



**Mayfield – Phase 1: Mayfield
Park, MSCP and Baring Street
Office 1**

Statement of Consultation

September 2019

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1 Introduction

- 1.1 This statement of consultation accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC) by the Mayfield Development Partnership LP, in respect of land within the Mayfield Strategic Regeneration Framework (SRF) area for the erection of a commercial led mixed-use development comprising an office building (Baring Street Office 1), a multi-storey car park (MSCP) and a new 2.4ha city centre park.
- 1.2 This Statement sets out in detail the pre-application consultation that has been undertaken, the feedback received and how that has been considered and addressed within the final proposals, where appropriate.

The Site

- 1.3 The Application Site (the 'Site') is approximately 5 ha and is wholly located within the Mayfield Strategic Regeneration Framework (SRF) area in Manchester City Centre, which comprises a 12.14 hectare area of land between Piccadilly Station and the Mancunian Way ring road (A635). The SRF for Mayfield was endorsed by MCC May 2018.
- 1.4 The Application comprises the first of a multi-phased plan for the reconfiguration and redevelopment of Mayfield, pursuant to the 2018 SRF. The Application relates to the 'Baring Street Campus' and 'Mayfield Park' areas, with associated works to Baring Street, and the London Road junction and access.
- 1.5 The Site comprises previously-developed land, which has been largely cleared for development pursuant to application ref. 121901/DEM/2018. It comprises a mix of hard surfacing associated with former industrial warehousing uses, together with areas of seeded trees and shrubs. This is with the exception of the formal, public highways bordering the Site, which include Baring Street, the London Road junction and connecting access, Bond Street and Moor Street.
- 1.6 Initial progress has already been made in terms of better utilisation of the site. The Mayfield Partnership has already invested in a number of temporary 'meanwhile' uses to help kick-start regeneration and facilitate economic and social activity ahead of any long term development.
- 1.7 This includes the installation of the 'Gatehouse' in 2017 (PP. Ref: 121245/FO/2018); a three storey-timber structure to host the u+i Manchester office; set amongst a temporary pop-up food market.
- 1.8 In early 2019, an application for the temporary change of use for a series of Arches on Temperance Street was approved for up to 3 years by MCC for a variety of uses including community spaces, pop up events, live music, cinema and brewery.
- 1.9 Dirt Bike (PP. Ref: 122365/FO/2019) was also approved in early 2019 for a 2 year period for the reuse of Unit 5 for a BMX / dirt bike facility.
- 1.10 More recently, an application has been approved by MCC for a temporary change of use of the Depot to allow for a range of uses including (but not limited to) theatre, music and dance, food and drink festivals, markets and offices for a five year period (PP. Ref 123728/FO/2019).
- 1.11 A full summary of the Site context and planning history is provided in the supporting Planning Statement submitted with this application.
- 1.12 The key focus for the redevelopment of the Site is to pursue a strategy to regenerate the Site so that it fulfils its potential as a commercial-led destination.

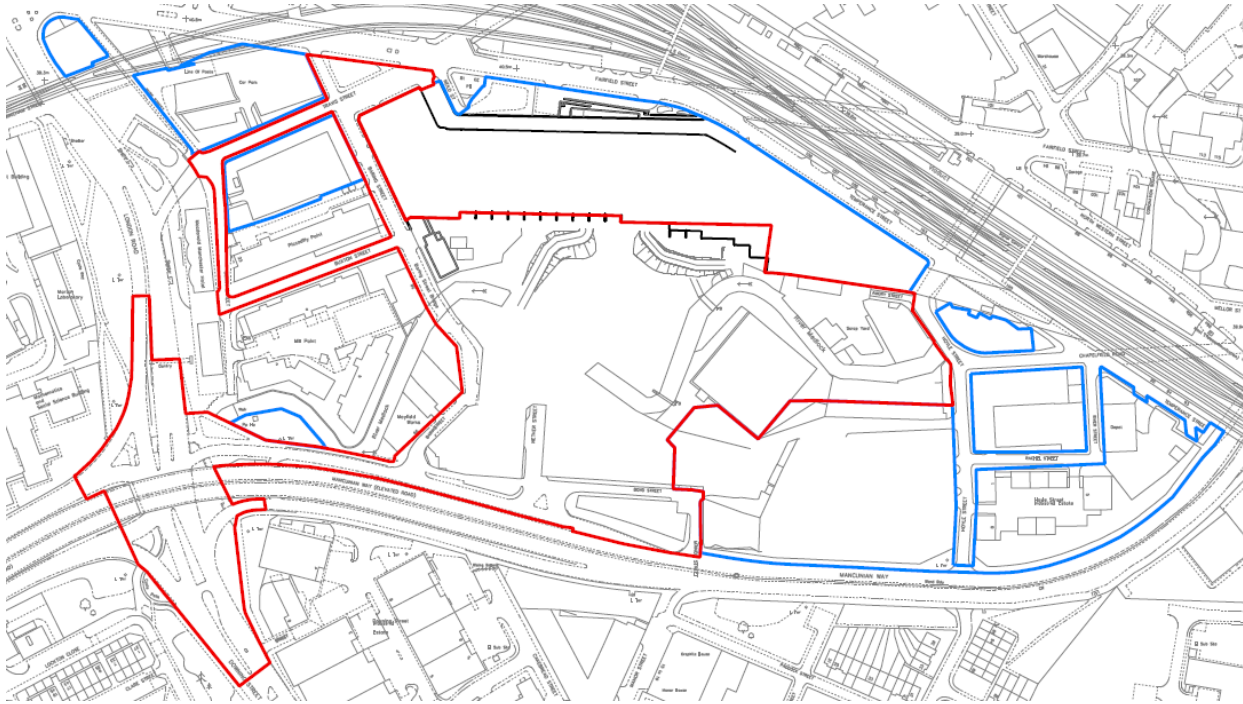


Figure 1.1 – Site Application Boundary

The Proposals

1.13 The first application for Mayfield Phase 1, includes the following scope of works:

- Phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east
- Mayfield Park: provision of circa 6 acres (2.4 ha) of public park, including hard and soft landscaping to be delivered in phases with new bridges across the River Medlock;
- Baring Street Office (Block 1): 9 storey office development including ground, mezzanine with plant level comprising 9,987 sq. m. (GEA) including active ground floor uses (A1, A2, A3, A4 or B1), public realm and riverside walkway;
- Baring Street Multi-Storey Car Park (MSCP): 10 storey MSCP including ground and roof level for 543 car parking spaces; and associated
- Highways and Infrastructure Works: creation of new junction from London Road with required access to the multi-storey car park and works to Baring Street, which will be delivered prior to the MSCP becoming operational, along with temporary improvements to surrounding roads.

