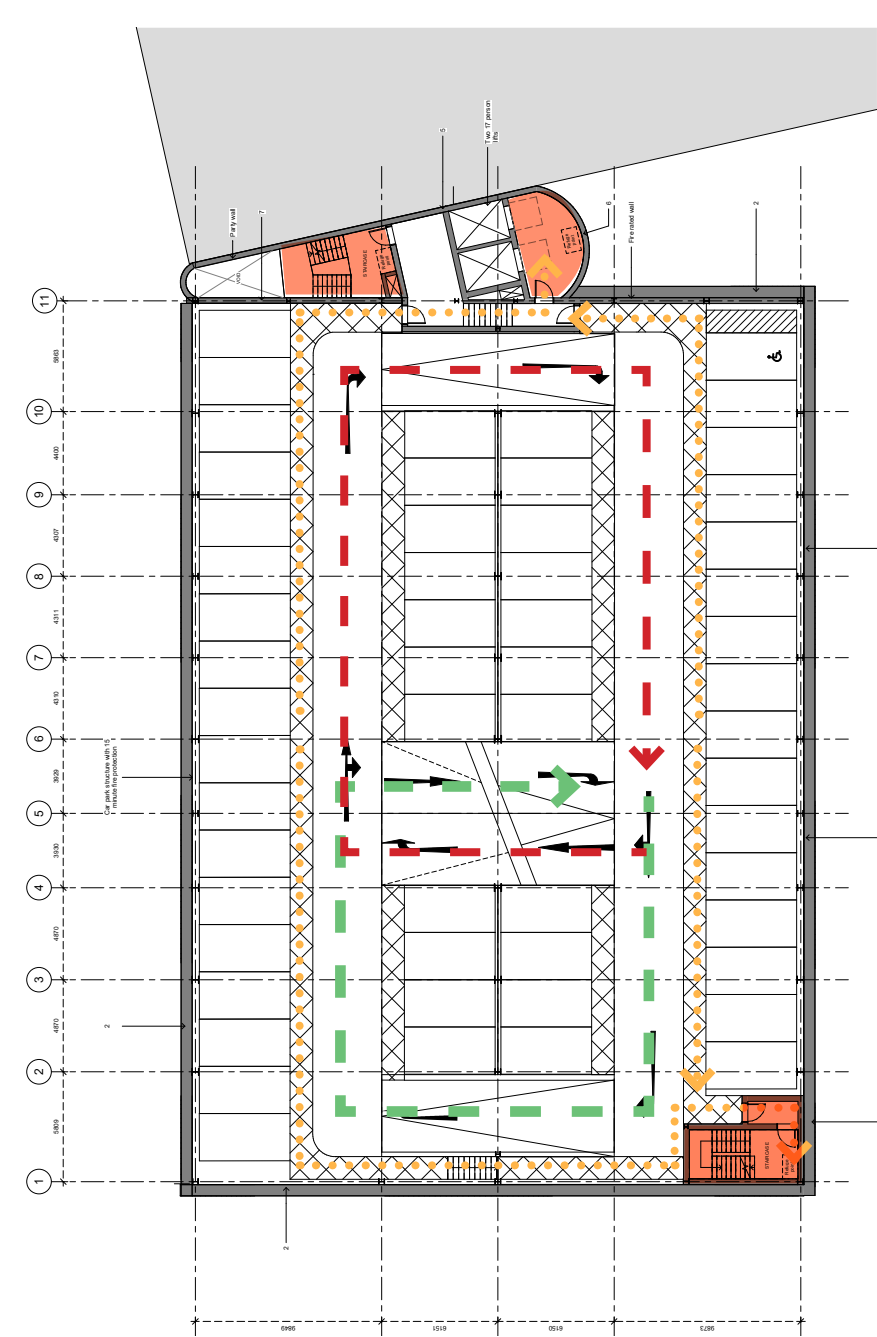
Key Caption

Fire escape cores

Vehicle movement up mscp

Vehicle movement down mscp

Pedestrian escape routes



Consented scheme - Typical floor plan

2023 Proposed Scheme

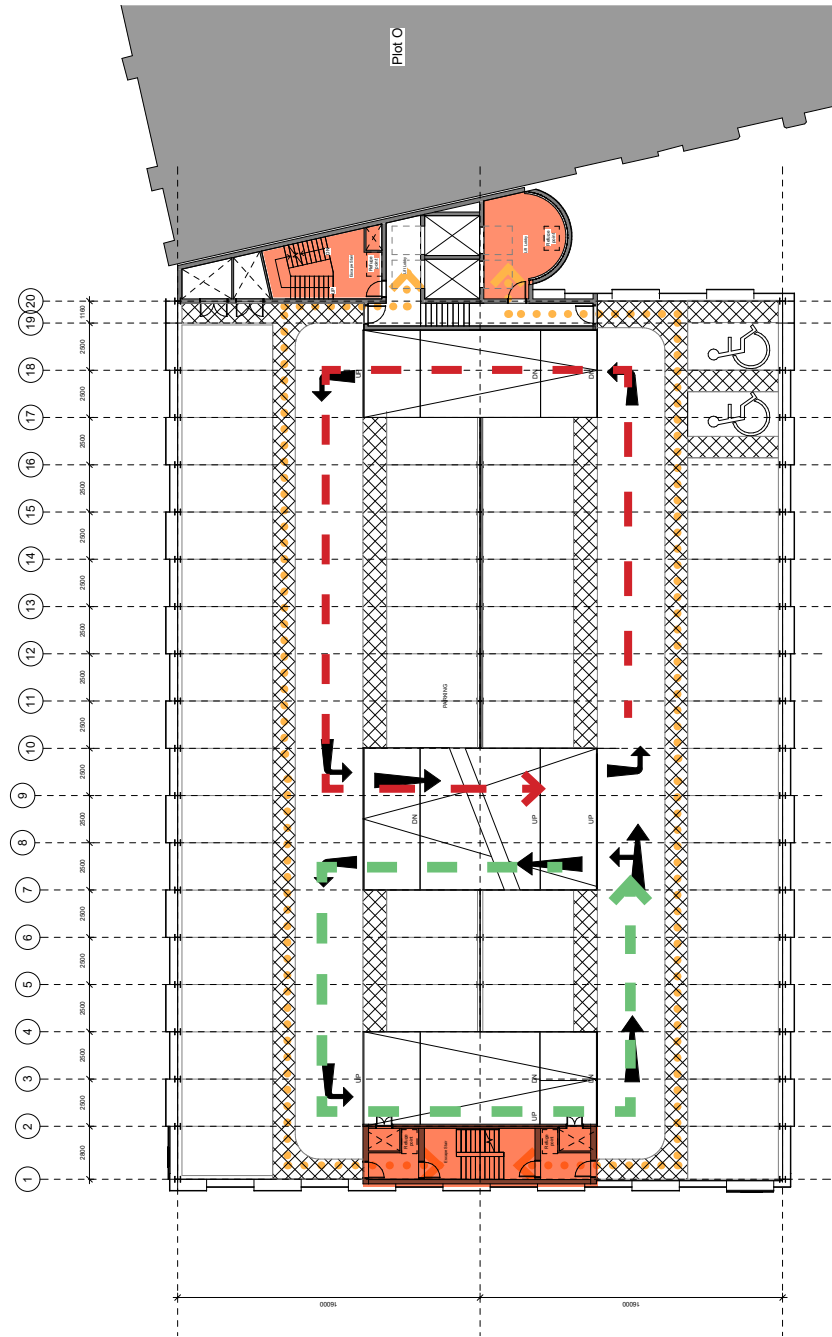
Key Caption

Fire escape cores

Vehicle movement up mscp

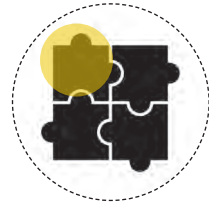
Vehicle movement down mscp

Pedestrian escape routes



2023 proposed scheme - Typical floor plan

Simplified MSCP Layouts



Top floor

Level 10.5 has been removed to keep the building under 30m. The layout reflects the typical floor below, simplifying vehicle movements and creating a clearer exit strategy.

On the lower deck (level 9.5), additional plant has been positioned close to the associated risers in each stair core, and meet the mep requirements of the ground and basement uses. This plant will be screened, to obscure the plant, as well meeting the security needs of the plant zones.

Moving the stair core on the south elevation to the centre of the split level deck, allows for accessible fire escape routes to refuge points from all locations.

Consented Scheme

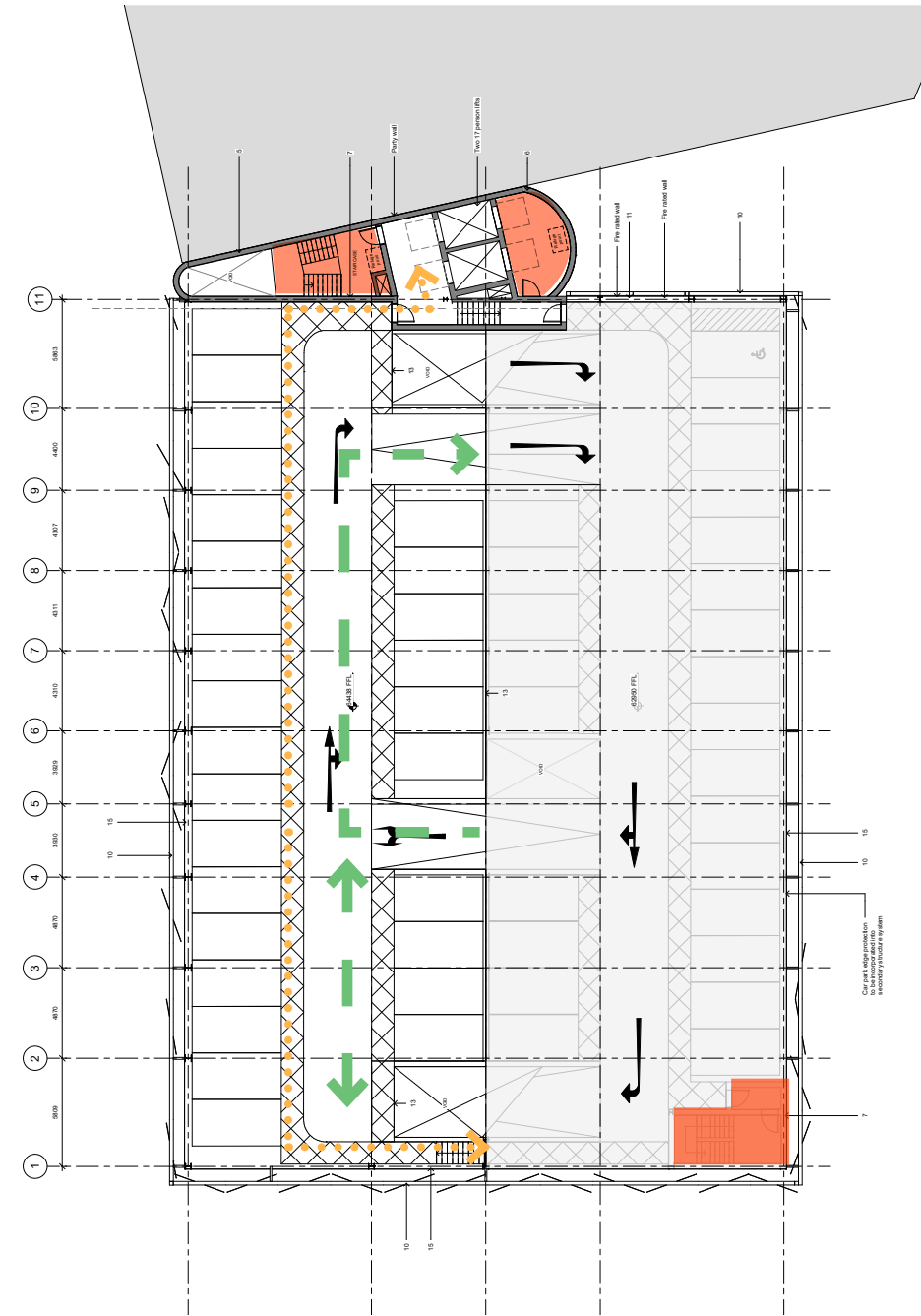
Key Caption

Fire escape cores

Vehicle movement up mscp

Vehicle movement down mscp

Pedestrian escape routes



Consented scheme - Top floor plan

2023 Proposed Scheme

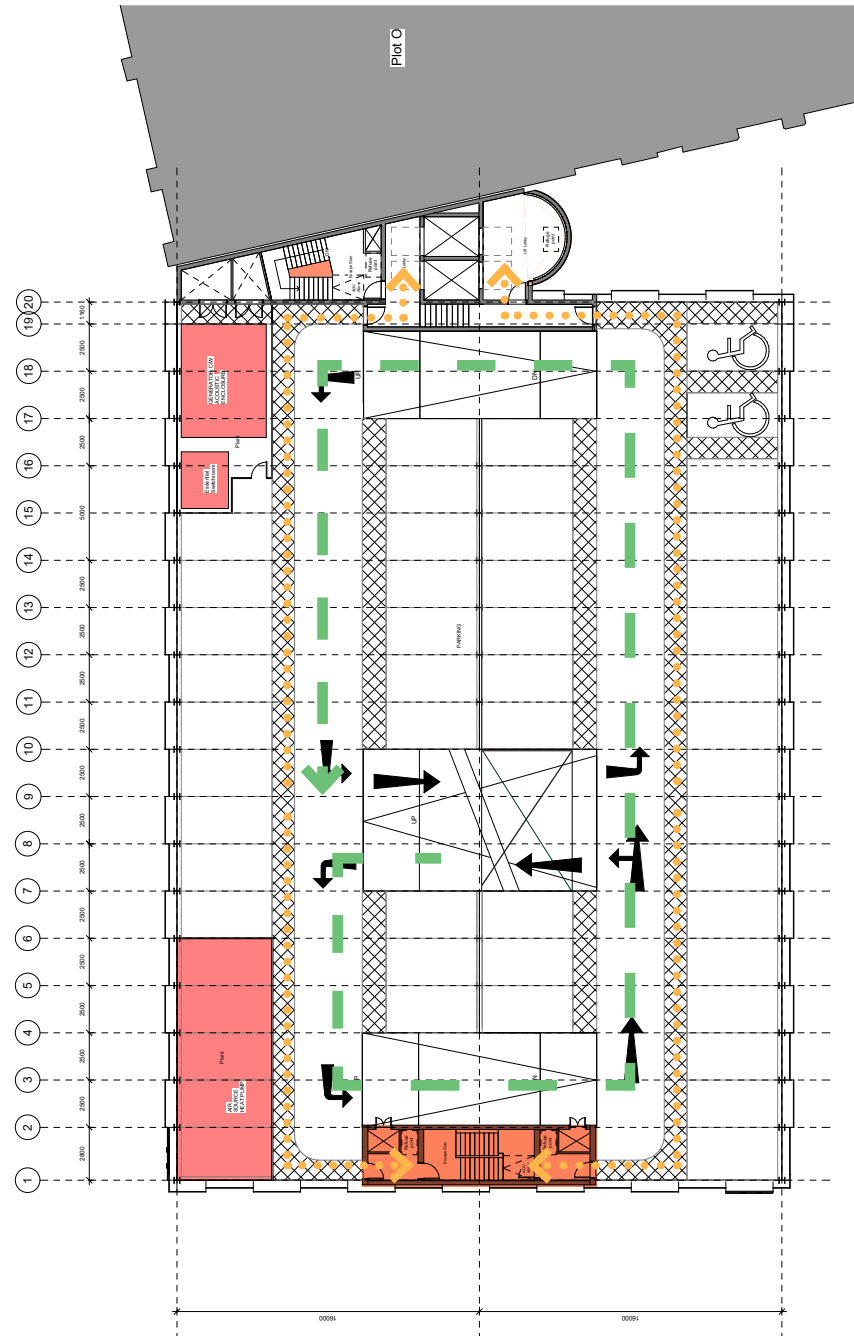
Key Caption

Fire escape cores

Vehicle movement up mscp

Vehicle movement down mscp

Pedestrian escape routes



2023 proposed scheme - Top floor plan

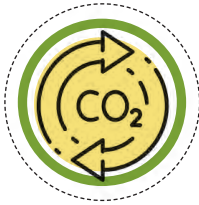
Maximising PVs

Roof

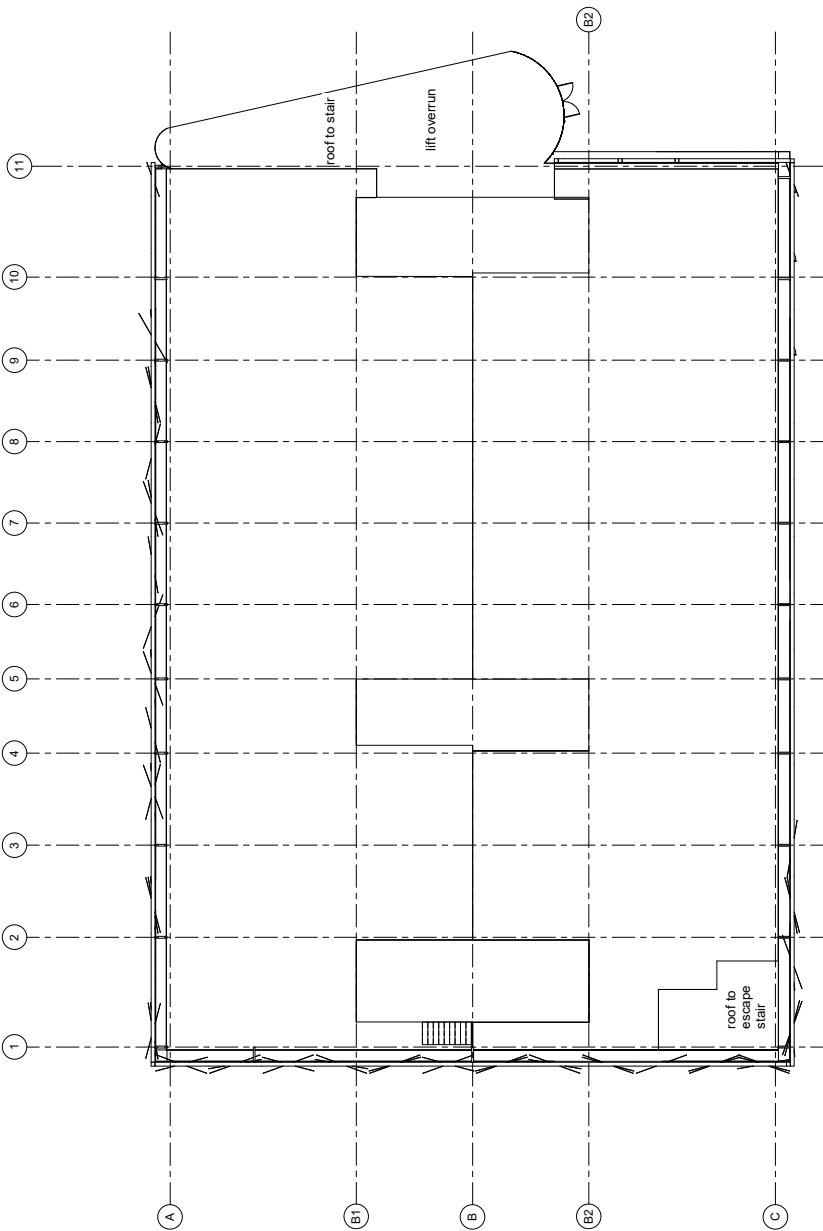
The previous scheme had no allowance for PV's on the roof.

To align with the wider developments sustainability goals and ambitions to provide up to 50% EV charging facilities in the future, an additional level of PVs have been placed above the final car park level.

1000m2 of roof space has been allocated for active use of PVs, with access to the deck via a cat ladder located on level 8.5.