1.14 Full details of the Proposed Development are contained with the Planning Statement submitted with the Application, in addition to the Design and Access Statements prepared by Bennetts Associates and SEW.

Pre-Application Consultation

- 1.15 An extensive process of pre-application engagement has been implemented by the project team to ensure that the approach to the scheme's design development has been properly communicated and discussed and, where possible, points raised during these discussions have been taken into account. This exercise has taken place in two forms as set out below.

Strategic Regeneration Framework Consultation

- 1.16 The majority of responses provided to both the Council's consultation and the consultation events held by The Mayfield Partnership were supportive of the proposals included in the draft SRF dated February 2018.
- 1.17 Public consultation on the SRF was primarily conducted through 6 public consultation events held by u+i, on behalf of The Mayfield Partnership between 1 March 2018 and 11 March 2018. Over 80% of the comments received were wholly positive about the proposals within the draft SRF. Overall areas of support included:
- Bringing redevelopment and regeneration to the area.
 - Opportunity to bring jobs and accommodation to the area.
 - Overall heights and massing, and the fact that the location of taller buildings will not overshadow the park.
 - Provision of green space and health and well-being opportunities.
 - Creation of a new community.
- 1.18 Formal public consultation was also undertaken by Manchester City Council prior to formal adoption of the SRF by Manchester City Council's Executive Committee in May 2018. Comments received during this formal consultation were incorporated into the SRF prior to being presented back to Manchester City Council Executive Committee.

Detailed Application Specific Consultation

- 1.19 Public consultation focused on the detailed planning application was primarily conducted through four public exhibitions, which were attended by members of the project team including the individual plot architects (Studio Egret West [SEW] and Bennetts Associates [Bennetts]), landscape architects (SEW), developer (Mayfield Development Partnership LP), planning consultant (Deloitte), and project manager (Faithful +Gould). The venue and times of the public exhibitions are detailed below:
- Friday 10 May – on-site event between 12pm and 7pm.
 - Saturday 11 May – on-site event between 12pm and 7pm.
 - Friday 17 May – Medlock Primary School between 1pm and 4.30pm.
 - Saturday 18 May – Piccadilly Gardens between 12pm and 5pm.
- 1.20 The exhibitions allowed members of the design team to share ideas and gain an insight into the views and ideas of the local community.

- 1.21 The proposals contained in both the SRF and this application have been developed in consultation with the Local Planning Authority, Officers at MCC (Highways, Flood Risk, Environmental Health, Access and Arboricultural), Statutory Consultees including Environment Agency, Manchester's Green and Blue Infrastructure Group, Network Rail and Places Matter, Local Ward Councillors, Greater Manchester Police, as well as adjoining owners and occupiers, other local stakeholders and the general public.
- 1.22 This Statement of Consultation explains in detail the programme of consultation that the scheme has been through in order to ensure that issues could be considered and addressed as the proposals came forward.

Report Structure

- 1.23 The remainder of this Statement is structured as follows:
- Section 2 – sets out the relevant planning policy and requirements.
 - Section 3 – provides details of the consultation undertaken, summarises the feedback received and provides a response where relevant.
 - Section 4 – presents the summary and conclusions.

2 Policy Context

- 2.1 Guidance with regard to consultation is set out at both the national and local level. These requirements are summarised below.

National

Localism Act

- 2.2 The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act ("the Act").
- 2.3 The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:
- Community rights.
 - Neighbourhood planning.
 - Housing.
 - General power of competence.
 - Empowering cities and other local areas.
- 2.4 Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.
- 2.5 Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:

(1) Where—

(a) a person proposes to make an application for planning permission for the development of any land in England, and

(b) the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).

- 2.6 Subsections (2) and (3) state:

(2) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

(3) The person must consult each specified person about the proposed application.

- 2.7 Subsection (4) outlines the requirements in regards to publicity of applications:

(4) Publicity under subsection (2) must—

(a) set out how the person ("P") may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and

(b) give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.

- 2.8 The Act also sets out a duty to take account of the responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.
- 2.9 Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework

- 2.10 The Department for Communities and Local Government published the amended NPPF in February 2019. The document sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.
- 2.11 Paragraphs 39 to 46 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.
- 2.12 Paragraph 40 directs local planning authorities to encourage any applicants who are not already required to do so by law to engage with the local community, where they think this would be beneficial, and, where relevant with statutory and non-statutory consultees, before submitting applications.
- 2.13 The NPPF also promotes the use of the Local Planning Authority Pre-Application Service in order to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Policy Guidance

- 2.14 In March 2014, the Government issued the National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and usable way. The Guidance was amended in March 2019 following updates to the NPPF.
- 2.15 The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.
- 2.16 The 'Consultation and pre-decision matters' identifies that:
- In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and,
 - Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

Local

Statement of Community Involvement

- 2.17 MCC adopted a refreshed Statement of Community Involvement (SCI) in June 2018. The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications.
- 2.18 Appendix 1 of the SCI provides guidance on developer-led early engagement.
- 2.19 The SCI states that early engagement has significant benefits by improving the efficiency and effectiveness of the planning system for all parties. Therefore developers are encouraged to consult before submitting a planning application.
- 2.20 The SCI encourages developers to consult with the public and various parties, which could include equalities groups, as well as with specific infrastructure and service providers who can advise developers on any need for increased provision of services.
- 2.21 Consultations should be inclusive, transparent, clear and understandable. Additionally developers are encouraged to submit a record of the consultation that took place with their planning submission, which is detailed within Section 3 of this Statement.

Summary

- 2.22 This Statement sets out the consultation process which has been undertaken and demonstrates compliance with the guidance and requirements set out above.

3 Consultation Strategy and Responses

- 3.1 This section describes the consultation that has been undertaken by the Applicant. It includes an outline of the consultation strategy and the outcome of the consultation process.

SRF Consultation Strategy

- 3.2 In December 2016 MCC, LCR and Transport for Greater Manchester (TfGM) appointed u+i as their preferred development partner to bring forward regeneration of the site, forming the Mayfield Partnership (the 'Partnership').
- 3.3 The first formal stage in the regeneration of Mayfield was the production of a refreshed Mayfield Strategic Regeneration Framework (SRF) which, following an extensive stakeholder and public consultation process, was endorsed in May 2018.
- 3.4 The consultation events held by u+i, on behalf of The Mayfield Partnership took place between 1 March 2018 and 11 March 2018. Over 80% of the comments received in response to the consultation events were wholly positive about the proposals within the draft SRF.
- 3.5 The main overall themes raised in feedback to the events were similar to those raised through the formal consultation. Some of the key themes from the consultation comments are summarised below.
- The Mayfield Park, Green Space & Biodiversity – There was a high level of support for the amount and accessibility of the green space, as well as the investment in biodiversity. There were a number of suggestions regarding facilities and uses for the park including spaces for children; trees; spaces for dogs; and wild areas.
 - Accessibility and Connectivity – Comments included requests to improve pedestrian links and disabled access provision. A number of respondents welcomed the limited car access to and around the Site.
 - Building Design, Height and Use – Comments were divided between those who felt that building design should be aspirational, bold and distinctive and those concerned that the designs should fit better with the heritage and context of the area and the city.
 - Environmental Sustainability – The commitment to sustainability was welcomed by a number of respondents, with a number of suggestions on how buildings could be made more sustainable.
 - Traffic Management and Vehicle Parking – A number of comments were made concerning the need to ensure adequate parking and the potential overflow/displacement of parking to surrounding areas.
- 3.6 As a result of the consultation process, the SRF was updated prior to being endorsed. The updates related to the comments received and the key changes are as follows:
- The SRF confirmed that the day-to-day management and maintenance of the park will be carried out by a management company acting on behalf of the owners. It is anticipated that the maintenance costs will be met from a proportion of the service

charges from the surrounding buildings. The park will remain fully accessible to the public.

- Stronger references were made throughout the document to highlight the pedestrian movement connections to adjacent areas of the City Centre, which will be designed in liaison with MCC Highways and the immediate neighbouring land owners. This was also set out in an additional diagram within the SRF to clarify where such improvements would be made.
- References to social infrastructure being brought forward based on anticipated need across the city and more detail on the range of cultural, creative and amenity uses across Mayfield.
- A greater emphasis in the document on improving air quality and resolving noise issues, which would be considered further during the detailed design process.

3.7 The SRF consultation gauged opinions from all stakeholders including the local community. Valuable insights were gained and have informed the designs for the first phase of development at Mayfield.

Phase 1 Consultation Strategy

3.8 Pre-application consultation for Phase 1 has been focused upon providing an explanation of the Proposed Development including the way in which the detailed design of the proposals have responded to the SRF and the Site's economic, planning and regeneration context. This process has sought to address specific questions and comments that have been raised during the consultation process.

3.9 Further to the SRF consultation, in line with MCC's Statement of Community Involvement and as agreed with the Local Planning Authority, the following application specific consultation has taken place to date:

- Extensive dialogue with Senior Planning Officers, which has taken place throughout the design development process in order to ensure their support in principle;
- A series of detailed Phase 1 specific public consultation events that have taken place during design development;
- Surrounding landowners, including Network Rail, have been provided with a consultation briefing and regular project updates;
- Greater Manchester Police (via the Design by Security team) has been consulted, and their advice in terms of security has been addressed in the application proposals;
- Transport for Greater Manchester (TfGM) has been consulted via a number of meetings and correspondence throughout the pre-application period;
- A Places Matter! Panel was given a site tour and presentation on the proposals on 8 April 2019. Following the presentation, the Panel provided a written response, which has been addressed as part of this application;
- The Greater Manchester Blue and Green Infrastructure Group members were invited for a site tour and presentation of the proposals for the Park on 3 July 2019;
- Barnabus Homeless Charity were consulted through a working group session on 24 July 2019. The discussions provided advice on tackling rough sleeping, which will inform the park management strategy; and,

- A formal EIA Scoping Request and Screening Opinion was submitted to MCC on 24 January 2019 and a subsequent request was submitted on 24 July 2019. A formal response was received from MCC on 16 August 2019. The ES chapters submitted with the application reflect the agreed scope.

3.10 The sections below further describe the consultation activity undertaken in preparation of this Application, and provide a summary of the feedback received and how this has been addressed.

Local Planning Authority

- 3.11 During the design development stages of each building to be delivered for Mayfield Phase 1, regular dialogue has taken place with senior officers at MCC.
- 3.12 The design processes for Baring Street Office 1, the MSCP and the Park has been informed by feedback from consultation with the Local Planning Authority (LPA) with detailed design meetings taking place. The overall feedback from these pre-application discussions has been positive and supportive in principle on the basis that the proposals are well designed and will form an important part of the adopted Strategic Regeneration Framework.
- 3.13 The following key considerations have been raised during pre-application discussions and addressed within the planning application submission:

Issue Raised	Design Team Response
Queried the changes between the SRF proposals and Phase 1 proposals and asked for this to be explained within the planning application.	These have been clearly explained during the public consultation process and within this application. Application 1 is in accordance with the Principles set out in the SRF.
Queried the need for a MSCP and asked for justification to be provided.	A multi-storey car park will compensate for the removal of on-street parking across the Mayfield site and allow the developer to provide parking for Mayfield immediately as the different phases come forward. The car park will eventually service 1,500 residential units, c. 150,000 sq. m of office development, and be available for visitors, therefore proportionally the number of car parking spaces is not high. The multi-storey car park plus spaces for disabled drivers across the development will address the requirements of today's market.
Discussed the proposed massing of Baring Street Office 1 and the MSCP and stressed the importance of providing good daylight access to the park.	The concept design was focused on achieving the right balance of massing and scale to compliment the surrounding Mayfield development, and provide good daylight access to the new park.
Discussed the proposed materials for the Park and queried which parts would be retained.	The SRF consultation demonstrated how passionate the public are about heritage with many comments on this subject, therefore this has been considered during the design process. The Baring Street Bridge is being retained as part of this phase of development and the park design team have referenced the remaining historic features within the design of the park. The existing historic

Issue Raised	Design Team Response
	materials across the site have strongly influenced the proposed palette of materials for the Park.
Discussed the proposed materials for the MSCP and Baring Street Office 1 and stressed the importance of high quality.	The materials for new buildings have been selected in reference to the local context and will be high quality.
Highlighted that the relationship between the Proposed Developments and the Mancunian Way is equally important as the relationship with the proposed Park.	The development has been amended so that the multi-storey car park now better aligns with the route of the Mancunian Way and tree planting is included in the proposals to visually screen the Mancunian Way and improve air quality.
Queried why the Park would be phased and how this would take place.	The phasing of the Park has been developed in reference to the overall development phasing; technical flood risk requirements; and phasing of expenditure.

- 3.14 The outcome of the pre-application discussions has been positive and supportive of the proposals in principle on the basis that they will complement wider planning and regeneration plans and economic objectives for the Mayfield area and its surroundings, and on the basis that thoughtful and well considered design responses are provided for the Site.
- 3.15 Further details of how this has been achieved are provided within the accompanying application documents including the supporting Planning Statement and Design and Access Statements.
- 3.16 The Applicant will continue to work positively and pro-actively with Officers during the determination of the Application, responding to any issues that are raised during the formal consultation process.

Local Residents and Businesses

- 3.17 Consultation with local residents and businesses has included four public exhibitions on the proposals, which were undertaken in May 2019.