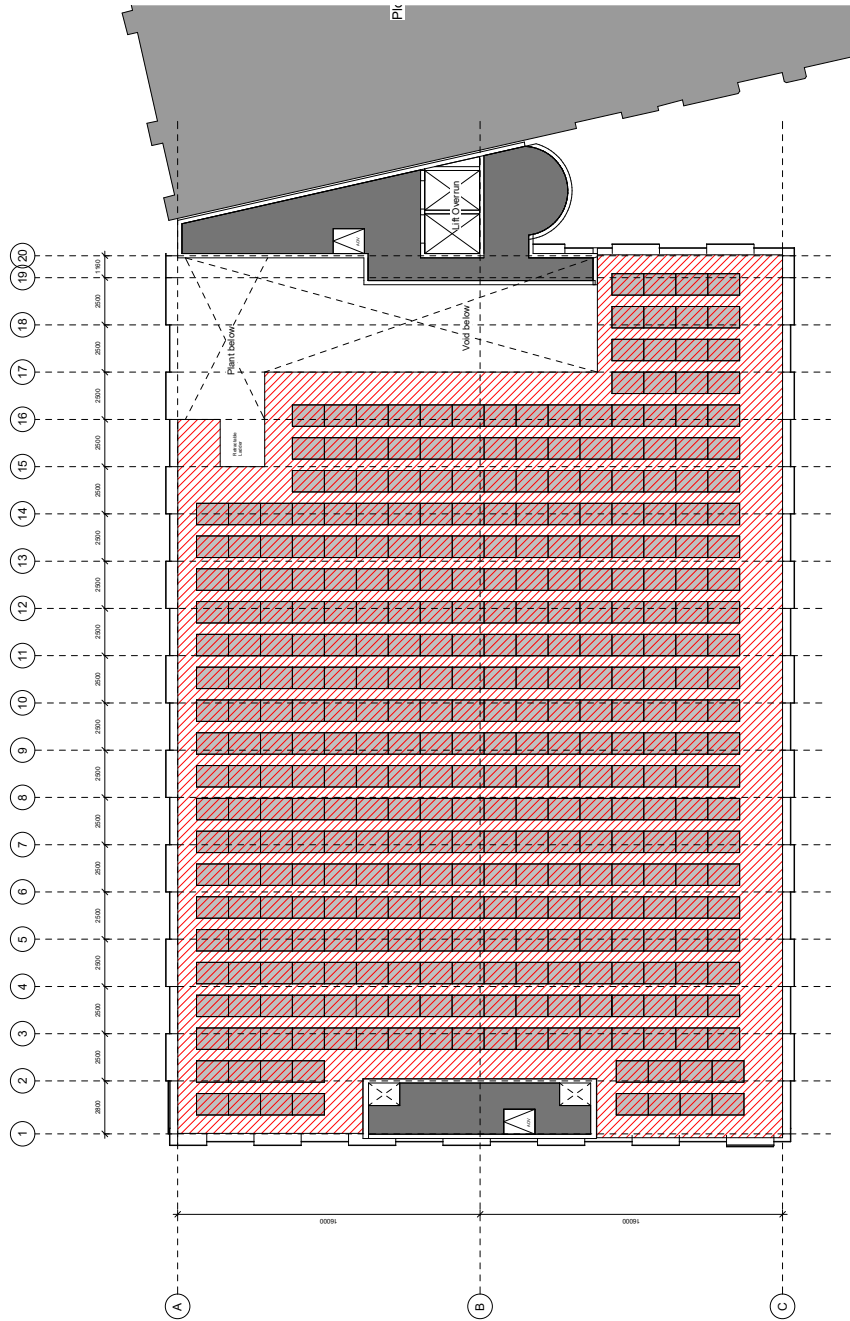
Consented Scheme
No PV array system proposed



Consented scheme - roof plan

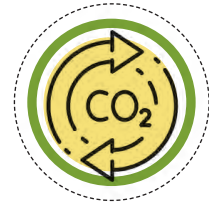
2023 Proposed Scheme
Key Caption

● PV accessible deck



2023 proposed scheme - roof plan

Use and Amount



Additional Ingredients

Additional ingredients have been introduced in to the basement and ground levels, reducing the overall quantum associated to the car park.

Simplifications to the building envelope have further reduced the total quantum of the building.

Consented Scheme

Whole Building GEA Schedule			
Level	Whole	Comments	Area
Not Placed	Parking	Including circulation	0.00 m²
NN_Level 00	Parking	Including circulation	1667.27 m²
NN_Level 01	Parking	Including circulation	1644.90 m²
NN_Level 02	Parking	Including circulation	1685.26 m²
NN_Level 03	Parking	Including circulation	1603.99 m²
NN_Level 04	Parking	Including circulation	1711.27 m²
NN_Level 05	Parking	Including circulation	1711.27 m²
NN_Level 06	Parking	Including circulation	1711.25 m²
NN_Level 07	Parking	Including circulation	1711.30 m²
NN_Level 08	Parking	Including circulation	1711.15 m²
NN_Level 09	Parking	Including circulation	1711.26 m²
NN_Level 10	Parking	Including circulation	1693.16 m²
Total Building GEA			18562.07 m²

2023 Proposed Scheme

Whole Building GEA Schedule		
Name	Comments	Area
NN_Level B1		
Mobility Hub	Including circulation	1018.79 m²
Plant	For retail	327.96 m²
Retail		392.62 m²
NN_Level 00		
Mobility Hub	Including circulation	602.13 m²
Plant	For retail	119.40 m²
Retail		890.21 m²
NN_Level 01		
Mobility Hub	Including circulation	1630.81 m²
Plant		16.17 m²
NN_Level 02		
Mobility Hub	Including circulation	1671.93 m²
Plant		16.17 m²
NN_Level 03		
Mobility Hub	Including circulation	1671.45 m²
Plant		16.17 m²
NN_Level 04		
Mobility Hub	Including circulation	1624.24 m²
Plant		16.17 m²
NN_Level 05		
Mobility Hub	Including circulation	1624.24 m²
Plant		16.17 m²
NN_Level 06		
Mobility Hub	Including circulation	1625.49 m²
Plant		16.17 m²
NN_Level 07		
Mobility Hub	Including circulation	1625.49 m²
Plant		16.17 m²
NN_Level 08		
Mobility Hub	Including circulation	1624.33 m²
Plant		16.15 m²
NN_Level 09		
Mobility Hub	Including circulation	1496.83 m²
Plant		148.22 m²
Total Building GEA		18223.47 m²

Massing

Addition of Basement Level



Optimising existing levels

The consented scheme allowed for piled foundations and a contigulated piled wall between plots N + O, which extended down to the bedrock.

The updated proposal utilises the existing site levels to locate a raft foundation on top of the bedrock, creating the opportunity for additional space within a basement to expand the versatility of the inter-modal hub and additional ground floor uses.

Within the cycle hub the heights vary but provide a minimum floor to ceiling of 2.8m to allow for double stacker cycle racks.

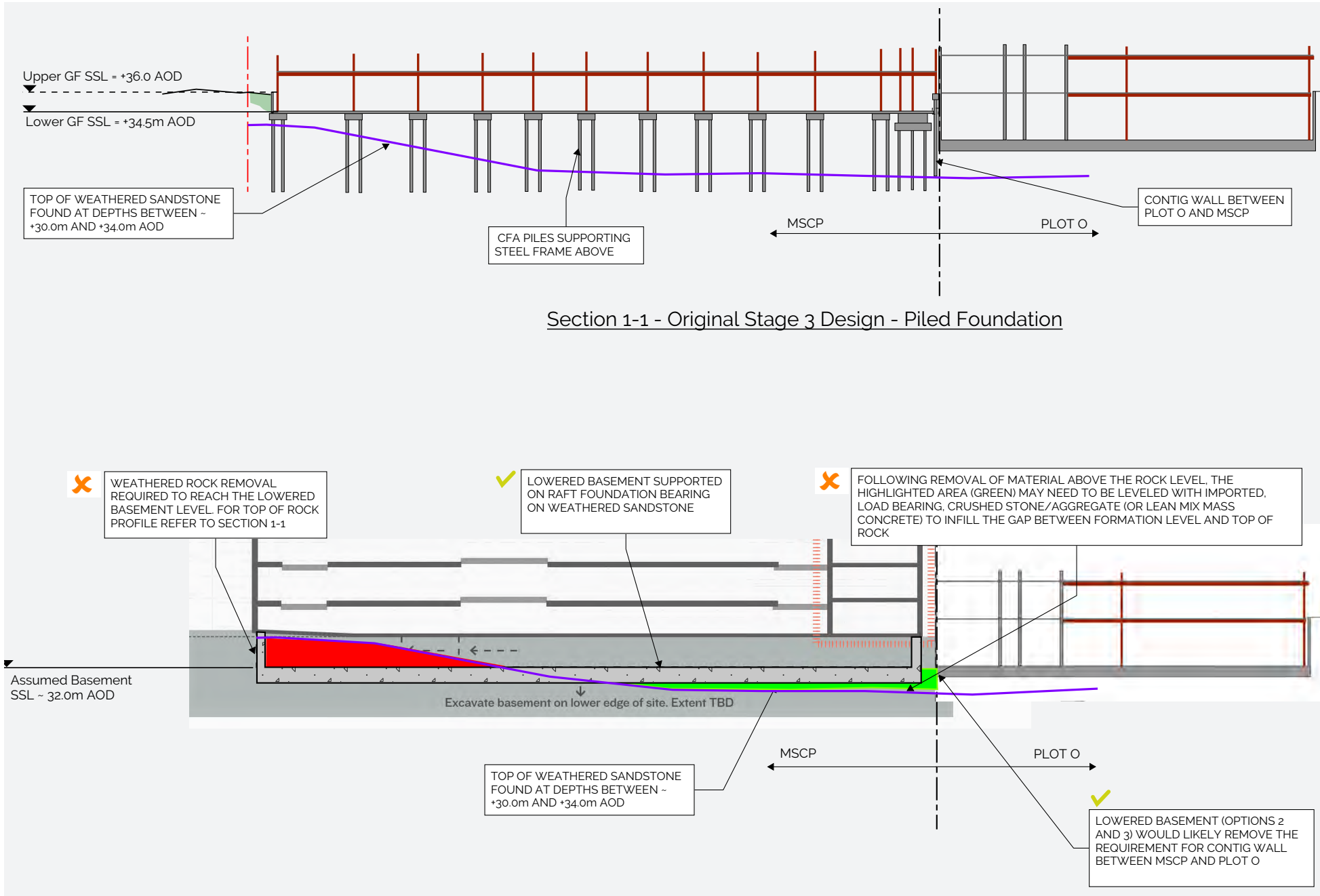
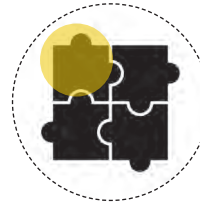


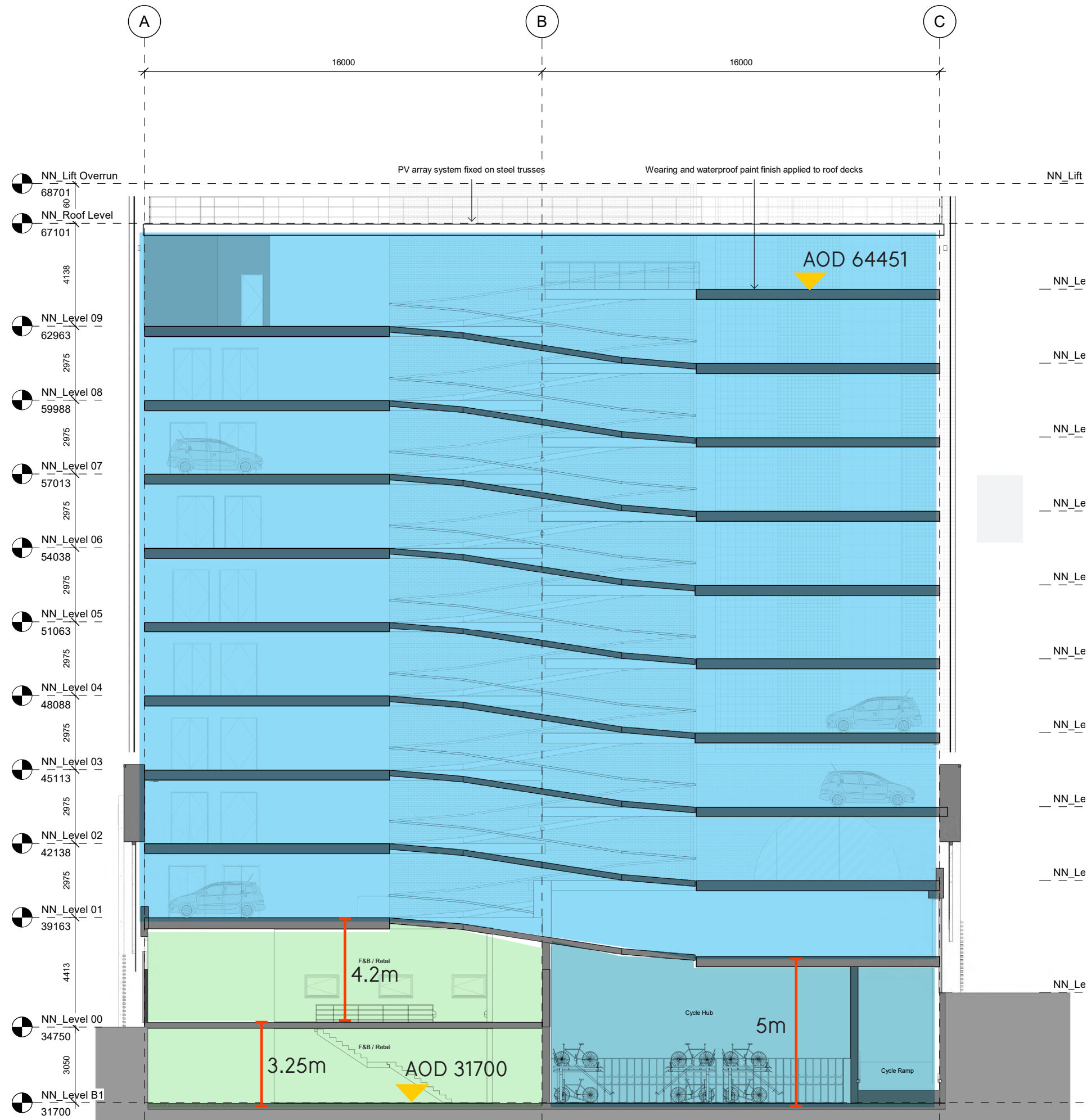
Diagram illustrating design intent for raft foundation for the MSCP



2023 Proposed Scheme

Key Caption

- Car Park
- Retail/F+B
- Cycle Hub
- PV array system



2023 proposed scheme - Section AA

Adjusting heights

Accommodating mixed-use

The first floor level has been raised to maximise floor to ceiling heights at ground floor, to provide a spacious and flexible retail/F+B opportunity. Along Baring Street it is 4.4m, rising to 5.9m on the park side.

To keep the building under the 30m requirement to avoid sprinklers within the building, the top level of parking was removed, reducing the MSCP from 10 storeys to 9.5 storeys. With an overall reduction of parking space from 581 spaces to 488.

Furthermore, an additional level of PV array was added to the building to improve its sustainability performance. Whilst the building has grown in size the overall impact of the car park has reduced.

Consented Scheme

Key Caption

● Car Park

● Retail/F+B

■ PV array system

2023 Proposed Scheme

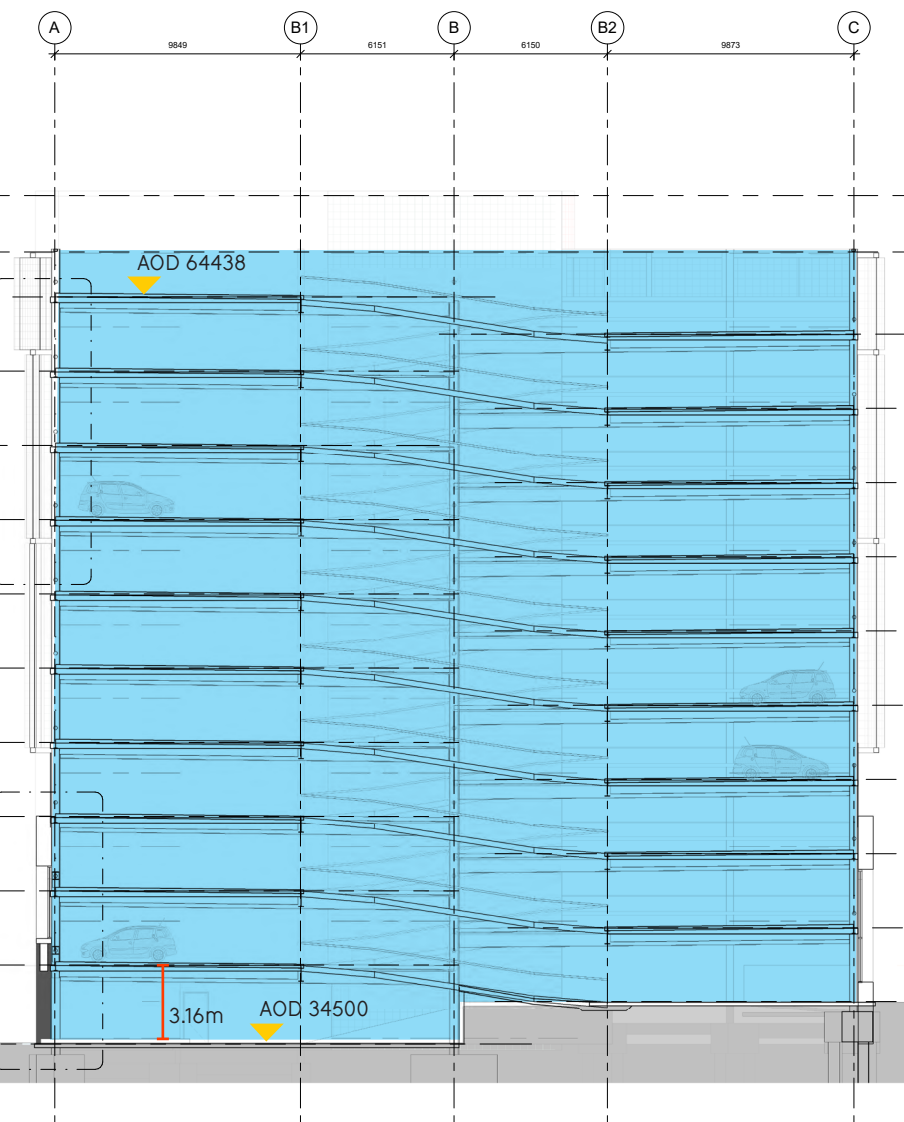
Key Caption

● Car Park

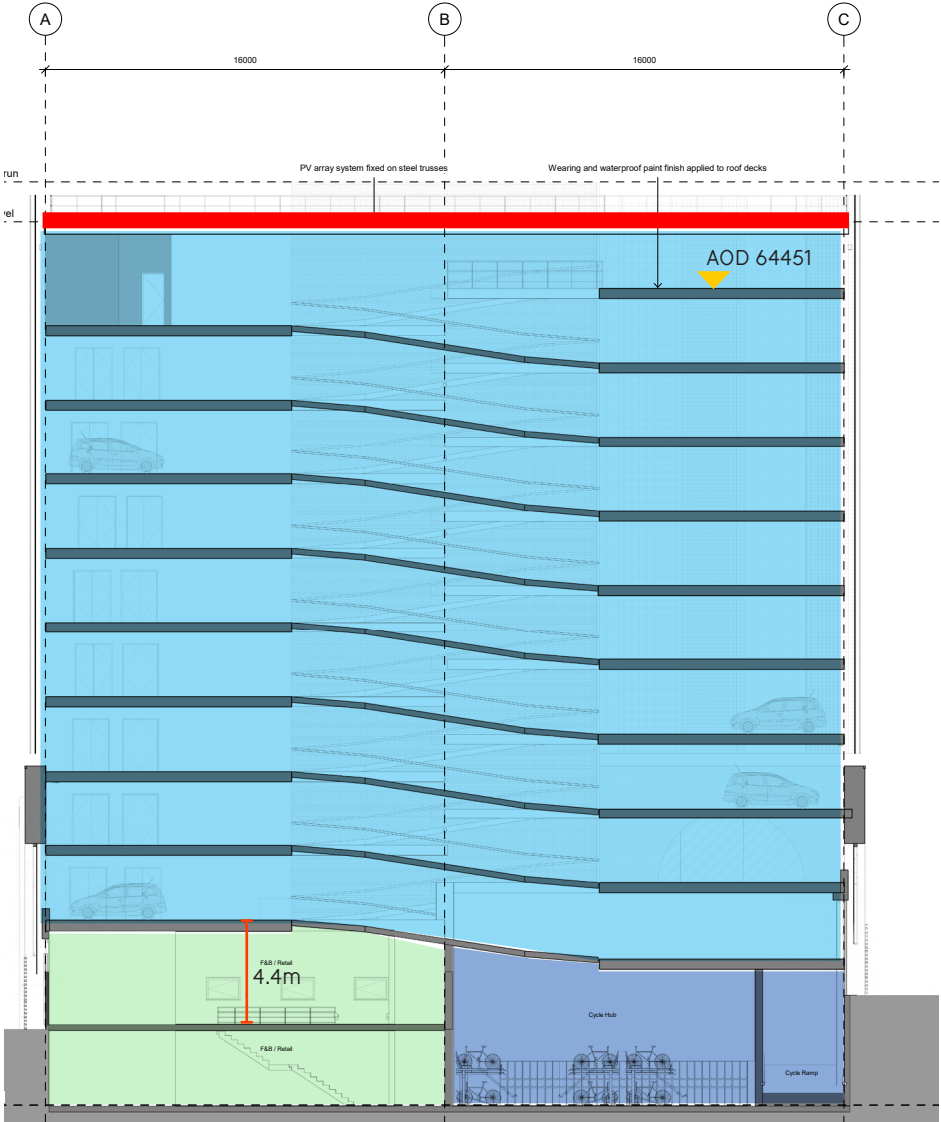
● Retail/F+B

● Cycle hub

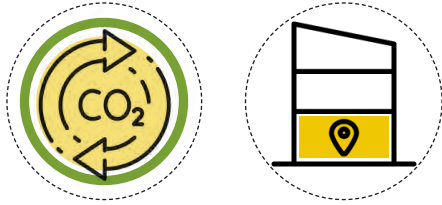
■ PV array system



Consented scheme - Section AA



2023 proposed scheme - Section AA



Consented scheme - Illustrative view from Logic site looking east along Baring Street



2023 proposed scheme - Illustrative view from Logic site looking east along Baring Street