Notification of Public Consultation

- 3.18 Approximately 10,000 no. full-colour A5 leaflets detailing the proposals, the time, date and location of public exhibitions were delivered to local residents and businesses by a professional leaflet delivery company on 16 April 2019, three and a half weeks before the first event. The consultation zone was consistent with the area that u+i consulted with during the development of the Mayfield SRF (2018).
- 3.19 The leaflets also provided a website link for residents and businesses if they were unable to attend the public exhibition, giving the opportunity for people to view the consultation boards and submit comments or queries even if they could not physically attend.
- 3.20 The events were also publicised in the Manchester Evening News, on social media platforms such as Twitter and on the Mayfield website using the same leaflet and details of the exhibition.
- 3.21 A copy of the leaflet and consultation zone is included at Appendix 1.

Public Exhibitions

- 3.22 As part of the preparation for the submission of the planning application for the Phase 1 proposals four consultation events were organised at various times, to give everyone an opportunity to attend, whilst also being aware of local timings and events, as follows:
1. On-site Event #1: Friday 10 May, Mayfield Depot, between 12pm and 7pm.
 2. On-site Event #2: Friday 10 May, Mayfield Depot, between 12pm and 7pm.
 3. Satellite Event #1: Friday 17 May, Medlock Primary School, between 1pm and 4.30pm.
 4. Satellite Event #2: Saturday 18 May, Piccadilly Gardens, between 12pm and 5pm.
- 3.23 Materials available at each event included a series of display boards featuring showing the proposals and plans for the Site, text describing the proposals and the design philosophy underpinning the scheme.
- 3.24 Members of the project team were in attendance to provide further details and answer questions, with representatives from the developer (Mayfield Development Partnership LP), the PR and Digital Marketing Agency (This Is Influential), Architects (SEW and Bennetts As), Landscape Architect (SEW) and Planning Consultant (Deloitte Real Estate).
- 3.25 iPads with feedback forms were available to enable attendees to provide written feedback on the proposals and a website link was provided to enable attendees to complete the feedback forms after the event.
- 3.26 In total, 763 people attended the 4 events between the 10 May 2019 and 18 May 2019. 310 attendees left consultation comments and an additional 14 responses were submitted online. In summary:
- A large proportion of the respondents supported the proposals overall and only 2% of the participants opposed the proposals.
 - The principal driver of the support was the proposals for Mayfield Park and the public realm.
 - Support for Baring Street Office 1 was also extremely strong with 71% of all participants supporting the office development proposals.
 - Reactions to MSCP proposals were more mixed. Negative comments centred on the need to reduce car use, encourage public transport and a lack of need for additional parking facilities.
- 3.27 Appendix 4 sets out a summary of the key issues and comments raised by the public consultation. Additionally, the table provides a design response from the project team to demonstrate how the comments from the consultation events have been taken on board.

Statutory Consultee and Key Stakeholder Responses

- 3.28 In addition to members of the public, a wide range of statutory and non-statutory organisations, agencies, and individuals were identified for engagement during the consultation process. Further details of those invited to engage is summarised as follows.

Adjoining Land Owners and Occupiers

- 3.29 The following consultation has taken place with adjoining land owners and occupiers:

- **Logik (a neighbouring land owner with a development site within the Mayfield SRF area on Baring Street)** – Meetings were held with Logik on 1 March 2019 and 28 May 2019 to discuss the proposals. No objections were raised at the meetings.
- **MacDonald Hotel** – A meeting was held with MacDonald Hotel on 24 May 2019 to discuss the proposals. No objections were raised during the meeting.
- **Network Rail** – A meeting was held with the Network Rail Asset Protection team on 29 August 2019. They confirmed that the Phase 1 proposals presented no issues from an Asset Protection perspective. The Mayfield Development Partnership LP will continue to engage with Network Rail in relation to the TWAO for the Platform 15 and 16 proposals.

Local Ward Councillors

3.30 The site lies within the Piccadilly ward. Given the size of the Mayfield Framework Area and the development proposed, elected members representing both the immediate ward area and the adjacent wards were consulted. 14 elected members were directly contacted in advance of the public consultation events, as follows:

- Cllr Jon-Connor Lyons – Piccadilly Ward Councillor
- Cllr Adele Douglas – Piccadilly Ward Councillor
- Cllr Sam Wheeler – Piccadilly Ward Councillor
- Cllr Tina Hewitson – Ardwick Ward Councillor
- Cllr Bernard Priest – Ardwick Ward Councillor
- Cllr Mavis Smitheman – Ardwick Ward Councillor
- Cllr Joan Davis – Deansgate Ward Councillor
- Cllr William Jeavons – Deansgate Ward Councillor
- Cllr Marcus Johns – Deansgate Ward Councillor
- Cllr Rosa Battle – Ancoats & Beswick Ward Councillor
- Cllr Majid Dar – Ancoats & Beswick Ward Councillor
- Cllr Emma Taylor – Ancoats & Beswick Ward Councillor / Assistant Exec Member for Schools, Culture and Leisure
- Cllr Angeliki Stogia – Exec Member for Environment, Planning and Transport
- Cllr Basat Sheikh – Assistant Exec Member for Housing and Regeneration
- Cllr Ali Ilyas – Assistant Exec Member for Planning, Housing and Transport

3.31 They were briefed on the proposals and invited to attend the public events.

3.32 Two councillors attended the Briefing (Cllr Joan Davies and Cllr William Jeavons). Cllr Jon-Connor Lyons attended the public event at the Mayfield Depot on Saturday 11 May 2019.

3.33 The Piccadilly Councillors were kept informed via email and meetings, throughout the design process to provide project updates and dates of consultation events taking place.

3.34 No written representations were received by the Partnership from elected members during the consultation period.

Statutory Consultees

3.35 Statutory Consultees were consulted to agree technical details in advance of submission.

Local Highways Authority

3.36 As the proposals include the erection of an MSCP, with associated works to Baring Street and the London Road junction and access, the Highways and Transport Consultant (Buro Happold) has had several meetings and phone discussions with MCC Highways Department:

- 14 January 2019 – Phase 1 Transport Workshop
- 26 March 2019 – Transport Scoping Meeting
- 12 April 2019 – Transport Strategy Review
- 12 June 2019 – Modelling Meetings
- 20 August 2019 – Transport Update Meeting
- 5 September 2019 – Highways Workshop

3.37 The table below summarises the key issues raised and the way in which the application has responded to these comments:

Issue Raised	Design Team Response
Queried the extent of the highways modifications and what will be achieved as a result of them.	There are 3 main changes to highways, which will facilitate access to the car park: 1) Improvements will be made to the unused Mancunian Way slip road junction off London Road. 2) The road adjacent to the skate park will be upgraded to provide direct access to the car park. 3) Baring Street will be made into a one way road. These changes will allow access to the car park from the Mancunian Way eastbound and from both directions off London Road. Access from the Mancunian Way westbound will be provided at the earlier exit and along Fairfield Street. Exiting the car park will be via Baring Street, Buxton Street and London Road.
Stressed the importance for high quality cycle provision for employees and visitors.	High quality cycle parking will be provided for employees and visitors to Mayfield on a phased basis as the development is built out. The quantum of cycle parking proposed will meet MCC's requirements. All cycle parking will be highly accessible via safe and legible routes, and will be covered, safe and secure.
Stressed the importance of pedestrian footways within and surrounding the site area.	There is an extensive provision of pedestrian footways within and around the wider SRF site. There are signal controlled pedestrian crossings at the signalised A6 London Road/Fairfield Street junction and the signalised junction with A635 Mancunian Way approximately 320m further south. Pedestrian access to the Site from the north will be enhanced through a pedestrian crossing on Fairfield Street directly adjacent to Piccadilly station; this is

Issue Raised	Design Team Response
	in parallel to proposed improvements to the pedestrian environment on Fairfield Street in general. These improvements will enhance the Site's connections to Piccadilly Station and the existing pedestrian routes to the city centre.
Highlighted the strong public transport links that are currently in place.	The Site benefits from excellent connections to public transport and visitors to Mayfield will be encouraged to use these whenever possible. Piccadilly Station, Manchester's main transport terminus, provides local, regional, and national rail connections alongside access to the Metrolink network. These connections will be further enhanced through the proposals established in the Piccadilly Strategic Regeneration Framework. Access to the bus network is achievable from both Fairfield Street and London Road with wider facilities available at Piccadilly Gardens which is less than 1km from the site. The city centre Metroshuttle - a free bus service - is also accessible from Piccadilly Station.
Queried if any changes are proposed that would affect the taxis.	Three taxi ranks are located on Baring Street within the SRF site. These taxi ranks act as holding areas for taxis waiting to enter the main Piccadilly Station taxi rank on the north side of Fairfield Street.

- 3.38 In line with the above guidance received from MCC Highways Department, a Transport Assessment and Travel Plan have been prepared and are submitted in support of the application proposals. Appended to these documents are correspondence between Buro Happold and the Local Highways Authority.

Local Flood Risk Management Authority

- 3.39 The Mayfield Phase 1 red line boundary includes land designated within Flood Zone 2 and 3, therefore pre-application consultation has been held with the Local Flood Risk Management Authority to discuss the proposals.
- 3.40 The table below summarises the key issues raised and the design team response to these comments:

Issue Raised	Design Team Response
Climate change allowance is to be 30%, however, attenuation volumes should also be checked against a 40% allowance.	The impact of the proposals and design of the development compensation areas was based on the Design Flood Event (DFE), the 1 in 100 year flood event with 35% climate change allowance.
At least a 50% reduction in surface water runoff should be provided through SUDS as part of any brownfield development with the aim of reducing to the Greenfield runoff rates.	Detailed drainage designs are to be secured by way of condition, with a high level drainage strategy presented in the Flood Risk and Drainage Strategy (Appendix E). Sustainable Drainage Systems (SuDS) will be implemented where possible to enable discharge, volume and water quality control

Issue Raised	Design Team Response
	of the surface water runoff and reduce flood risk on site.
Overland flow routes for extreme events are diverted away from buildings.	The plot FFL have been agreed to ensure that the development is safe from flooding for its designed lifetime. Flow routes are directed away from buildings and into the River Medlock.

- 3.41 In line with the above, guidance received from the Local Flood Risk Management Authority has informed the Environmental Impact Assessment and the Flood Risk Assessment. Appended to the Flood Risk Assessment is correspondence between Buro Happold and the Local Flood Risk Management Authority.

Arboricultural Officer

- 3.42 A pre-application meeting was held on 28 August 2019 with MCC's arboricultural officer to discuss the proposals for the park.
- 3.43 The officer provided technical advice on the tree species and advised which species have the ability to thrive in the Manchester climate. Additionally, the officer confirmed that he was happy with the proposals.
- 3.44 The advice from the arboricultural officer has informed the park design and is reflected in the Park Design and Access Statement.

Access Officer

- 3.45 The Park design team held a meeting with MCC's Access Officer on 28 August 2019. In summary the following was discussed at the meeting and each matter has been addressed within the planning application submission:

Issue Raised	Design Team Response
Stressed the importance of providing a suitable amount of disabled parking.	There are a total of 21 disabled bays located on the ground floor of the multi storey car park and there are opportunities to improve parking provision to the north of the Mayfield Depot. This is in line with MCC policy. Blue badge holders will be able to park in any location around the edge of the park, save for the servicing bays.
Queried disabled access to facilities such as toilets.	Toilets specifically for Park users are not provided as provided as part of this application, but provision, including full accessibility, will be considered during the development of future phases. As the development of the park design is progressed, locations and the mechanism for delivery of public toilets will be finalised and secure the necessary planning approvals as relevant.
Queried the maintenance of the Park and highlighted the importance of ensuring that pathways are kept clear.	The park will benefit from the on-going management and maintenance that will be funded by the Applicant to ensure that pathways are kept clear.

Issue Raised	Design Team Response
Stated that pathways should be a suitable width for wheelchair and mobility scooter use.	All paths within the park are DDA compliant and there will be a fully accessible DDA 'loop' through the park. The Riverside Walkway will be 5m wide, so provides sufficient room for a range of users.
Suggested including a ramp to ensure disabled access the 'wild' section of the park.	A new bridge will be provided to ensure level access is provided for west – east connections through the park.

- 3.46 Additionally, the signage was discussed and the officer emphasised the importance of providing suitable signage for disabled people and people with learning disabilities. This point will be addressed in a signage strategy to be secured by way of planning condition.

Green and Blue Infrastructure Group

- 3.47 Representatives of the Green and Blue Infrastructure Group attended a site visit and a workshop on 3 July 2019 in relation to the Mayfield Park proposals.
- 3.48 The feedback received at the workshop included suggestions on how to manage and monitor the park and has been incorporated into the detailed Mayfield Park design and access statement and the draft management and maintenance plans.
- 3.49 Full details of how the park has responded to the Group's comments are provided in the Park Design and Access Statement.

Greater Manchester Police (GMP)

- 3.50 A meeting was held with Greater Manchester Police (GMP) on 13 March 2019 at the pre-application stage, to inform their preparation of a Crime Impact Statement for the SRF masterplan. The officer was supportive of the proposals, subject to the project team incorporating recommendations of the Crime Impact Statement into the detailed design of the proposals.
- 3.51 In August 2019, GMP were commissioned to create specific Crime Impact Statements for the park design, MSCP and Baring Street Office 1.
- 3.52 GMP have confirmed that they are happy with the proposals as confirmed in the Crime Impact Statements submitted with the application, subject to the recommendations in the report being incorporated in the proposals.
- 3.53 The team will develop the detailed design on the basis of these recommendations, working with GMP during the delivery of the project. More detail on this is provided in the relevant Design and Access Statements.