Name of Project

Appearance

Appearance

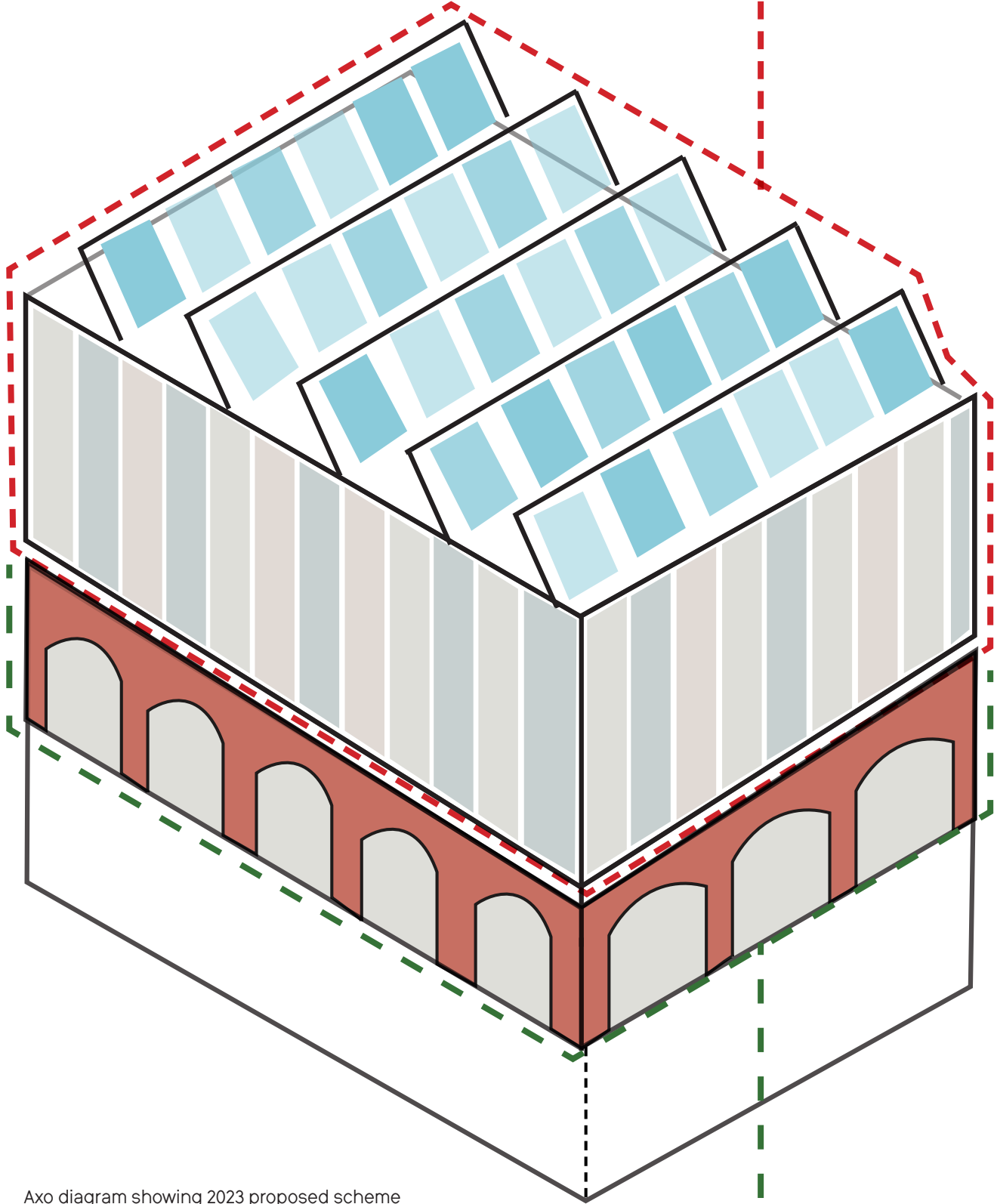
Defining Two Distinct Datums

Upper and Lower Datum

The building is about Multi(ple)-Stories..... stories old and new..... capturing and archiving the historic use on the site (print works), capturing the spirit of the park and emerging Mayfield (events etc), the authenticity of mayfield (reuse of materials), the challenges of today (mobility hub not car park).

The Lower datum represents the permanent - creating robust and voluminous spaces for events and cycle hub, using the mayfield datum to define the long lasting nature of the materials and form, brickwork arches plus corten steel, all will weather with time and use.

The upper datum contradicts this with a more temporary (demountable) approach that is purposefully less aging and more visually prominent with simple metal cladding. Across the whole building we use perforations to animate the facade, on the upper floors, taking the Hoyle prints and creating the archive, on the lower floors taking input from MFU to create a contemporary version in the corten panels.

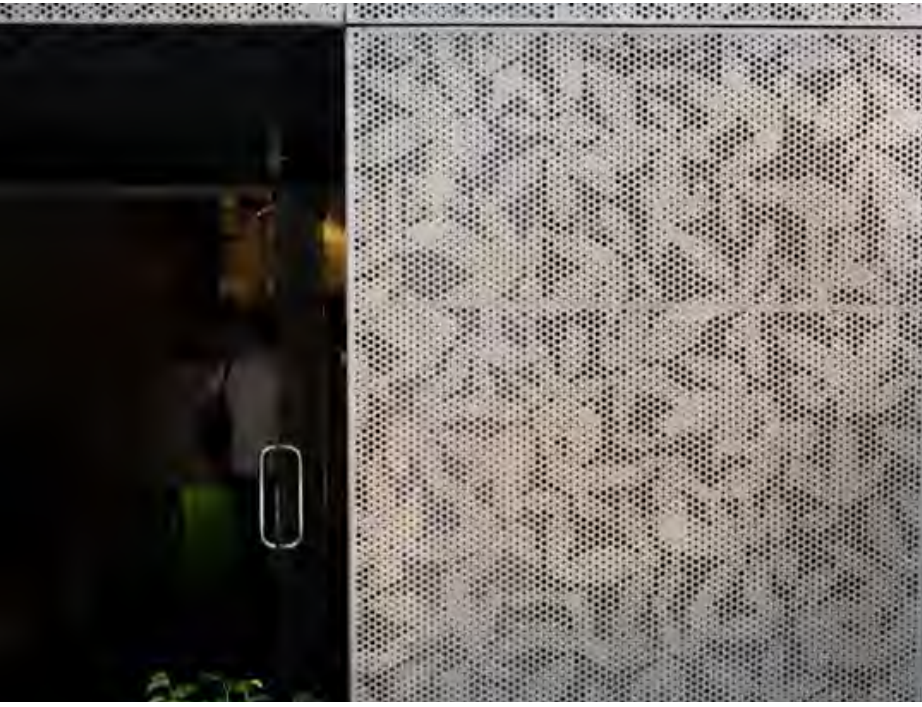


Axo diagram showing 2023 proposed scheme

Upper datum



Historical image showing drying room at Hoyle Calico Printworks



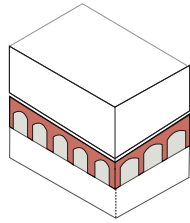
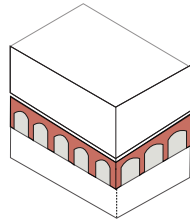
Example of perforated metal panel showing upper datum design intent

Lower datum



View from park to Mayfield Depot

Alignment of Building Datums



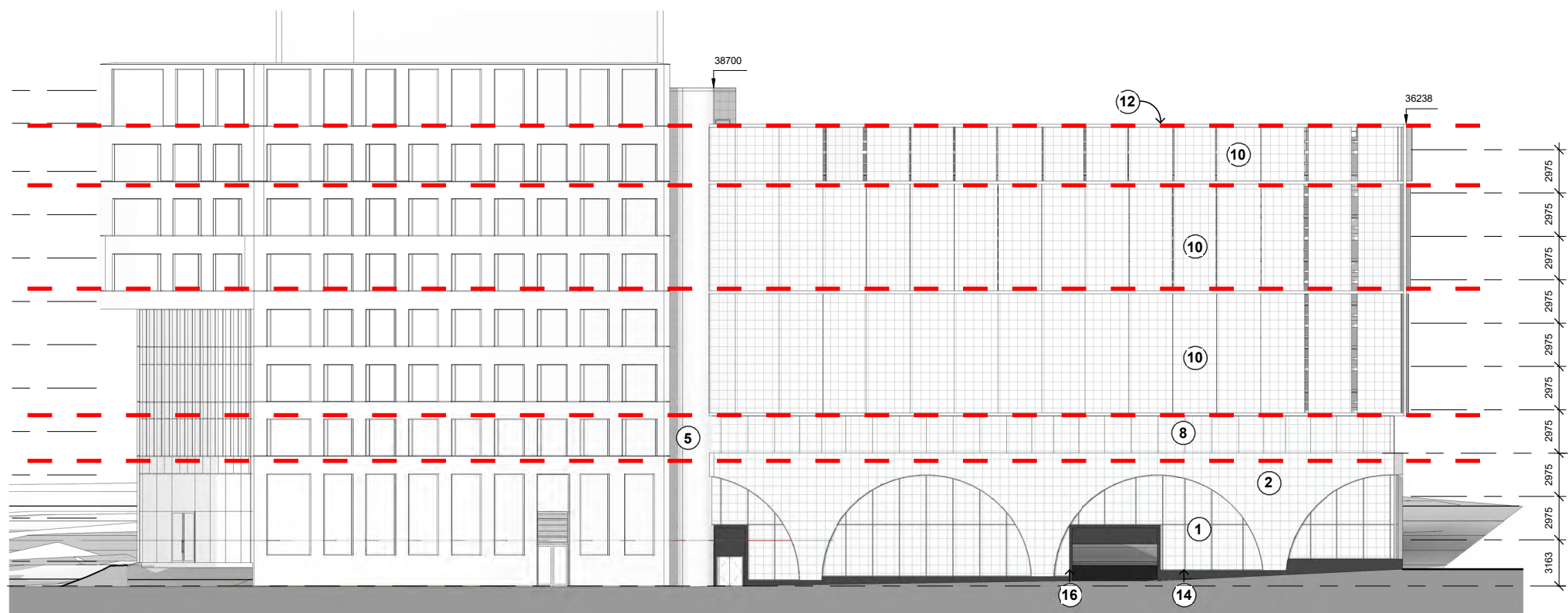
Aligning the MSCP with The Poulton

The Mayfield datum lines have been maintained and aligned through both buildings along Baring Street, provide a sense of continuity with the neighbouring building.

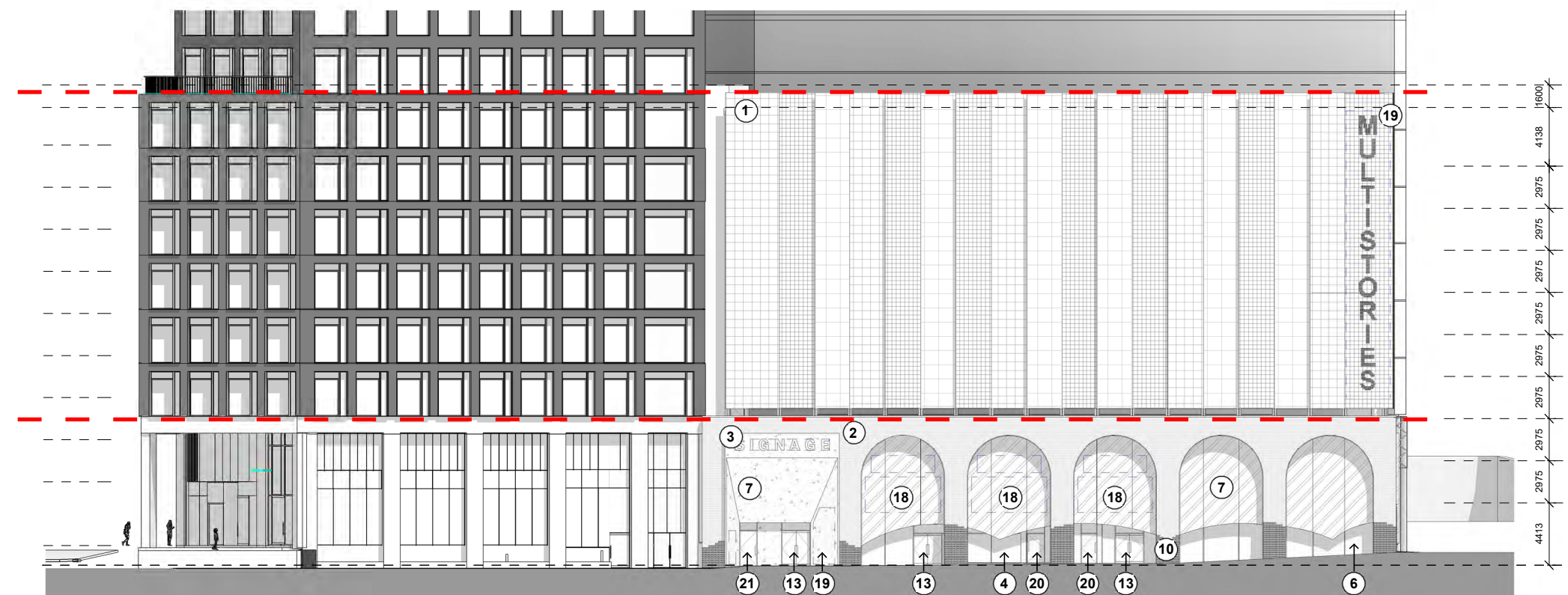
The building proportions of the lower datum provide a rhythm along the street frontage, and are strengthened further by a complementary material palette.



Illustrative view from Logic site looking east along Baring Street



Consented scheme

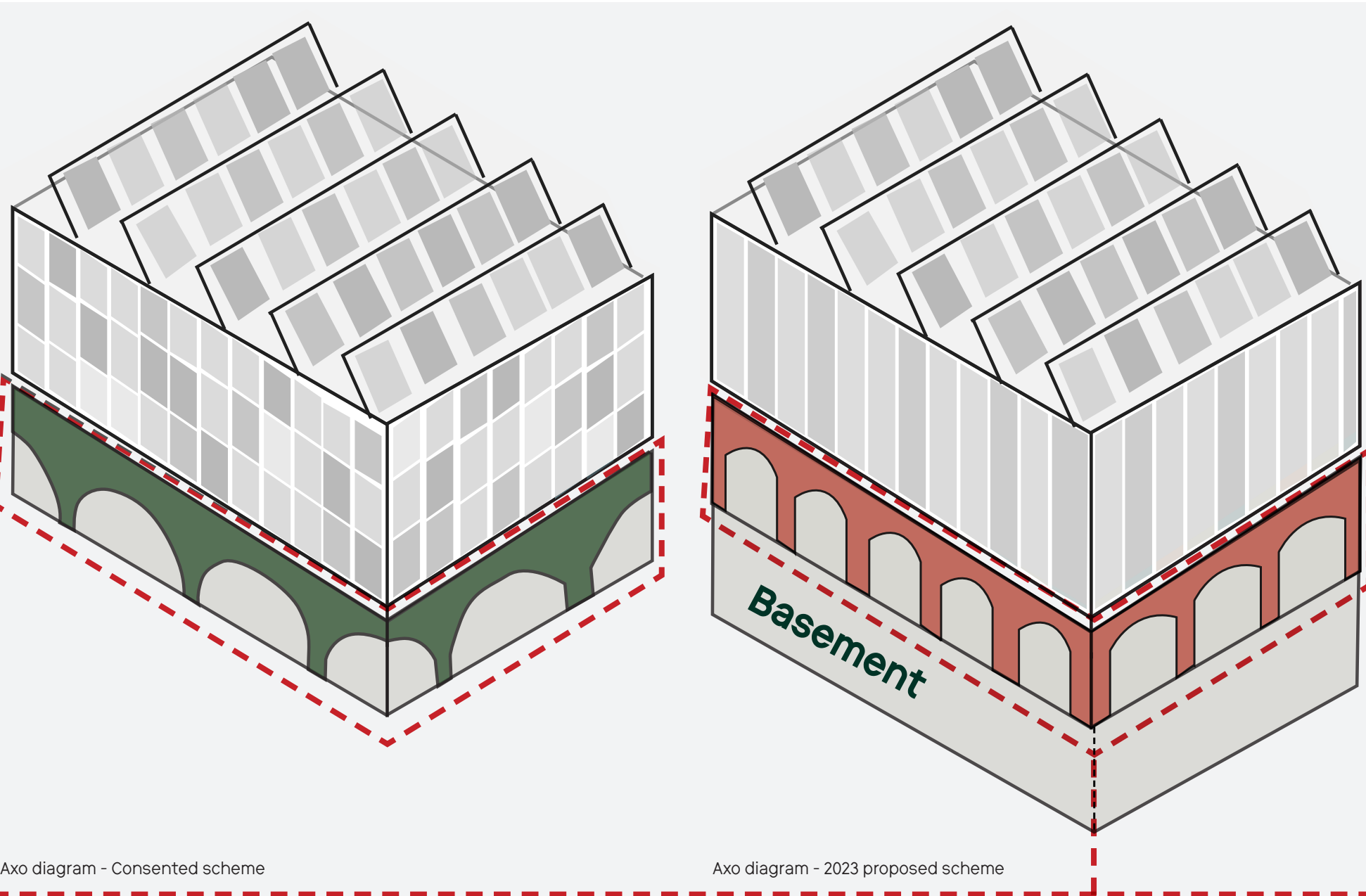
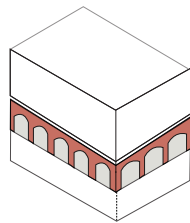


2023 proposed scheme

Lower Datum

Active Arches

The lower storeys will be made up of brick arches that relate to the railway arches of Mayfield. Continuing this language roots the building into its context and helps create coherency. The dimensions of the arches in the current design are more in keeping with the Mayfield arches and create a legible scale. The rhythm relates to the structural grid set out above.



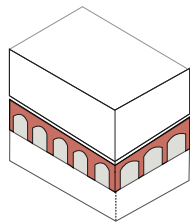
Railway arches with metal infill and square entrances with integrated signage

Lower Datum

Entrances

An analysis of the existing railway shows that the regular, curved arches are often in-filled with corrugated metal. They will sometimes have doorways set into them. The openings that provide significant through routes are square, making use of larger lintels that can incorporate signage.

Considering the variations in programme, this is applied to the design to aid legibility: a square opening signifies entrances to the mobility hub elements, including the vehicular entrance, while a rounded arch will house entrances to the F&B/Retail or become infill panels.



Hoyle Street, Manchester

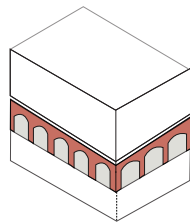
Curved Arch. No through route

Square Opening with a through route.

Entrance way / route

Analysis of Mayfield Depot arches

Lower Datum

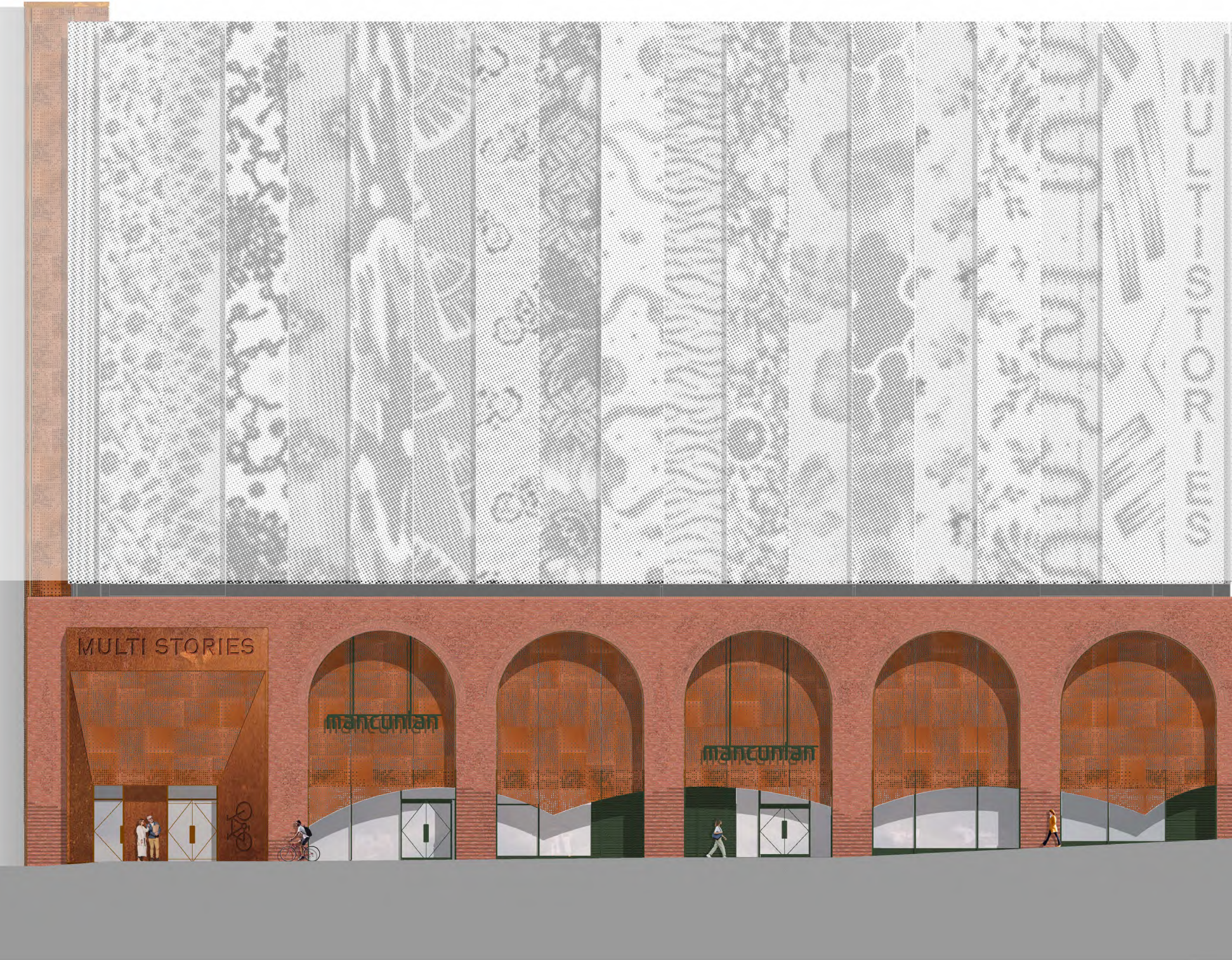


Design Narrative

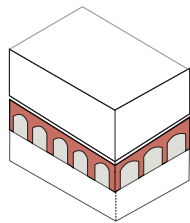
The design is a contemporary approach to the Mayfield datum. Each material is chosen to tie into the heritage of the site: Brick will be used to reflect the materiality of the Mayfield Depot, while weathering steel can be found throughout the Mayfield park and is therefore introduced into the arches.