GMEU

- 3.54 GMEU were consulted via telephone to confirm that the ecology strategy for the application is acceptable.
- 3.55 This conversation was positive and followed up by an email documenting the conversation. This correspondence is appended to the Ecological Impact Assessment contained in Volume 2 (Chapter 9) of the ES.

Environment Agency

- 3.56 Pre-application meetings were held with officers from the Environment Agency in regard to the hydraulic model and to address their comments on the Environmental Impact Assessment (EIA) Scoping Chapters. In summary the following was discussed:
- Biodiversity benefits and proposed river works.
 - Methodologies for construction of the river walls.
 - The Environment Agency's comments on the hydraulic modelling review.
 - Guidance on flood risk management for the MSCP and Baring Street Office 1.
 - The Environment Agency National Modelling team's comments on flood modelling.
 - The Environment Agency's comments on the contamination EIA Scoping Chapter.
- 3.57 These meetings have informed the design of the proposals and the EIA submitted in relation to the development. The full details of how the design aligns with the recommendations of the EA are contained within the Flood Risk and Drainage Strategy appended to the Environmental Statement.

Other Consultees

- 3.58 Other consultees have been consulted to provide further technical advice in advance of submission.

Places Matter!

- 3.59 Places Matter! was consulted during the pre-application stage. An on-site day event was held with a Places Matter panel on 8 April 2019. The day event consisted of a site tour followed by a presentation on the proposals.
- 3.60 Overall the panel was very supportive of the scheme.
- 3.61 Comments raised by the panel and its subsequent report have been considered as part of the design development. The architectural responses are provided within the Design and Access Statements.

Barnabus

- 3.62 Representatives from the Park design team attended a pre-application meeting with Barnabus on 24 July 2019.
- 3.63 Barnabus is a Christian Homeless Charity which has been operational in Manchester for over 25 years. They provided the design team with suggestions and information on how Mayfield management can deal with the issue of rough sleeping.
- 3.64 Comments raised by Barnabus have been considered as part of the design development for the park and responses have been provided within the Design and Access statement.

4 Summary and Conclusions

- 4.1 Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and Manchester's Statement of Community Involvement.
- 4.2 The proposals form Phase 1 of the Mayfield redevelopment, which is supported by a Strategic Regeneration Framework. The Strategic Regeneration Framework endorsed in 2018 following an extensive public consultation.
- 4.3 The SRF consultation gauged opinions from all stakeholders including the local community. Valuable insights were gained and have informed the designs for the first phase of development at Mayfield.
- 4.4 The application proposals have been the subject of a significant amount of pre-application consultation, which has involved the use of a number of consultation methods to engage effectively with the Local Planning Authority, local residents and businesses, Ward Councillors, Greater Manchester Police, adjoining owners, and Statutory Consultees, to identify and consider relevant issues prior to the submission of the application for Planning Permission.
- 4.5 Pre-application engagement with local residents and businesses was principally focused on four dedicated public exhibitions, held on Friday 10 May, Saturday 11 May, Friday 17 May and Saturday 18 May. The exhibitions were well attended and 324 individual comments were received, which were predominantly positive.
- 4.6 Any negative comments received have been addressed within this Statement and other supporting documents, or will be subject to a future planning applications as part of future phases.
- 4.7 Verbal feedback received during the event was similarly broadly positive and again, members of the public welcomed the new proposals.
- 4.8 The consultation process will also continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this process, the applicant and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

Appendix 1 – Invitation Leaflet

Mayfield

You can turn this vision into reality by sharing your views.

and natural assets to create a world class, city centre neighbourhood.

The initial planning applications for the first phase of this 30-acre site will be submitted this year. Our vision is to use the very best of the site's historic

rejuvenated banks of the river Medlock

cultural uses centred around Manchester's first city centre park in 100 years.

This 6.5 acre managed open space and playground will straddle

THE MAYFIELD PARTNERSHIP IS HOLDING PUBLIC FEEDBACK SESSIONS FOR THE REGENERATION OF THE FIRST PHASE OF MAYFIELD, MANCHESTER

SHAPE
MAYFIELD



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Learn more about the plans for the first phase of Mayfield and have your say at one of our drop-in events.

The proposals will be on display and we will be there to answer questions and record your views.

If you are unable to attend please visit:

MAYFIELDMANCHESTER.CO.UK

INSTAGRAM: MAYFIELDMANCHESTER

FACEBOOK: MAYFIELDMCR

TWITTER: MAYFIELDMCR

FEEDBACK SESSION LOCATIONS:

MAYFIELD DEPOT, BARING STREET, MANCHESTER M12 2PY

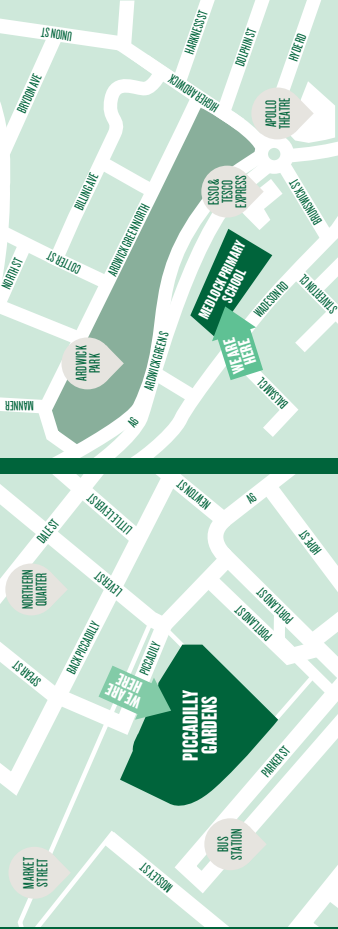
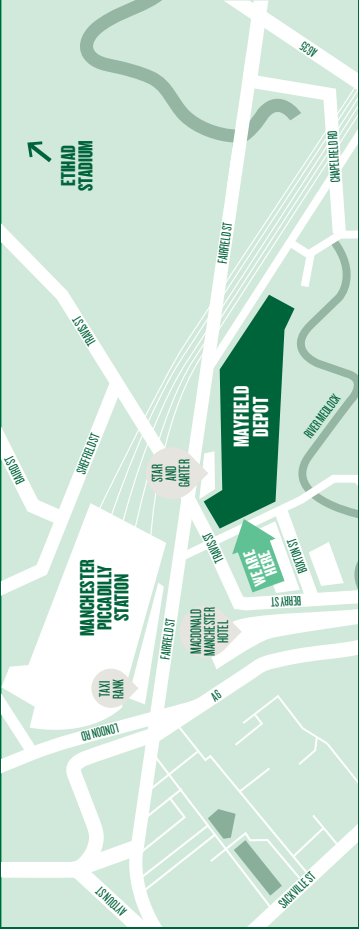
Fri 10th and Sat 11th May, 12 noon - 7pm

MEDLOCK PRIMARY SCHOOL, WADESON ROAD, MANCHESTER M13 9UJ

Fri 17th May, 1pm - 4:30pm

PICCADILLY GARDENS, MANCHESTER CITY CENTRE

Sat 18th May, 12 noon - 5pm



WHAT HAPPENS NEXT?