The weathering steel infills will have perforated patterns printed into them, reminiscent of Hoyle's printworks but with contemporary approach working with local design school.

The detailing of the brickwork will be modern in its expression - a rustication will be formed at the base through protruded brickwork while header courses will create a more slender banding above arches and at the top of the wall.



2023 proposed scheme - West Elevation



Precedent showing approach to infill panel materiality

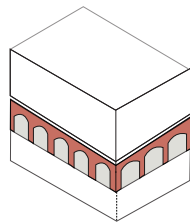


Precedent highlighting approach to main entrance

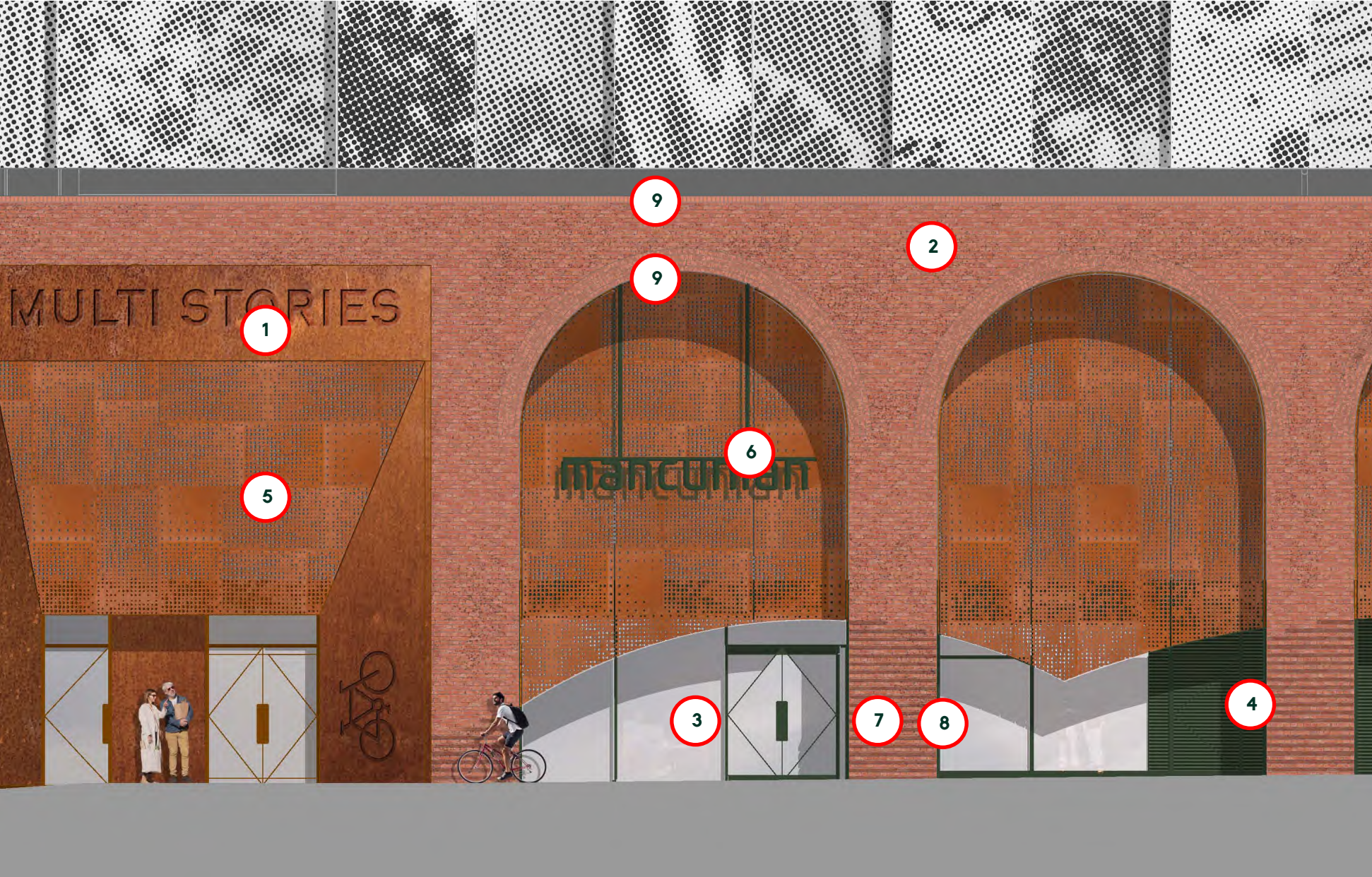


Concept sketch - view from Baring Street

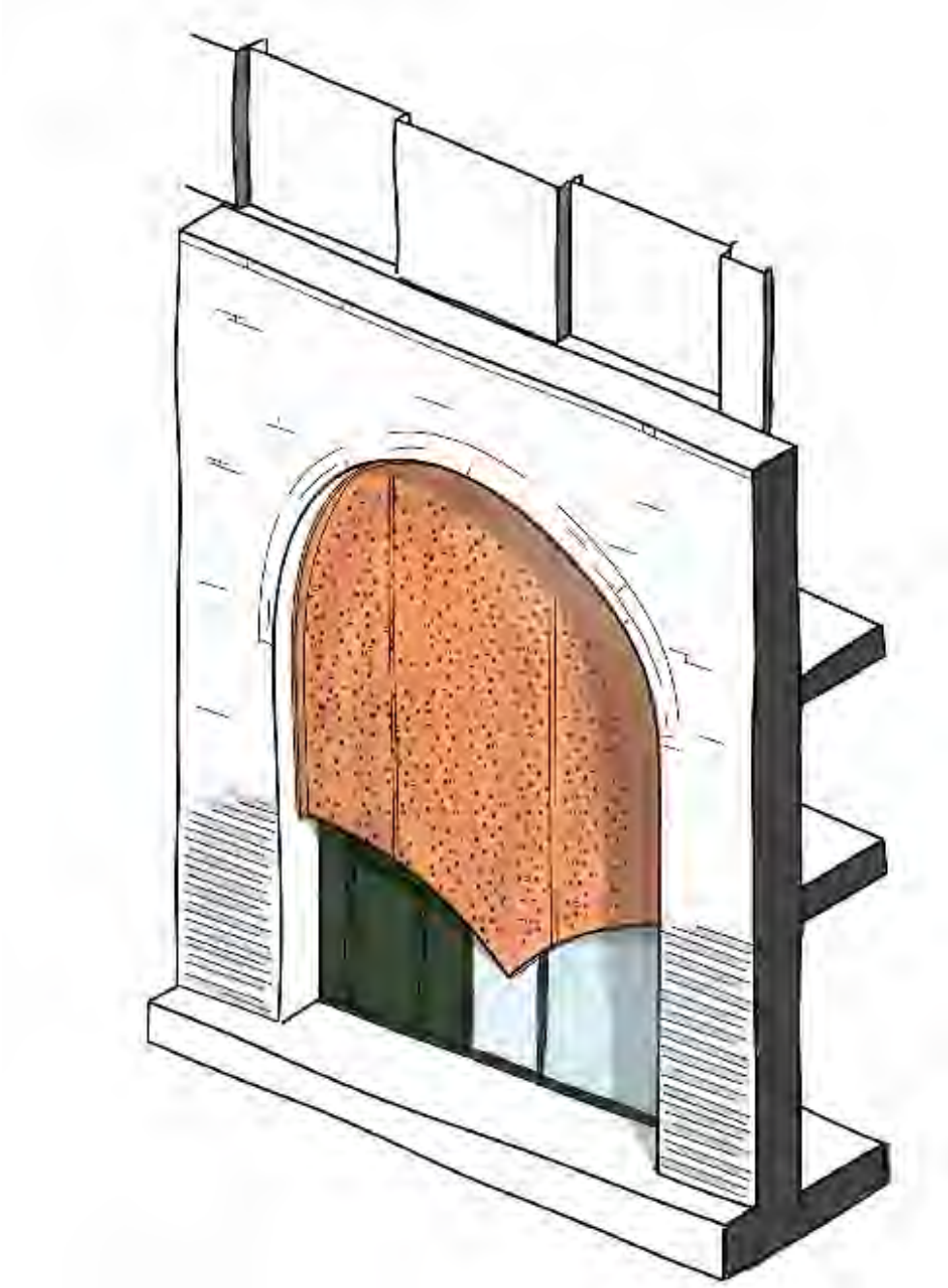
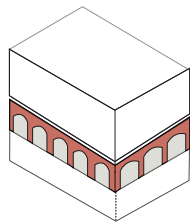
Lower Datum



- 01 Weathering steel square opening with integrated signage
- 02 Brick arches
- 03 Glazed curtain wall to F&B/Retail
- 04 Green louvred panels with secondary louvred doors
- 05 Weathering steel framing device is chamfered to guide the user into the main entrance
- 06 Weathering steel infills to arches - perforated pattern TBD
- 07 Perforations in weathering steel form signage
- 08 Profiled relief brickwork at base following steel infill datum creates a modern rustication
- 09 Brick header courses above arch and at top



Lower datum design - square and rounded arches



Sketch bay study of arch



Image showing composition of bricks and green louvres



Rusticated brick piers with projecting bricks

Upper Datum

Weaving Hoyle’s story

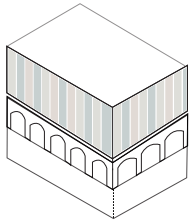
The site has a rich history that has shaped its morphology for centuries. One of the early uses of the site was a Calico print works.

Hoyle was an early proponent of cylinder printing and in 1840; 9 printing machines and 186 hand block tables are recorded. Block printing relied on patterns being designed to tessellate so that they could adapt to the size of the fabric being printed. Between 1842 and 1870 alone, Thomas Hoyle and Sons registered some 17,000 patterns with the Patent Office Design Registry.

With the revolution in production of colour, the prints could reach lower socio-economic classes. Colours such as purple, formally an expensive, and therefore exclusive, colour could be produced en mass.

One of the key motifs represented in Hoyle’s patterns were native and exotic species of flora, often overlaid on geometric or naturalistic base patterns.

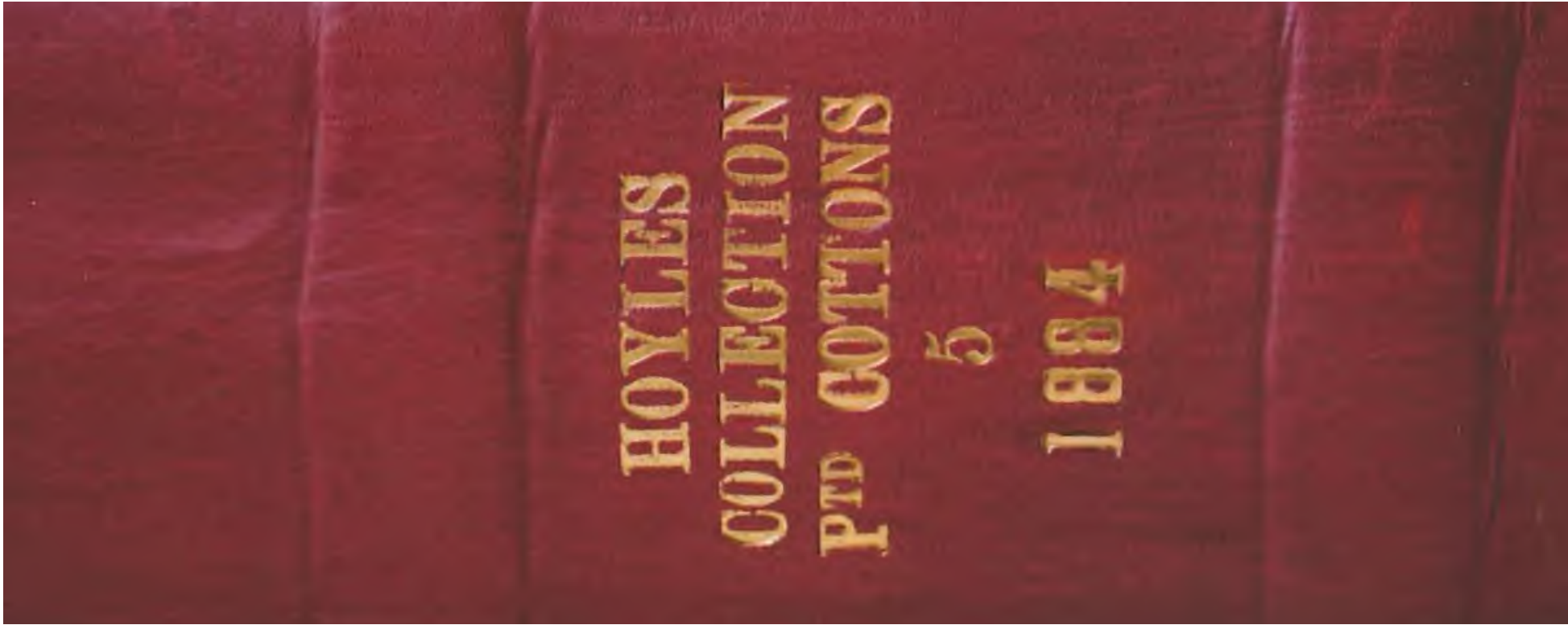
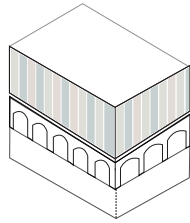
This rich archive of imagery will form the base of the upper datum perforations connecting directly to the diverse narrative of Mayfield Park.



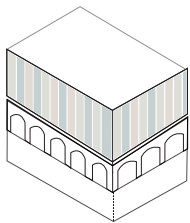
Mayfield and Hoyle Print works buildings - late 1700s



Flora inspired Hoyle Prints - late 1700s



Upper Datum Design

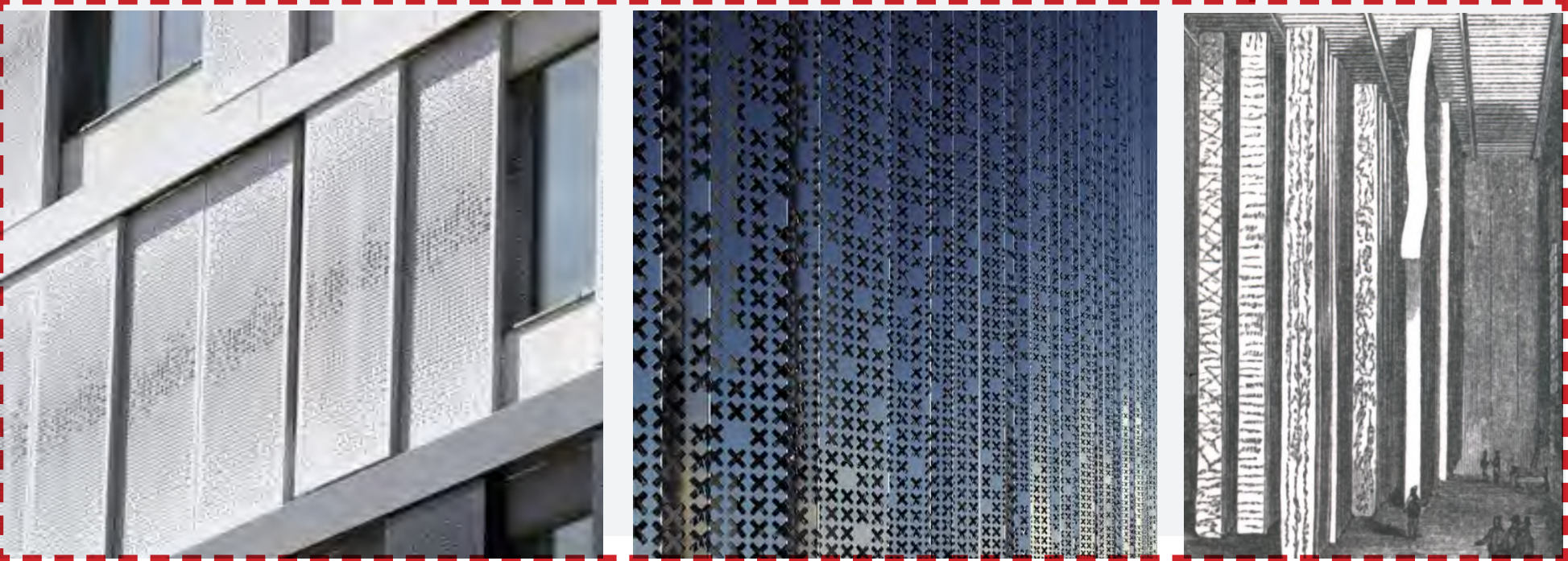
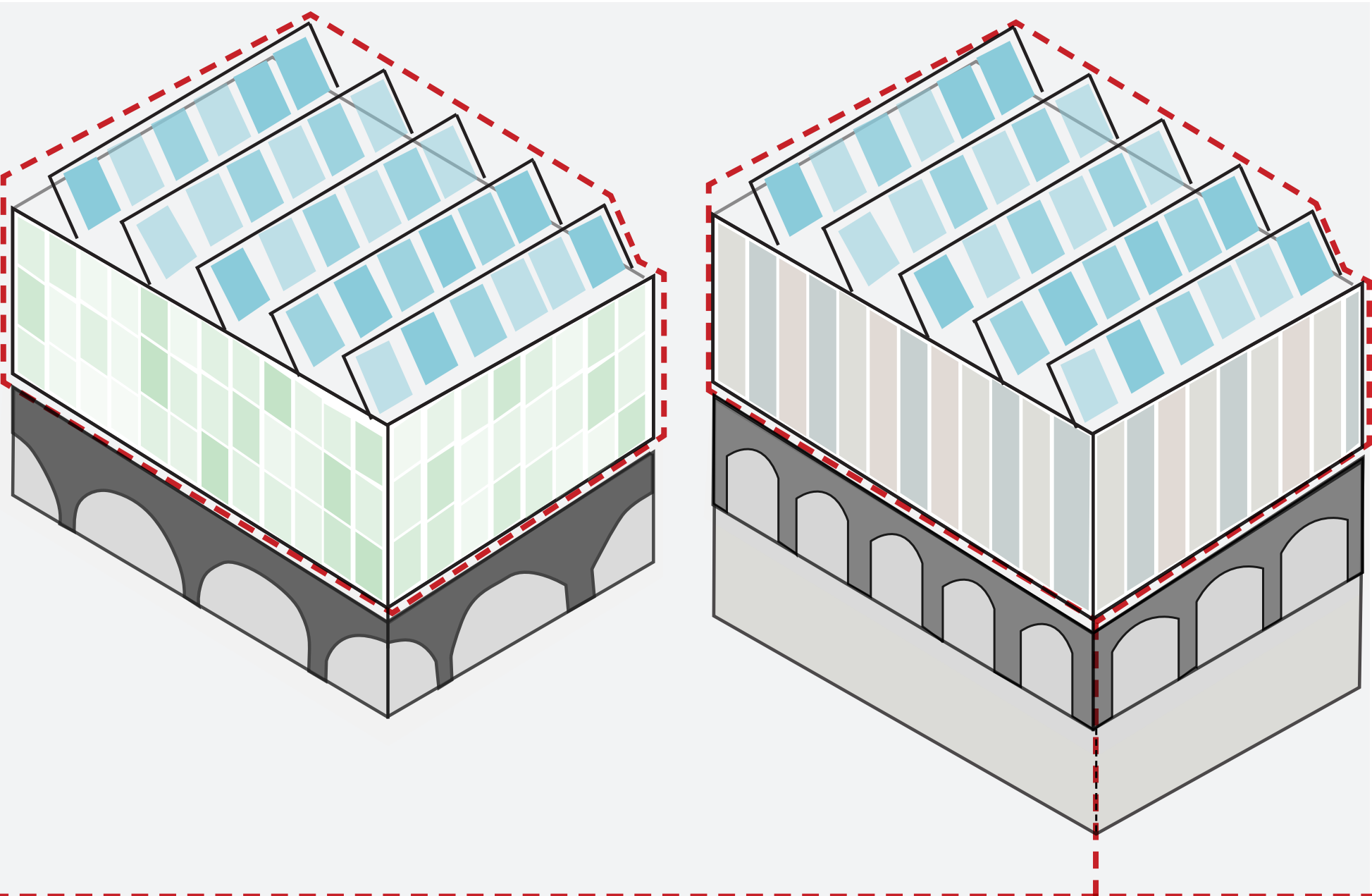


The consented scheme made use of perforated aluminium panels. The perforation pattern was based on an abstraction of one of Hoyle's prints which was applied to each of the panels.

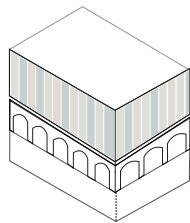
Considering the historical significance of the prints the aspiration is to show a breadth of the prints through application onto the Upper Datum.

The technique for drying the prints was to hang them from the ceiling in long strips, a spatial quality that is to be transposed into the design.

As in the previous scheme, the facade will be formed by perforated aluminium panels. However, the horizontal breaks will be reduced to create a continuous vertical strip, reminiscent of Hoyle's hanging prints. Each strip will represent a pattern each, creating an opportunity to showcase Hoyle's and the site's social history.