All comments will be fed into the design process and our planning applications for the first phase will be submitted over the summer. There will be an opportunity to make further comments through Manchester City Council's formal consultation process.

IF YOU'D LIKE TO RECEIVE THIS INFORMATION TRANSLATED PLEASE CALL +44 (0)161 509 9503 OR EMAIL ENQUIRIES@MAYFIELDMANCHESTER.CO.UK

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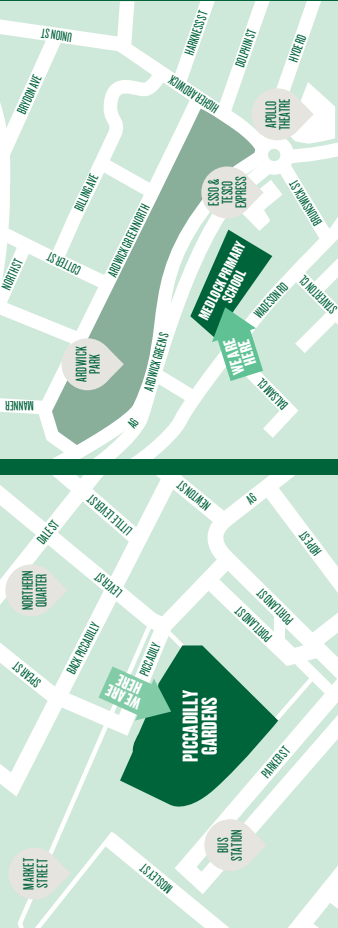
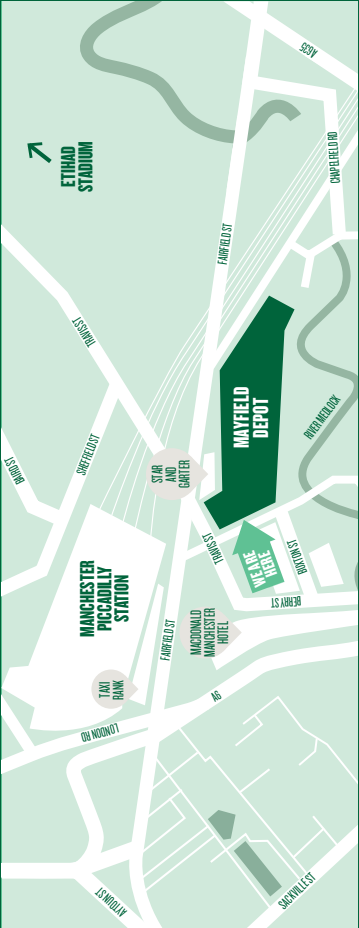
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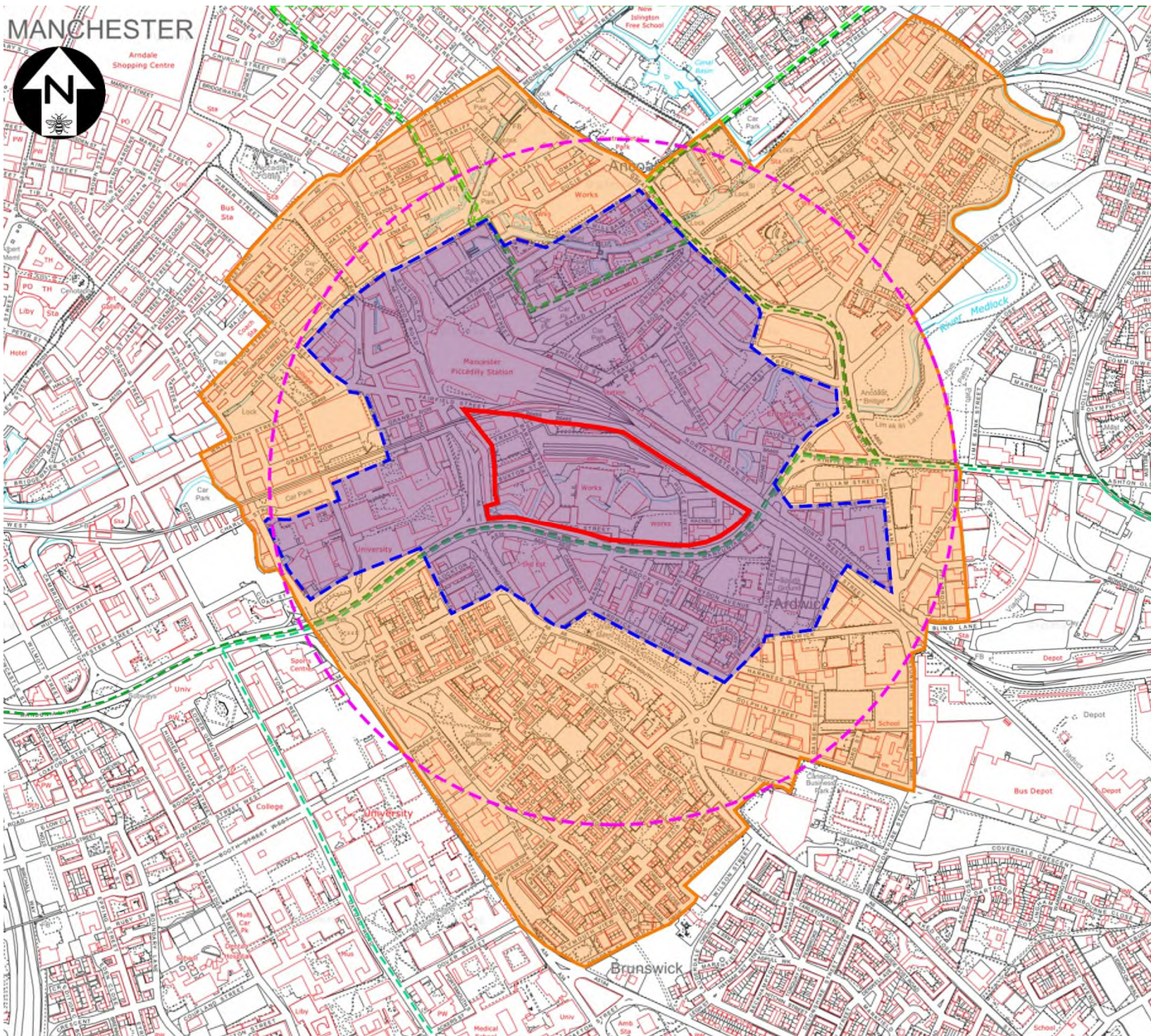