Perforated panelling to clad the upper datum



Concept model developed for consented scheme

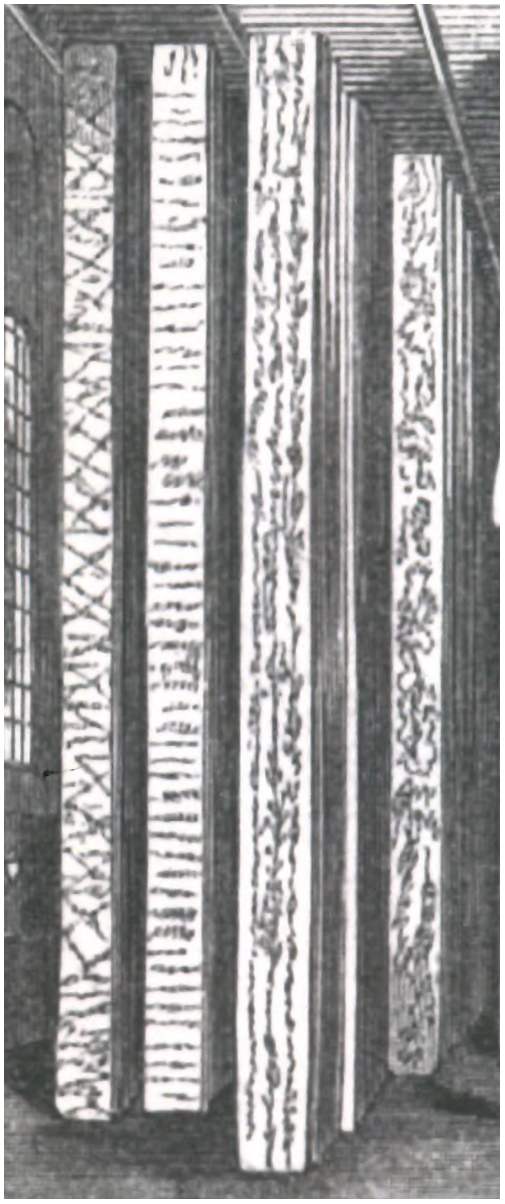
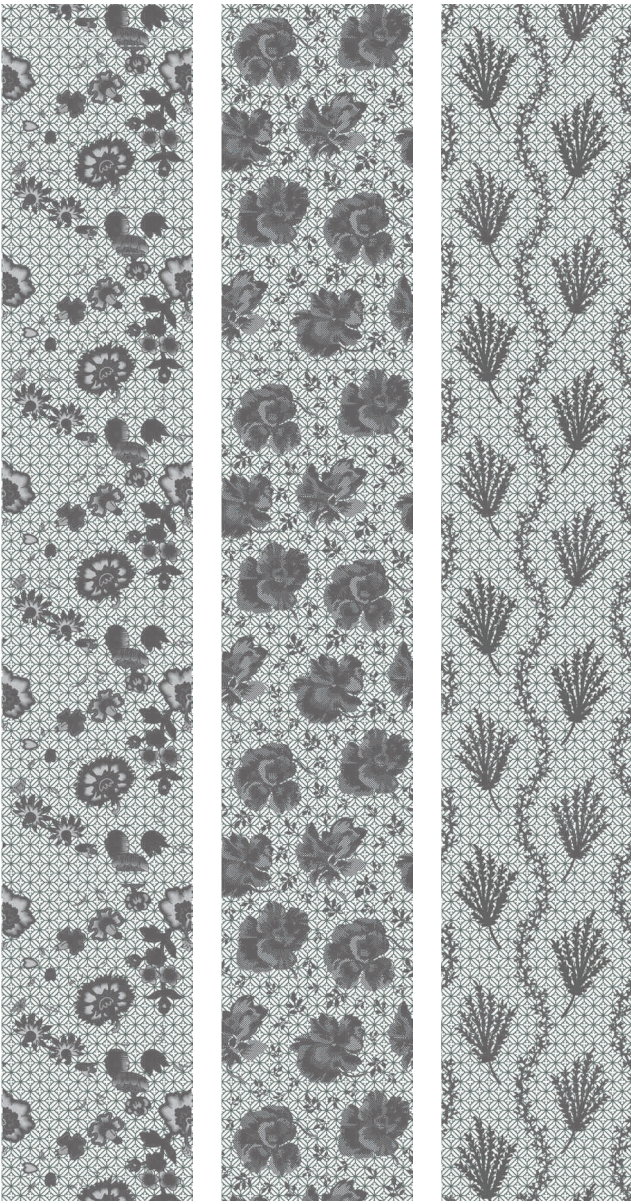
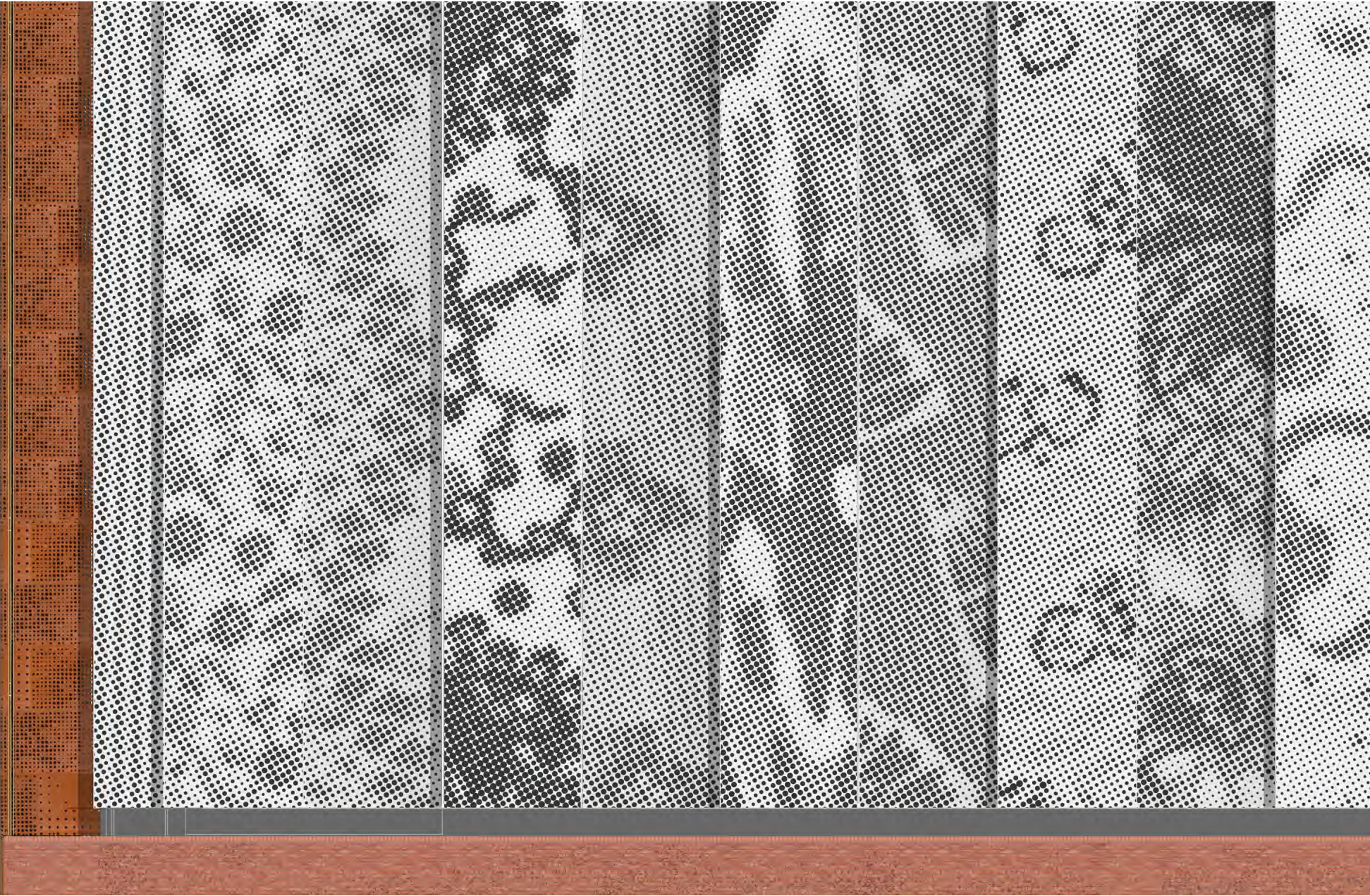


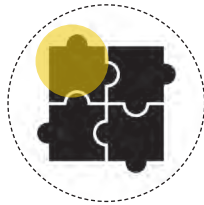
Image of drying rooms at Hoyle calico factory



Contemporary patterns indicative at this stage



Upper Datum - Illustrative design of perforated panels referencing abstracted Hoyle symbolism



Facade depth setting out

The brick facade is offset from the structural grid by 825mm to meet the thermal performance requirements of the lower ground. Within the arches the perforated panel infills are set back by 400mm, giving a sense of depth to the arches. Whilst the curtain walling containing the glazing and entrance sits on the structural grid line.

The vertical panels on the upper levels vary in depth, alternating panel to panel to create depth within the facade and break the roofline up with undulations.

Facade depth key

825mm from structural grid line

625mm from structural grid line

425mm from structural grid line

350 from structural grid line

Flush with structural grid

Alternating depths

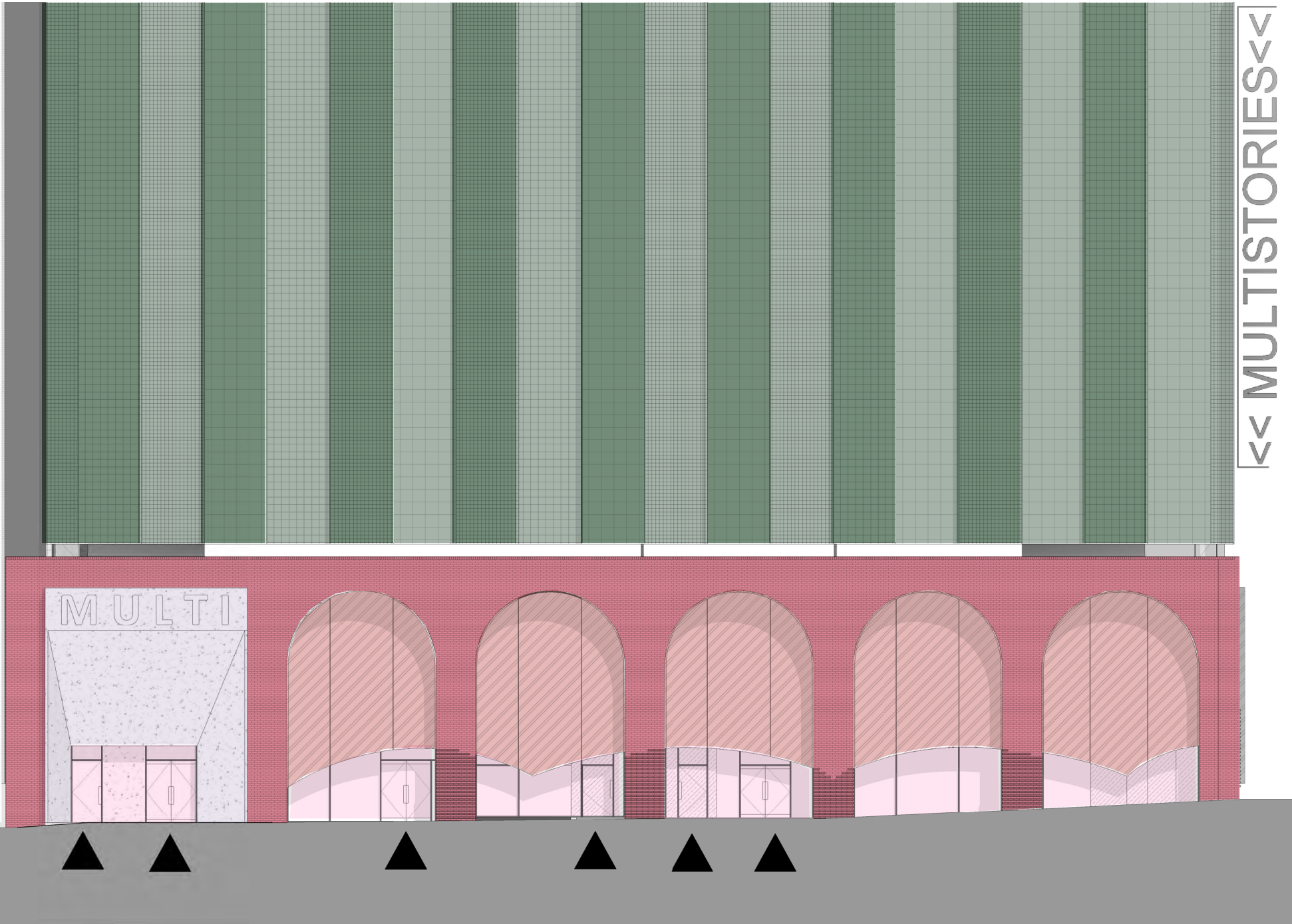


Diagram showing facade depth along west elevation



Perforation setting out

Each vertical panel will portray a different Hoyle print, with a minimum of 30% open facade on each level.

The zones in front of the 2.5m structural grid will have a reduced percentage of perforations to limit the visibility of the structure behind.

On level 3 the facade is required to be more than 50% open to meet the ventilation requirements, due to the quantity of brick along the facade.

Facade perforations key

50% free area on facade

30% free area on facade

<30% free area on facade

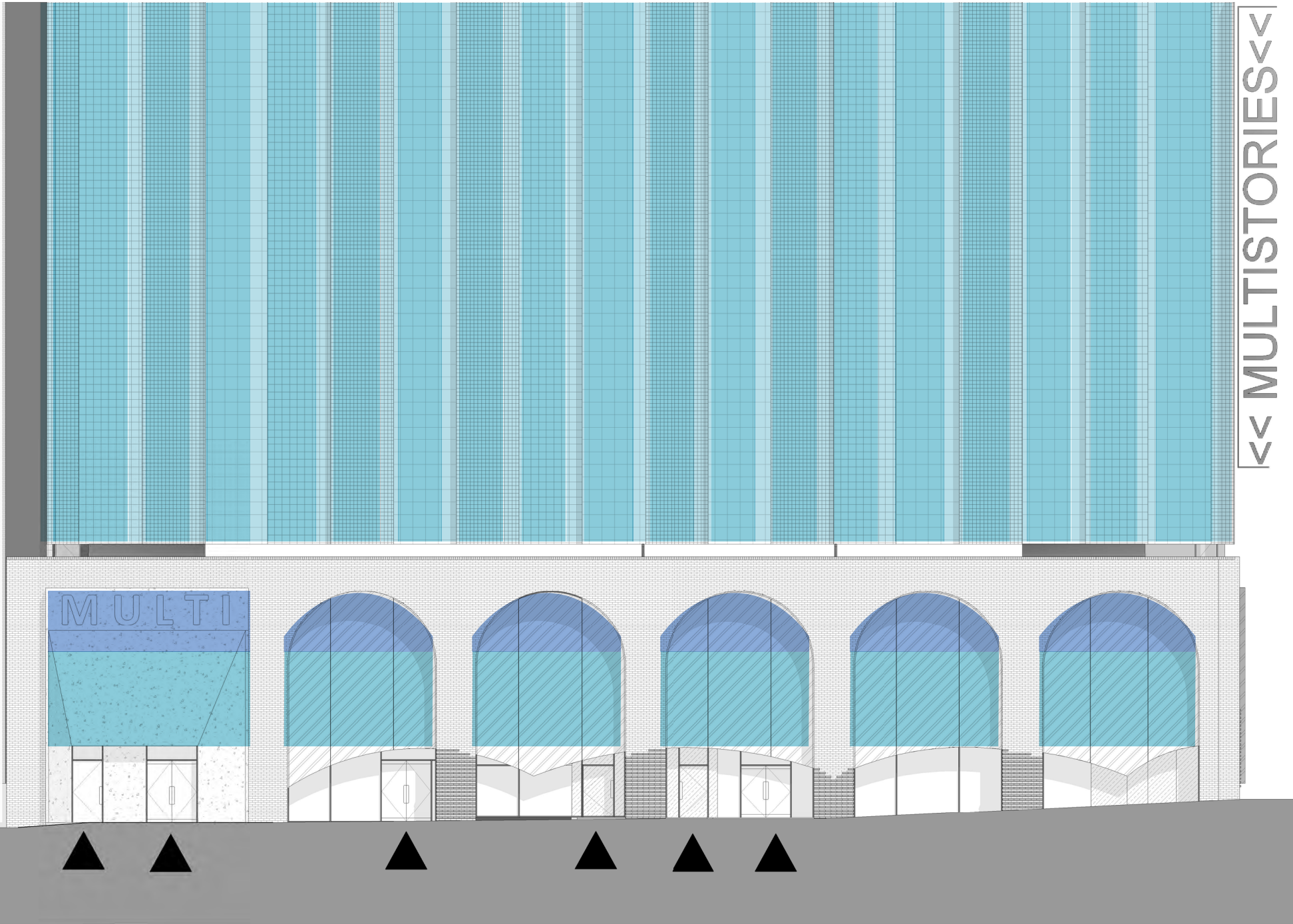


Diagram showing minimum perforation requirements along west elevation



Obscuring the Structure

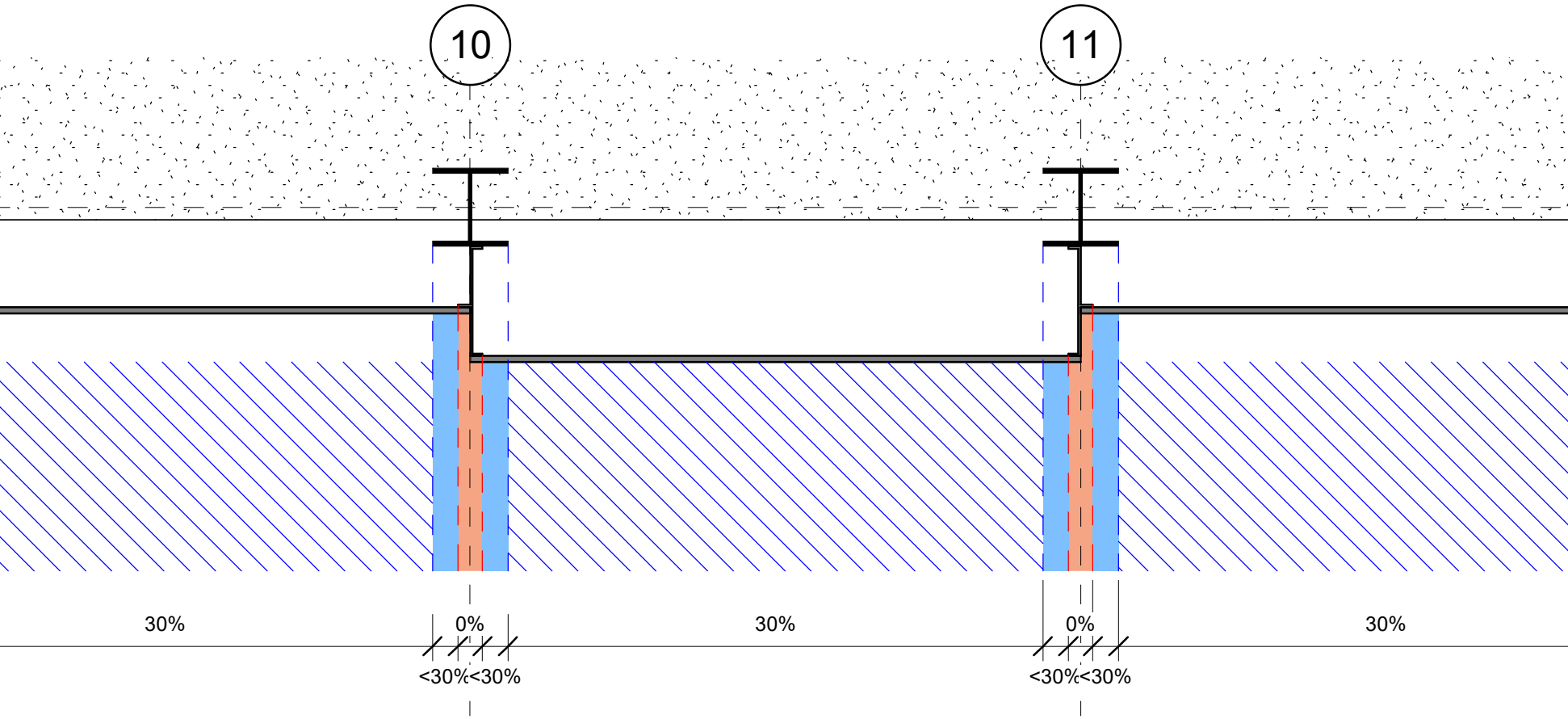
Detail plan and elevation showing zones for perforations. The panels align to the structural grid where perforations will be minimised, hiding the vertical columns within the depth of the facade.

Key

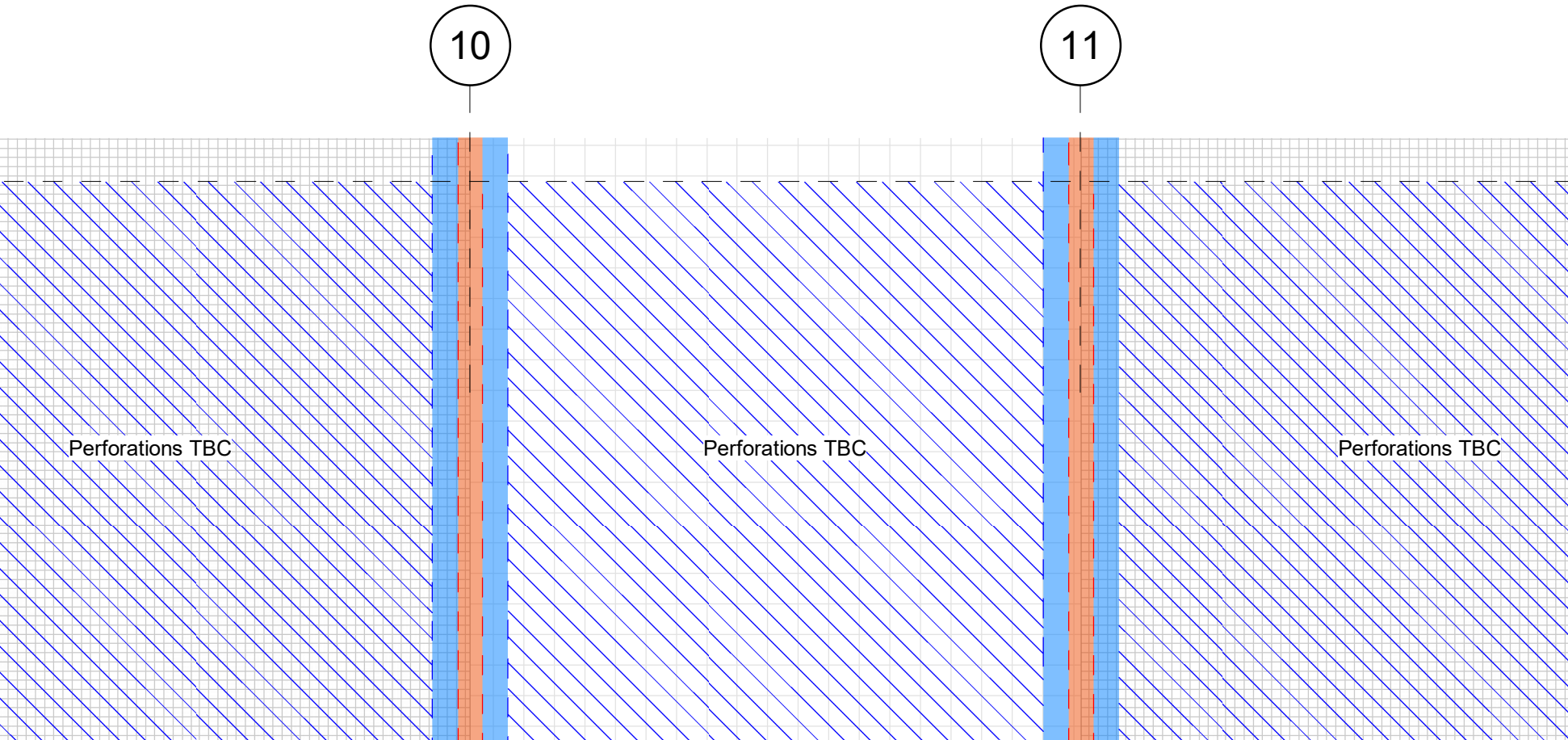
30% free area on facade

<30% free area on facade

0% free area on facade



Plan diagram showing perforation percentage



Elevation Diagram showing perforation percentage



Concept sketch showing south elevation looking west along Mancunian Road

Stair core

Visible way finder

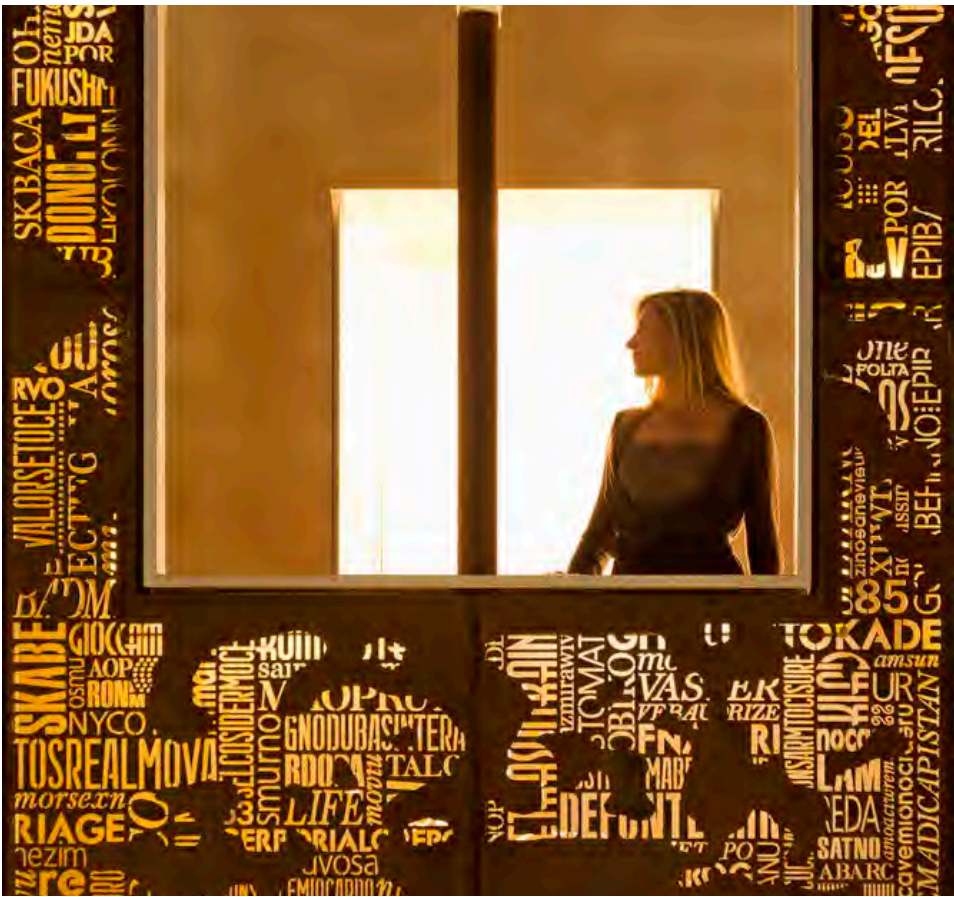
Manchester is synonymous with the boom of the industrial revolution, with its skies punctuated by chimney stacks of many factories found in Manchester at the time.

Noting the lift cores prominence within the park, the design provides views out from the lift lobbies across the park allowing users to orientate themselves on arrival, as well as acting as a way finder within the park itself.

Corten steel has been selected as the material, to reference the brick chimneys of the past, and allows for a perforated design to be made in the facade, expressing Mayfield's rich history, and acting as a glowing lantern structure in the evening.



The stair core on the east elevation



Precedent images showing perforated weathering steel cladding

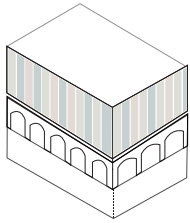


Chimneys in Manchester

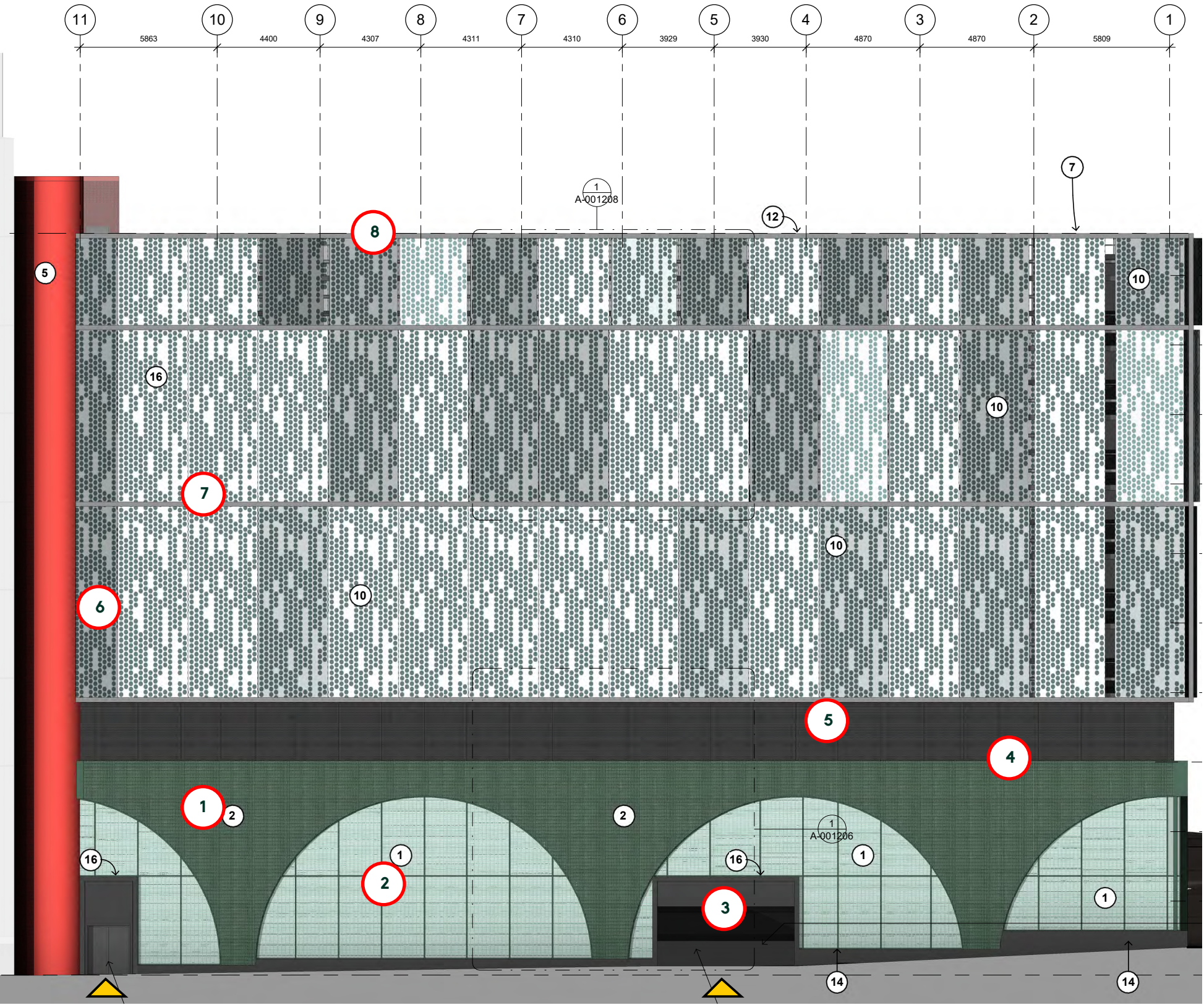


Concept sketch showing stair core lit up at night - acting as a way finder

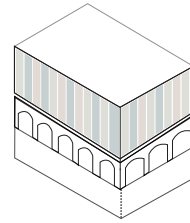
West Elevation Comparison



Consented Scheme



Consented scheme - west elevation



2023 Proposed Scheme

1. Lower datum material changed from louvred grating to brickwork.

2. Lower datum infill panel changed from louvred grating to perforated weathering steel.

3. Vehicle entrance removed from Baring Street

4. Height of lower datum raised to tie in with Plot O.

5. Middle band removed from design.

6. Patternation of perforations changed with minimum free area to stay the same. Final design tbc.

7. Proportions of panels adjusted, to reflect linear nature of the calico looms.

8. Articulation of panels adjusted, to step in and out providing a depth to the facade.
9. Rhythm of arches amended to reflect a contemporary approach to arches around the site.

10. Louvred infill panels added to arches to provide continuity between different ground floor uses.

11. Projecting brickwork added to the base of the brick piers.

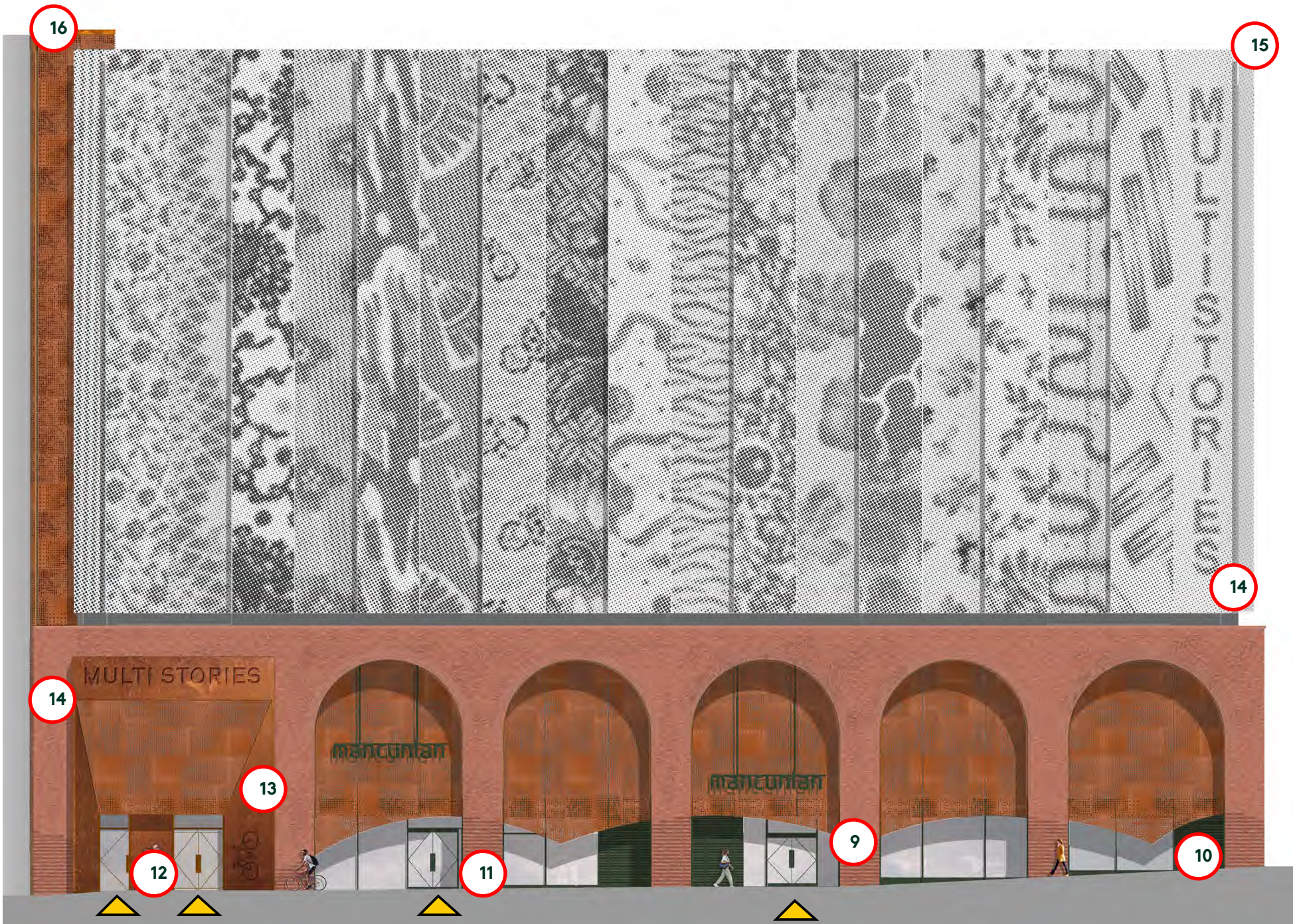
12. Entrance to MSCP and cycle hub made more visible.

13. Reveal added to highlight main entrance.

14. Signage added into the design of the perforated panels.

15. Height of facade increased to provide balustrade to pv deck.

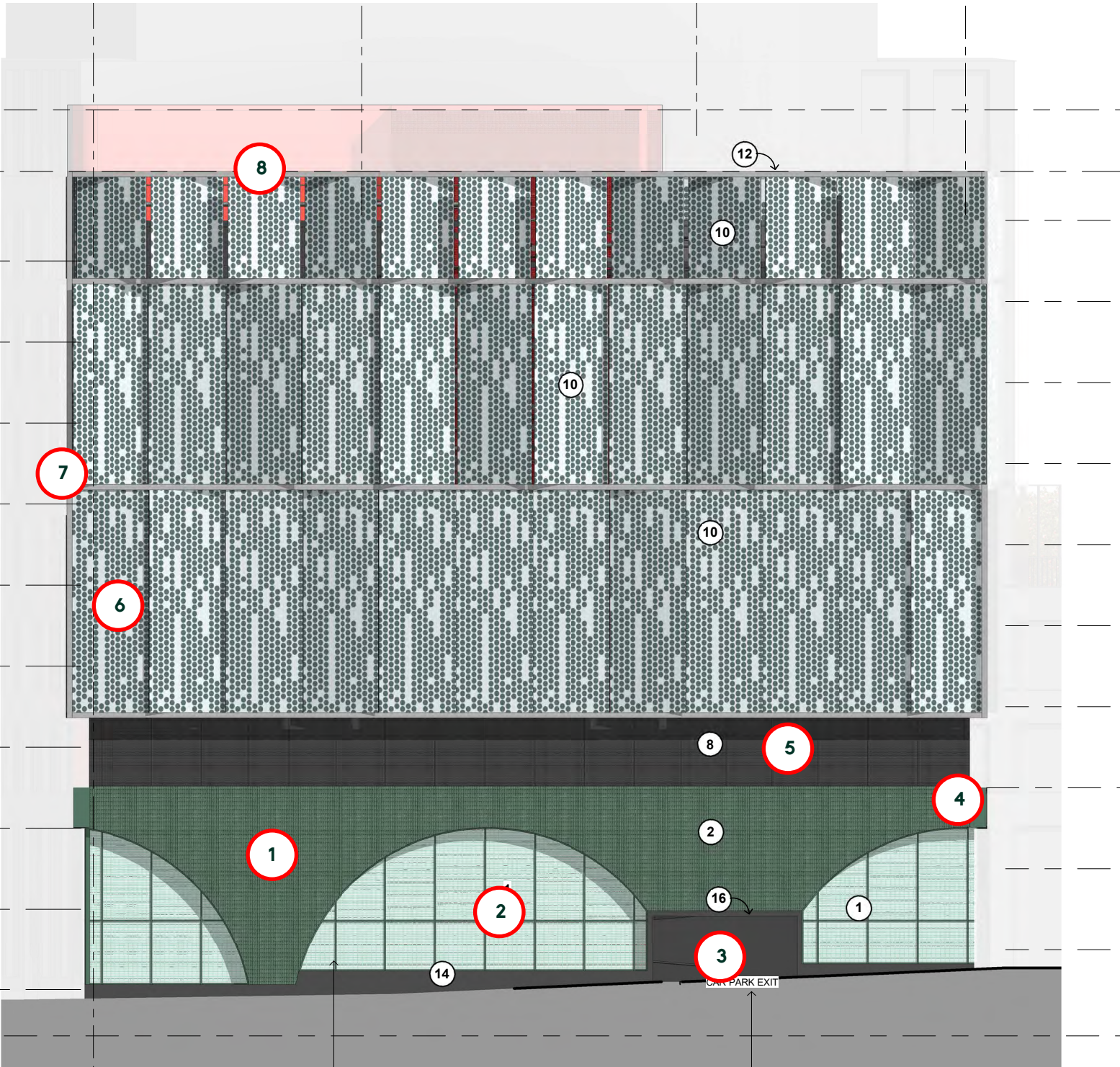
16. Stair core material amended to tie in with lower datum material pallet.



2023 proposed scheme - west elevation

South Elevation Comparisons

Consented Scheme



Consented scheme - south elevation

2023 Proposed Scheme

1. Lower datum material changed from louvred grating to brickwork.

2. Lower datum infill panel changed from louvred grating to perforated weathering steel.

3. Vehicle exit amended to 3 lane entrance and exit.

4. Height of lower datum raised to tie in with Plot O.

5. Middle band removed from design.

6. Patternation of perforations changed with minimum free area to stay the same. Final design tbc.

7. Proportions of panels adjusted, to reflect linear nature of the calico looms.

8. Articulation of panels adjusted, to step in and out providing a depth to the facade.
9. Rhythm of arches amended to reflect a contemporary approach to arches around the site.

10. Louvred infill panels added to arches to provide continuity between different ground floor uses.

11. Projecting brickwork added to the base of the brick piers.

12. Entrance to MSCP made more visible with signage.

13. Reveal added to highlight vehicle entrance/exit

14. Signage added into the design of the perforated panels.

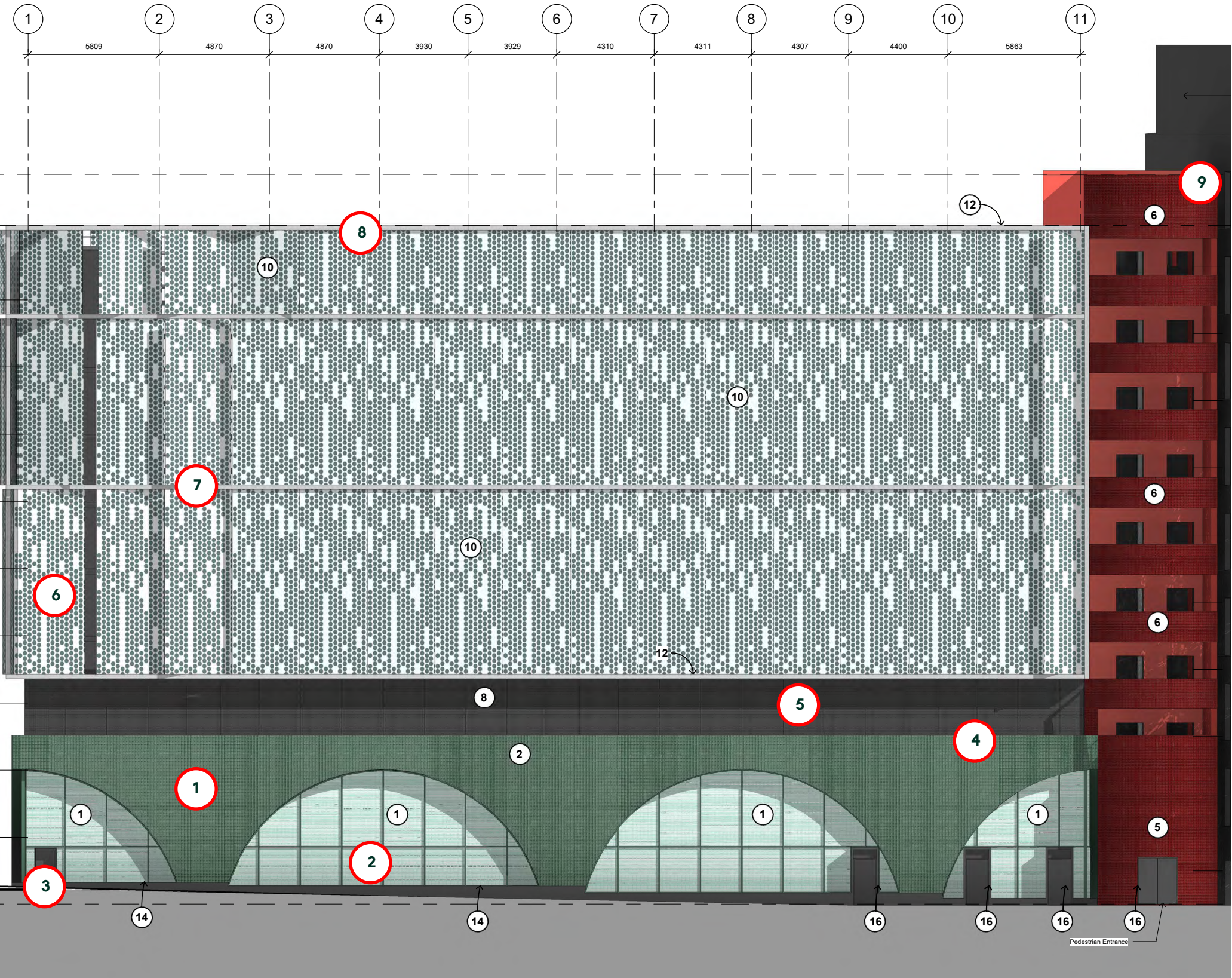
15. Height of facade increased to provide balustrade to pv deck.



2023 proposed scheme - south elevation

East Elevation Comparison

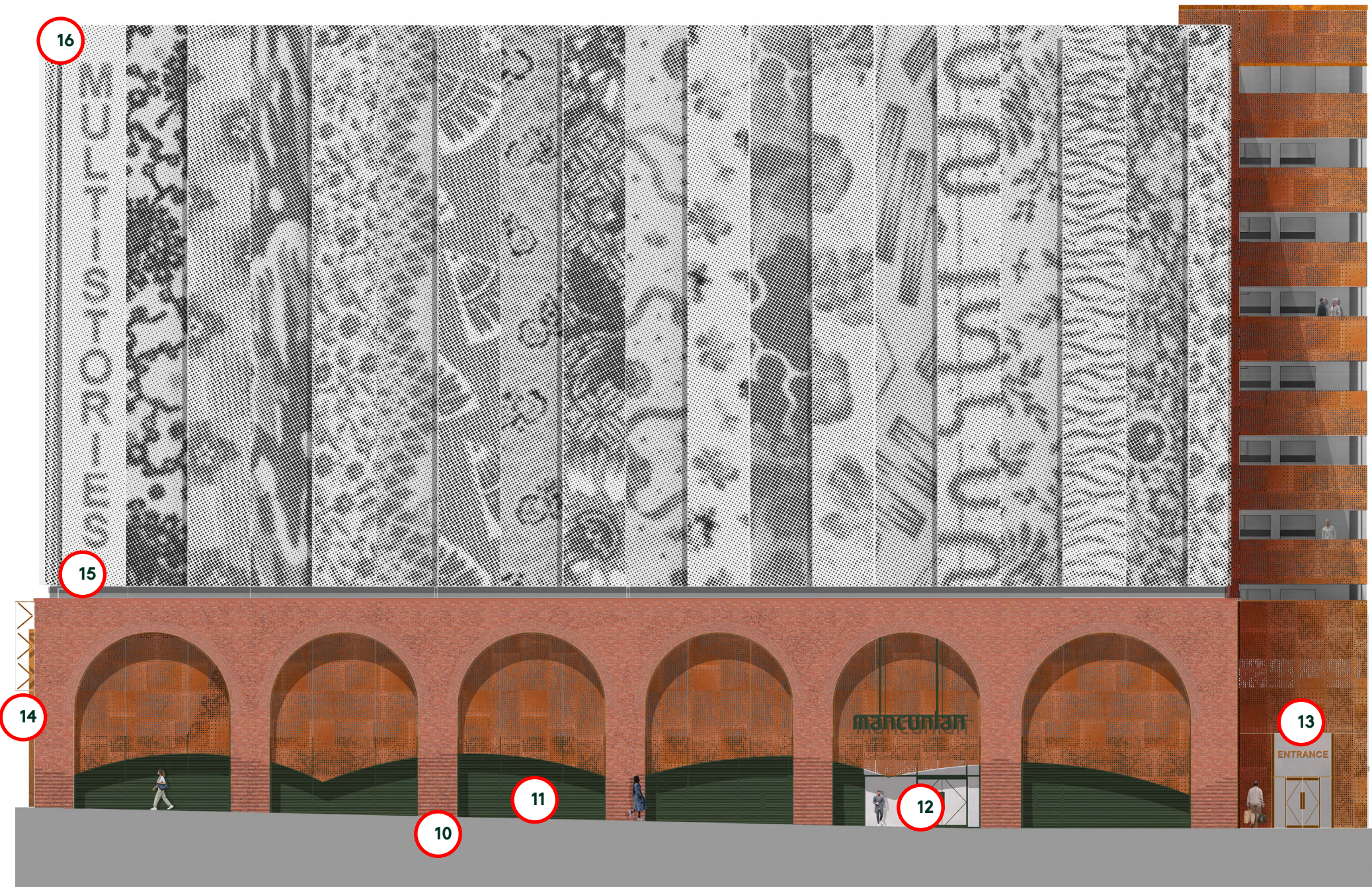
Consented Scheme



Consented scheme - east elevation

2023 Proposed Scheme

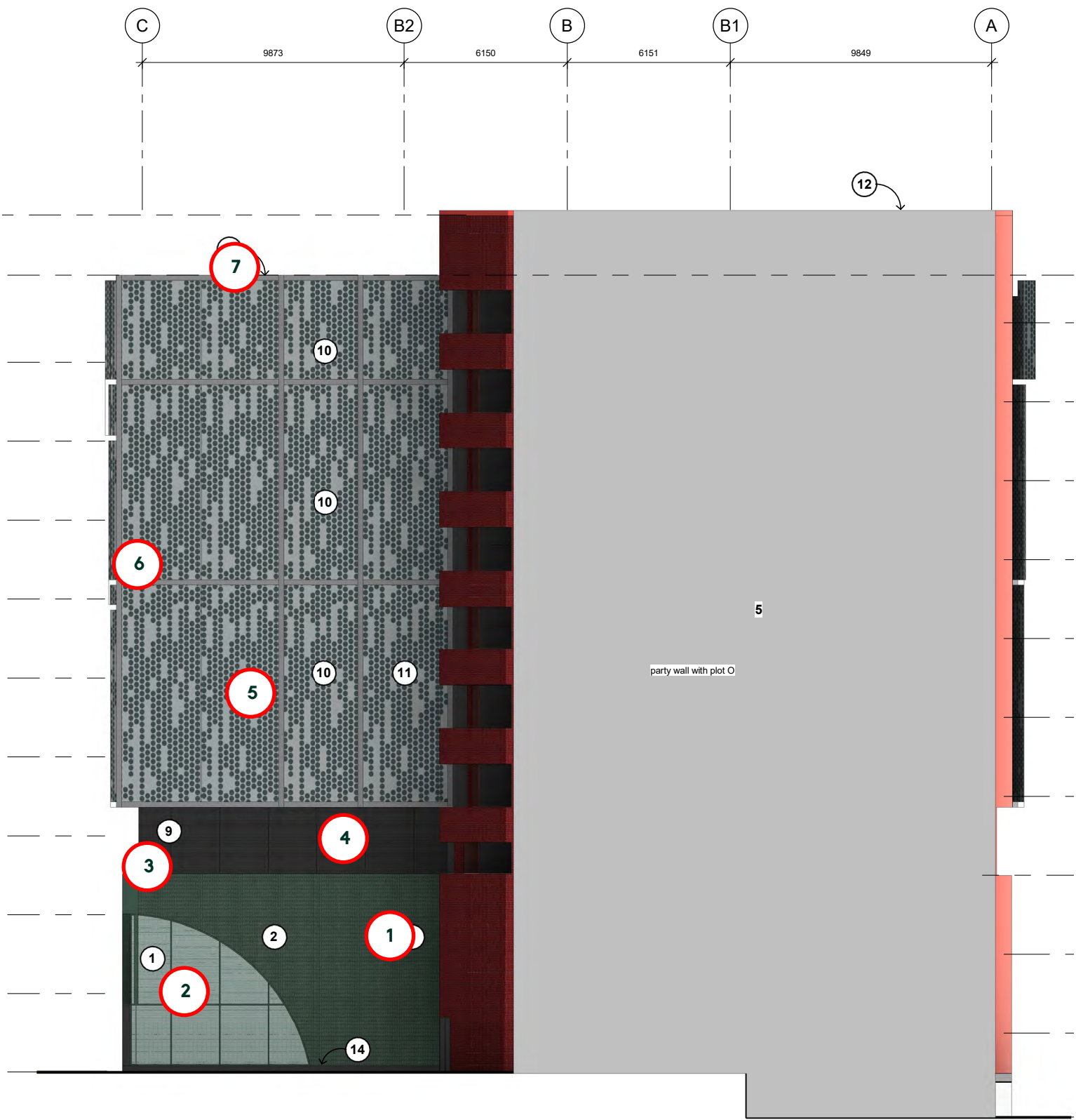
- 1. Lower datum material changed from louvred grating to brickwork.
- 2. Lower datum infill panel changed from louvred grating to perforated weathering steel.
- 3. Fire escape moved from east elevation.
- 4. Height of lower datum raised to tie in with Plot O.
- 5. Middle band removed from design.
- 6. Patternation of perforations changed with minimum free area to stay the same. Final design tbc.
- 7. Proportions of panels adjusted, to reflect linear nature of the calico looms.
- 8. Articulation of panels adjusted, to step in and out providing a depth to the facade.
- 9. Stair core material amended to tie in with materiality of lower datum.
- 10. Rhythm of arches amended to reflect a contemporary approach to arches around the site.
- 11. Louvred infill panels added to arches to provide continuity between different ground floor uses.
- 12. New entrance introduced to ground floor retail space.
- 13. Entrance to MSCP made more visible with signage.
- 14. Signage added to signify vehicle entrance/exit on slip road.
- 15. Signage added into the design of the perforated panels.
- 16. Height of facade increased to provide balustrade to pv deck.



2023 proposed scheme - east elevation

North Elevation Comparisons

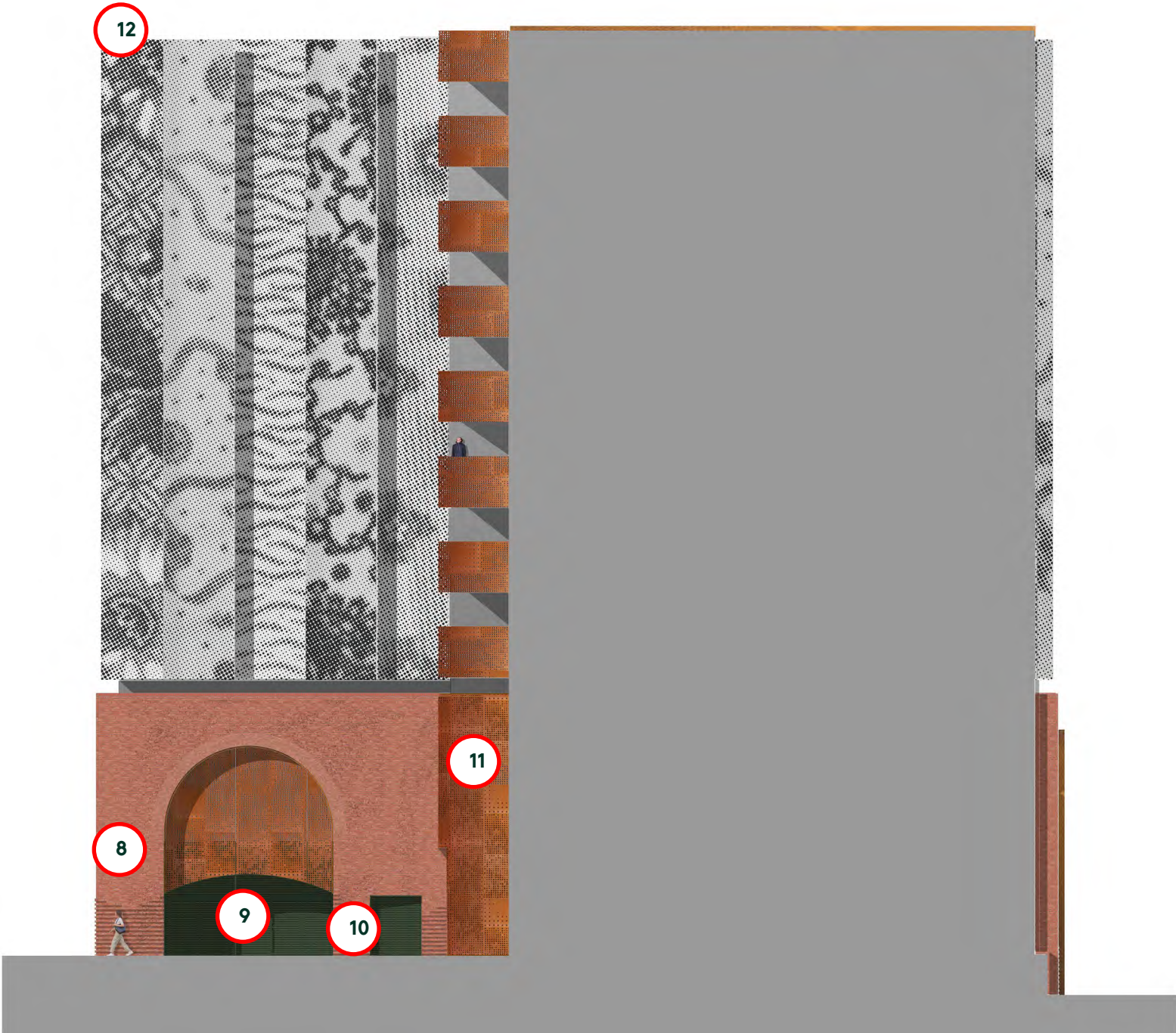
Consented Scheme



Consented scheme - north elevation

2023 Proposed Scheme

1. Lower datum material changed from louvred grating to brickwork.
2. Lower datum infill panel changed from louvred grating to perforated weathering steel.
3. Height of lower datum raised to tie in with Plot O.
4. Middle band removed from design.
5. Patternation of perforations changed with minimum free area to stay the same. Final design tbc.
6. Proportions of panels adjusted, to reflect linear nature of the calico looms.
7. Articulation of panels adjusted, to step in and out providing a depth to the facade.
8. Rhythm of arches amended to reflect a contemporary approach to arches around the site.
9. Louvred infill panels added to arches to provide continuity between different ground floor uses.
10. Projecting brickwork added to the base of the brick piers.
11. Stair core materiality amended to tie in with lower datum pallet.
12. Height of facade increased to provide balustrade to pv deck.



2023 proposed scheme - north elevation

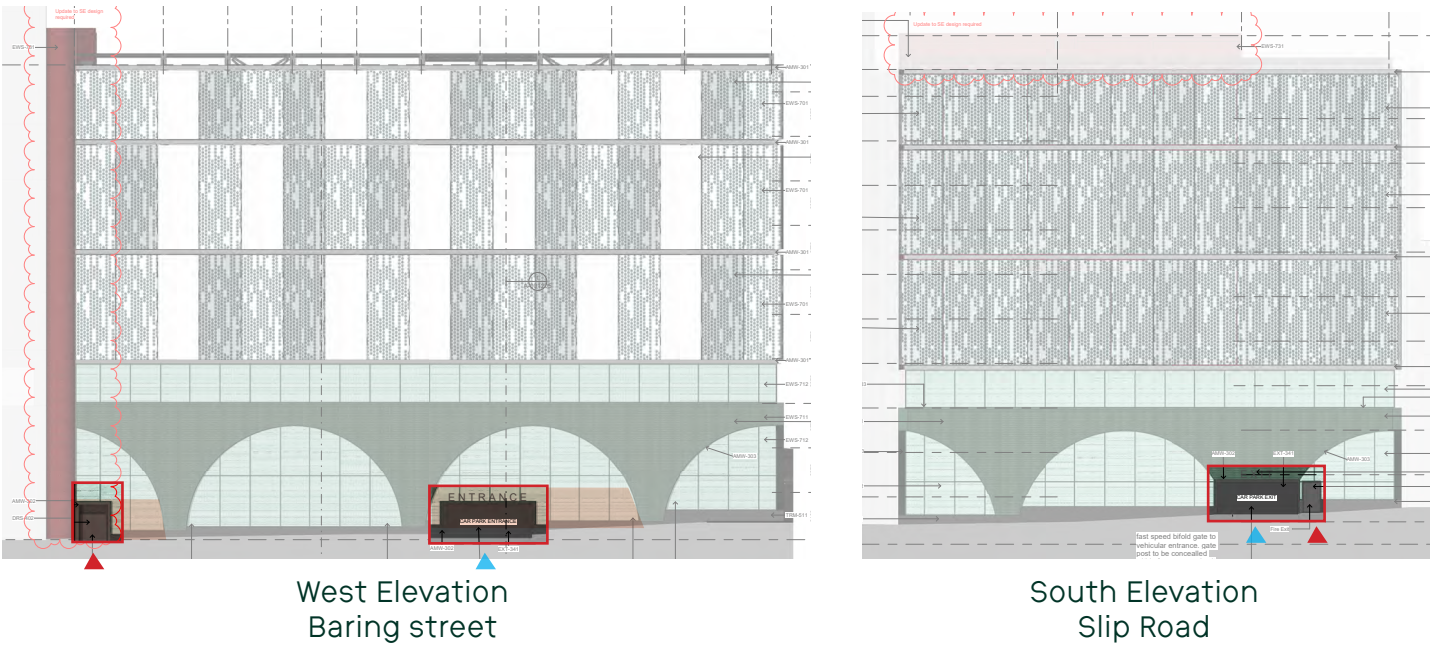
Elevations

Comparison Diagram

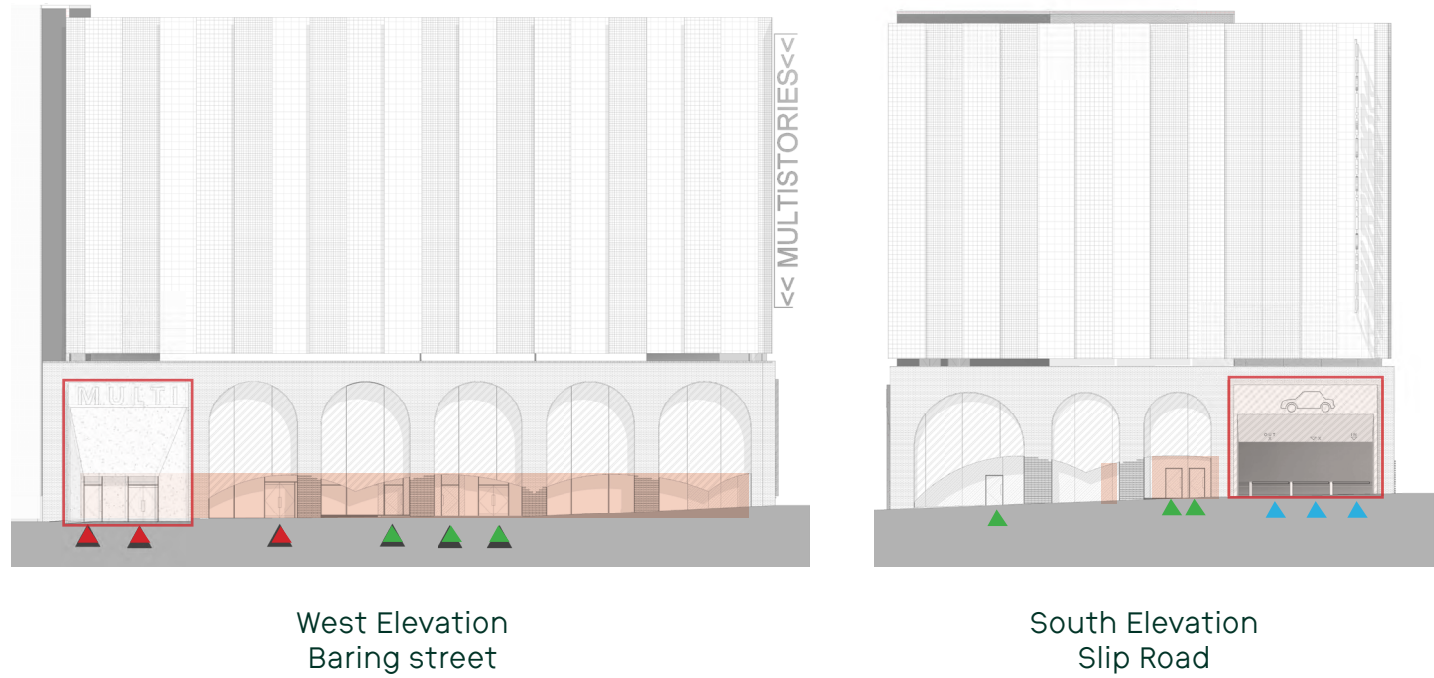
Consented Scheme elevations compared with 2023 elevations.

- Activation Entrances
- Main Entrance
- Secondary Entrance
- Vehicular Entrance

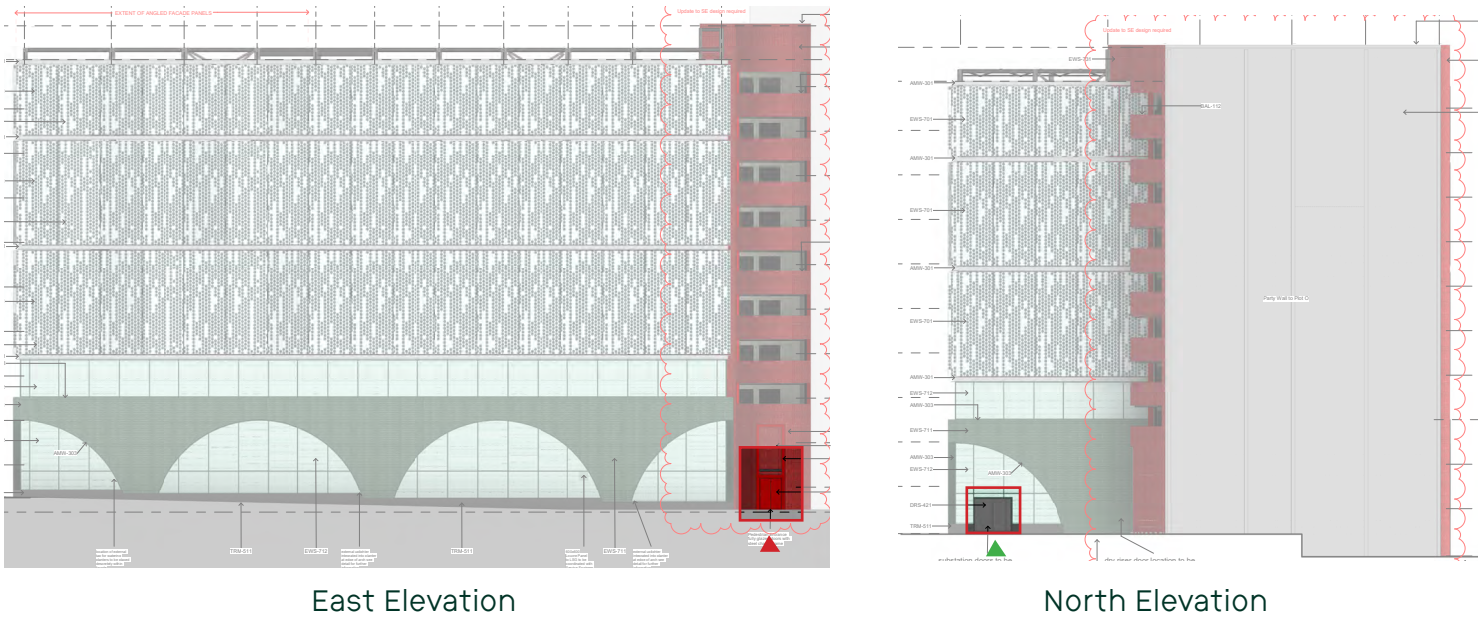
Consented Scheme



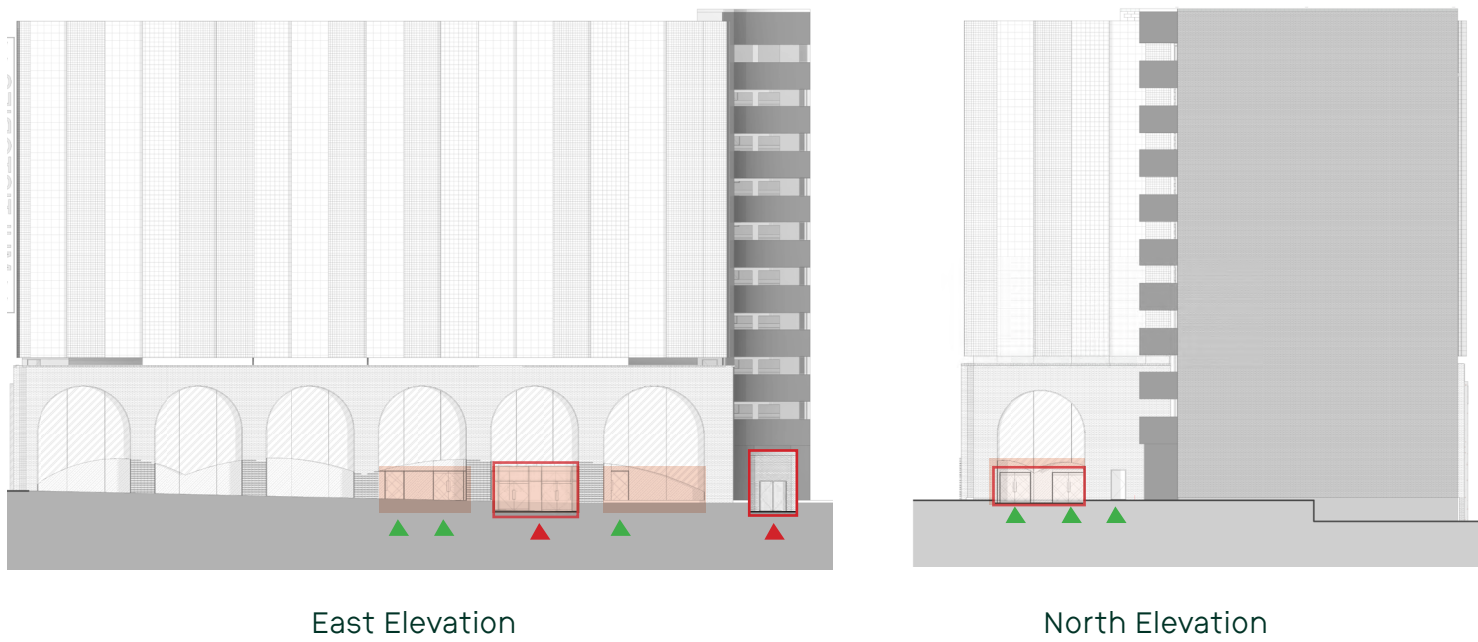
2023 Proposed Scheme



Consented Scheme



2023 Proposed Scheme



Materiality

Consented Scheme

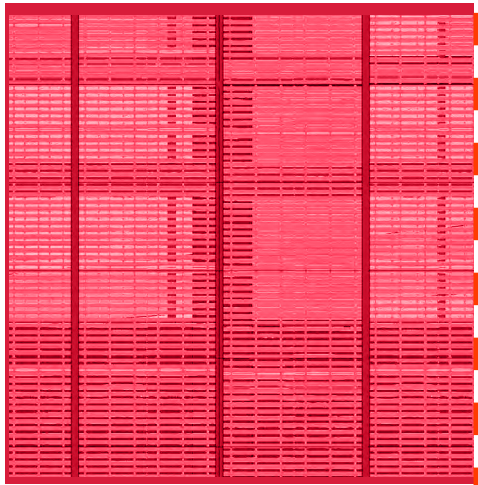
A pallet of low maintenance and durable materials to give an industrial aesthetic to the scheme.

Due to the ventilation requirements of the building, material porosity was a key requirement, and the design utilised louvred grating and perforations to mitigate the visibility of the building's structure.

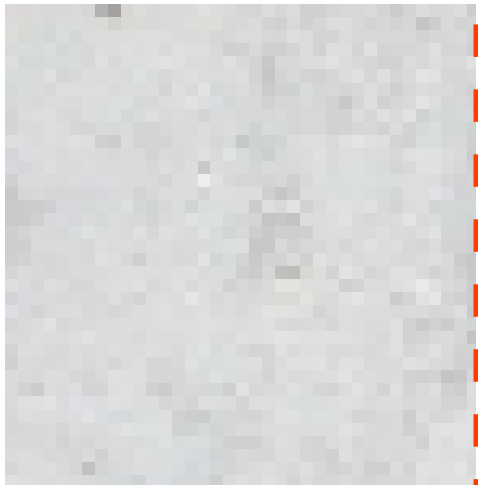
The colour pallet referenced the variation of colours found on the steelwork of the Mayfield Depot.



Vertical Core



1. Steel Grating



5. Precast Concrete Core

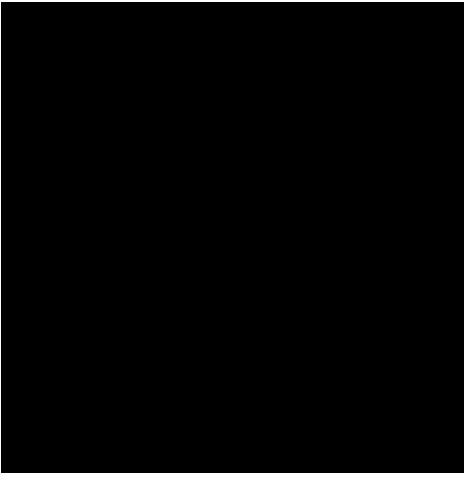
Upper Datum



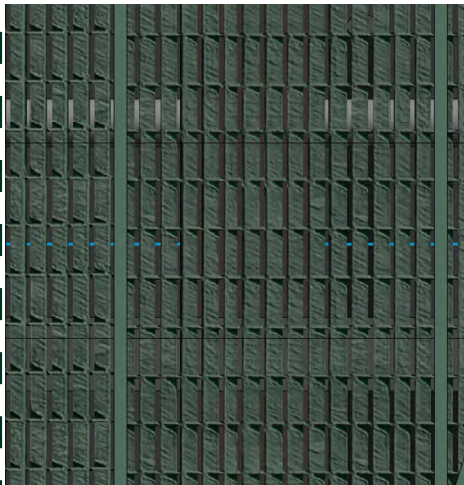
2. PPC Expanded Aluminium Mesh



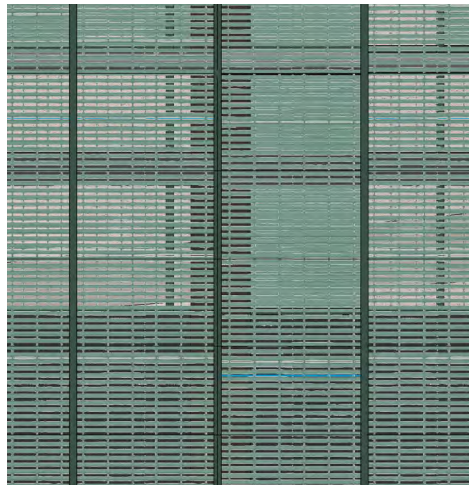
3. PPC Aluminium Panels with Perforations Panel



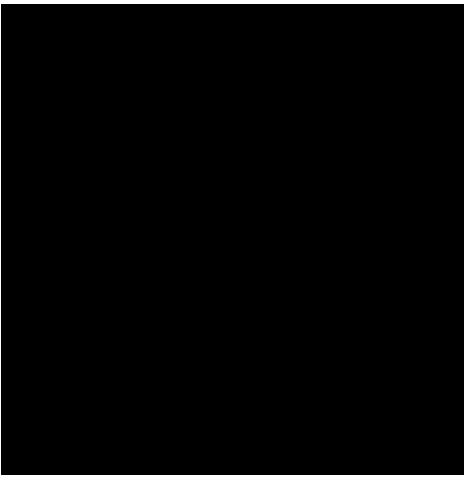
4. PPC Black Steel Structure



6. Louvred Steel Grating



7. PPC Steel Grating



8. PPC Black Steel Planters

Lower Datum

Materiality

2023 Proposed Scheme

The material pallet draws on the richness of the wider site and references many of the materials found in Mayfield Park.

The brickwork will be design and selected to complement the tones and bonds found on the Mayfield Depot. At the lower datums this is combined with perforated weathered steel infill panels and ppc aluminium louvred panels.

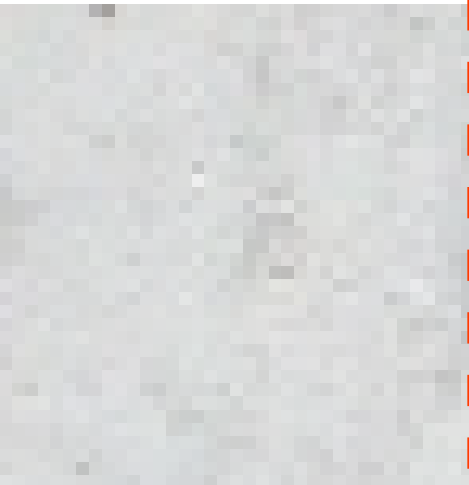
The upper datum materials contrast the heaviness of the brickwork with a perforated aluminium panellised system. The PPC finish will be a lighter tone, with a perforation pattern reflecting Hoyle prints.



Vertical Core



1. Perforated Weathering Steel

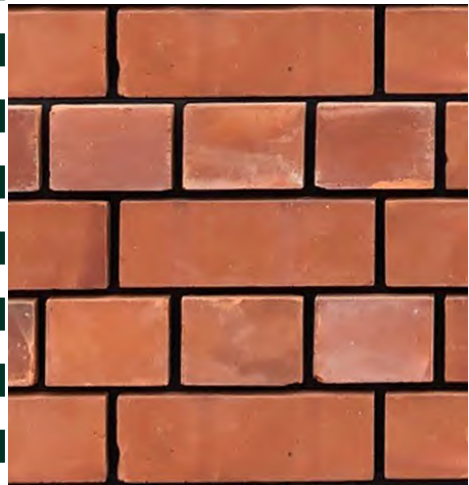


3. Precast Concrete Core

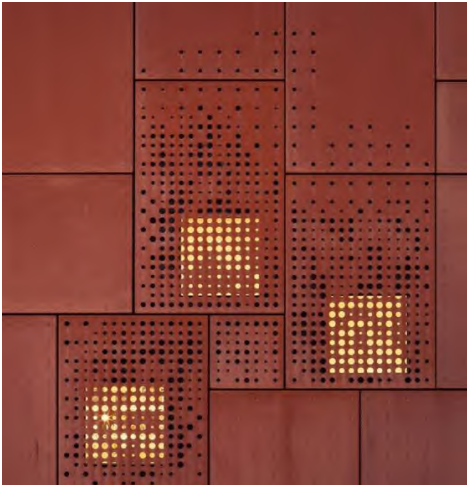
Upper Datum



2. PPC Aluminium Panels with perforations



4. Varying red Brick in English bond

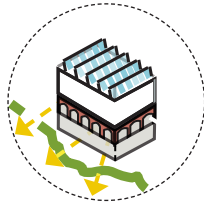


5. Perforated Weathering Steel



6. PPC Aluminium Louvres

Lower Datum

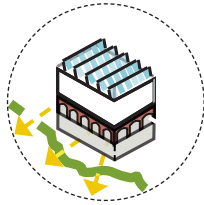
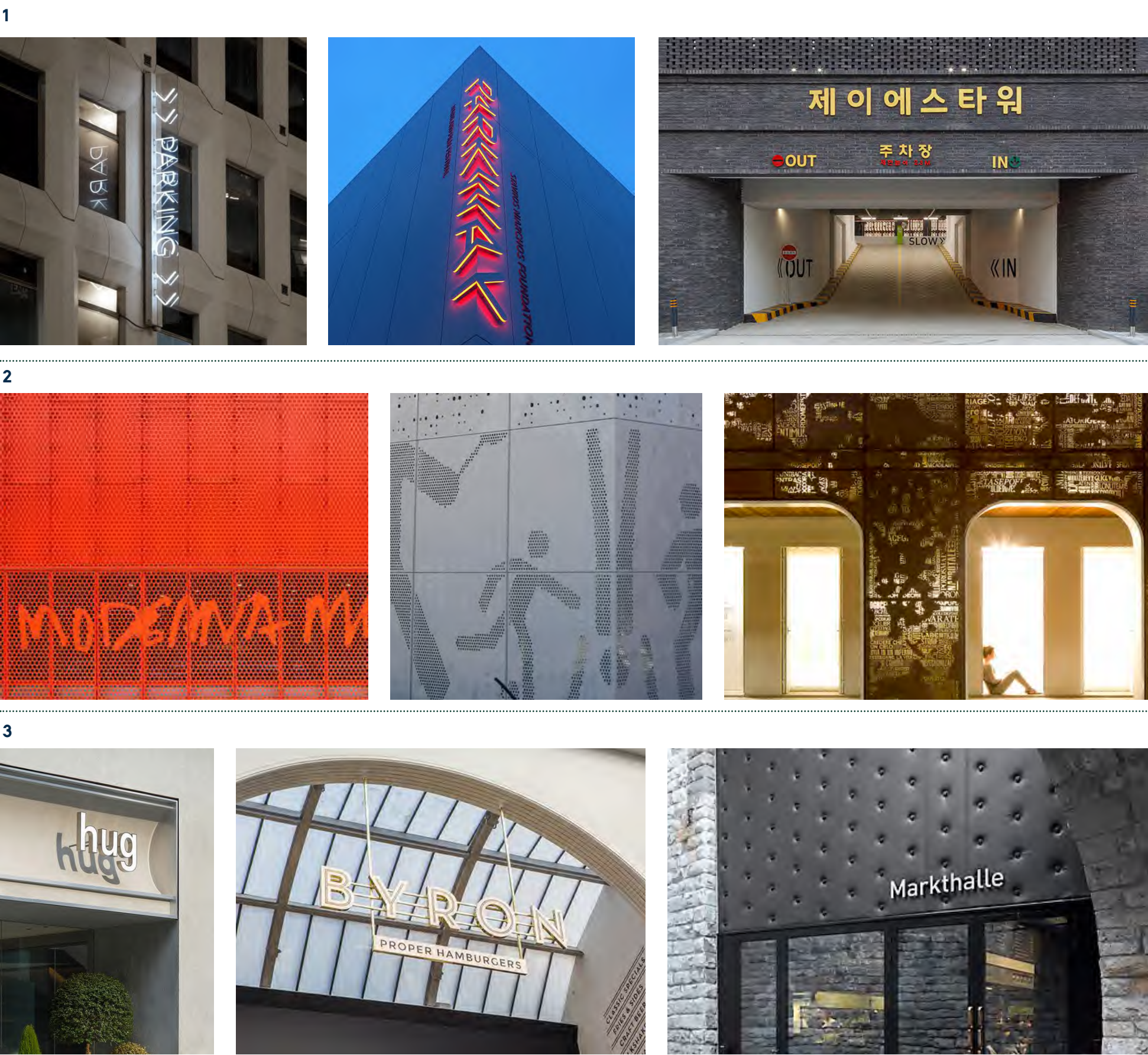


Signage

The building requires a variety of signage for legibility. The three types of signage are

- 1. Mobility hub signage
- 2. Perforated signage
- 3. F&B/Retail signage

It is important that the signage is clear and in harmony with the design. The elevations submitted to the planning portal set out clear zones into which the appropriate signage can be fixed.



View looking east from Mancunian Way

Name of Project

Landscape

Landscape

Landscape and Public Realm

General Arrangement

The public realm around the MSCP has responded to the building updates, changes to ground floor use and access/egress. The Baring street public realm provides clear generous access routes and spill out opportunity. Whilst the East side looks to provide a more permanent arrangement with increased soft landscape areas, integrated rain gardens and defined access points.

- 01 Shared pedestrian and cycle route
- 02 Temporary mounded wild flower area
- 03 Generous pedestrian route with key access points into retail space
- 04 Informal 'bridge' crossing access route
- 05 Stepped access with integrated seating
- 06 Clear pedestrian and cycle store entrance
- 07 Clear ground floor retail use access
- 08 Integrated rain garden and tree planting
- 09 South pedestrian route into Mayfield and emergency/maintenance vehicle access route
- 10 Vehicle access and egress into the car park



Previous planning application illustrative plan



The MSCP public realm sketch plan

Design aspiration along Baring Street

The area between Baring Street and the MSCP has been designed to provide clear and safe pedestrian and cycle movement and access. The large area of wild flower will create an important temporary landscape area that will provide seasonal interest and increased biodiversity.

This area has also been designed to allow for change and adaptation to respond to the ground floor use of the MSCP. There is the opportunity for it to become a spill out space with integrated seating, flexible open space for moveable furniture and Mayfield industrial artefacts all wrapped in a belt of wild flower planting.

As well as allowing flexibility for improved activation the space has also been designed to be able to adapt and change to accommodate the potential realignment of Baring Street which will support the potential development on the West of Baring Street. The footpath along the western edge of the MSCP could be retained and form part of the new pavement whilst the wild flower turf could be lifted and redistributed to another phase within Mayfield.



Sketch view looking North up Baring Street towards the MSCP and temporary landscape area

- 01 Flexible open space with temporary moveable furniture
- 02 Collection of Mayfield industrial features placed amongst planting
- 03 Large seating steps
- 04 Informal 'bridge' crossing access route



Proposed temporary arrangement between the MSCP and Baring Street



Proposed design aspiration with ground floor activation from the MSCP and retail use



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