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Appendix 2 – Consultation Zone



-  SRF Area boundary
-  750m radius
-  U+I Consultation Zone
-  MCC Consultation Zone
-  Ancoats ward boundary
-  Ardwick ward boundary
-  Bradford ward boundary
-  City Centre ward boundary

Appendix 3 – Display Boards

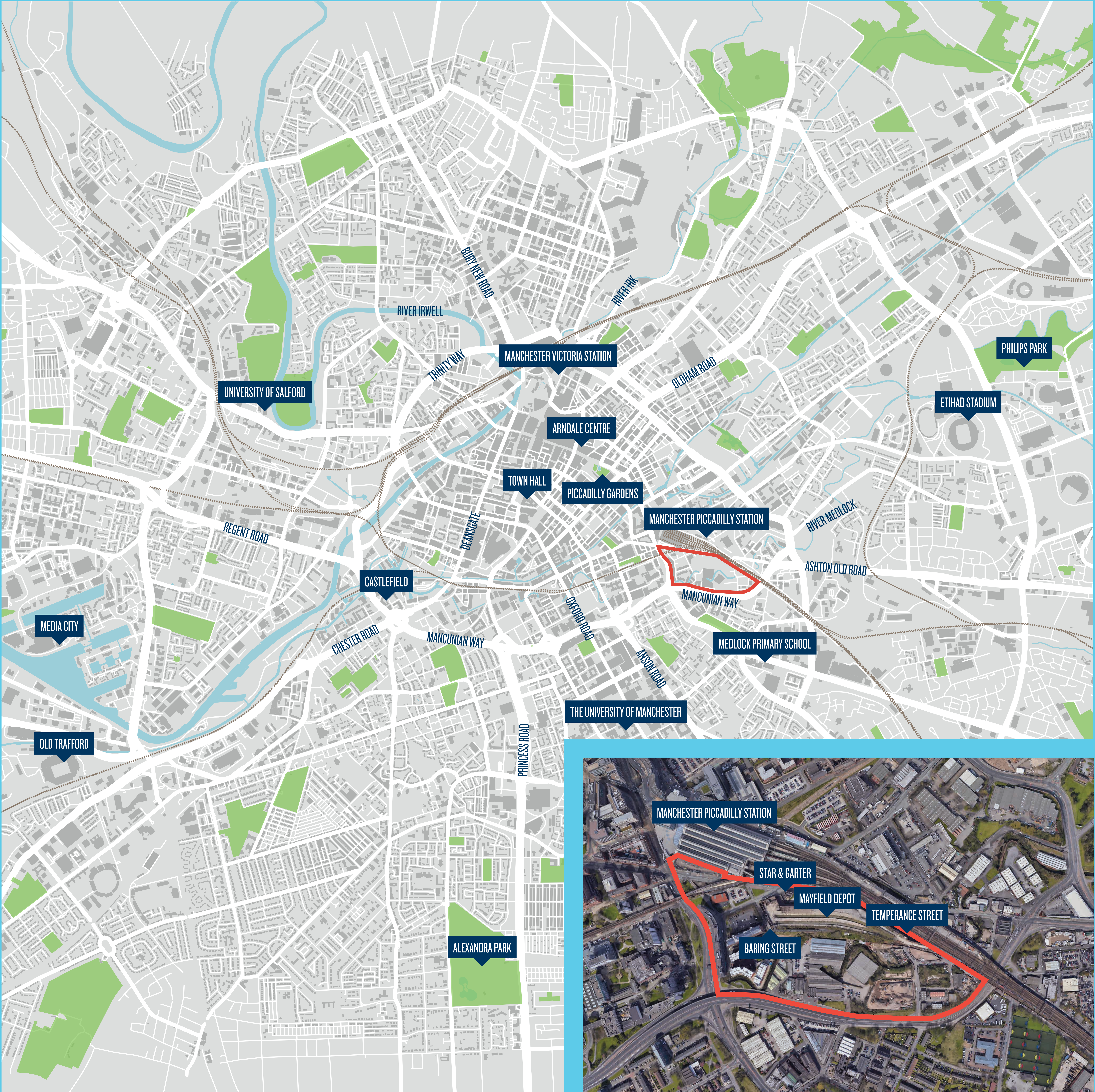
WELCOME TO MAYFIELD.

FOLLOW THE RIVER MEDLOCK TO THE FUTURE.

The site you're standing on began life as the location of Thomas Hoyle's cotton printing mill in 1782. The mill was demolished in 1910 and Mayfield Station was built in its place. The station closed in 1960 and the site has since played host to a Post Office sorting depot, go-karting track and even made a cameo on Prime Suspect.

Now as we plan to breathe new life into this 30-acre city centre site we need your input.

Follow the contours of the River Medlock, essential to the printing process of the past and to life going forward, explore our plans displayed along the river's course and help shape a world-class future for Mayfield, Manchester.



THE VISION

The vision for Mayfield is to deliver a world class, transformational, distinctive and imaginative commercially led neighbourhood, anchored by Mayfield park, which will become a powerhouse of socio-economic production. The Mayfield Partnership proposes to capitalise on the site's existing assets: the Mayfield depot, the River Medlock; and its gateway location at the heart of an extensive transport network, to become a destination for work, play and living for all.

Let us know what you think:



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THE MAYFIELD PARTNERSHIP

The Mayfield Partnership is a true Public Private Partnership (PPP). A collaboration of Manchester City Council (MCC) consistently positioning Manchester as a world-class city; Transport for Greater Manchester (TfGM) committed to the growth of the region, LCR, the UK government's placemaking expert and U+I, experts in regeneration of land, property and communities.

LCR



MANCHESTER
CITY COUNCIL



Transport for
Greater Manchester



STRATEGIC REGENERATION FRAMEWORK (SRF) & WORK TO DATE

WHAT IS AN SRF?

SRFs are high-level planning policy documents which provide a framework to support development within regeneration areas across the city. They set out guidance in reference to an illustrative masterplan. They are a material consideration in the decision making process of any planning application in the area to which they relate. The Mayfield SRF was endorsed by Manchester City Council in May 2018 following public consultation.

In collaboration with the community, the Mayfield Partnership has facilitated activities to bring the site back to life prior to a single brick being laid. These temporary ventures provide unequalled opportunity for local businesses and make great use of otherwise derelict space.

THE GATEHOUSE

A 4-storey building providing 2 floors of office space for on-site management, development and architectural teams. Space for worthwhile use is also available here.

THE ARCHES

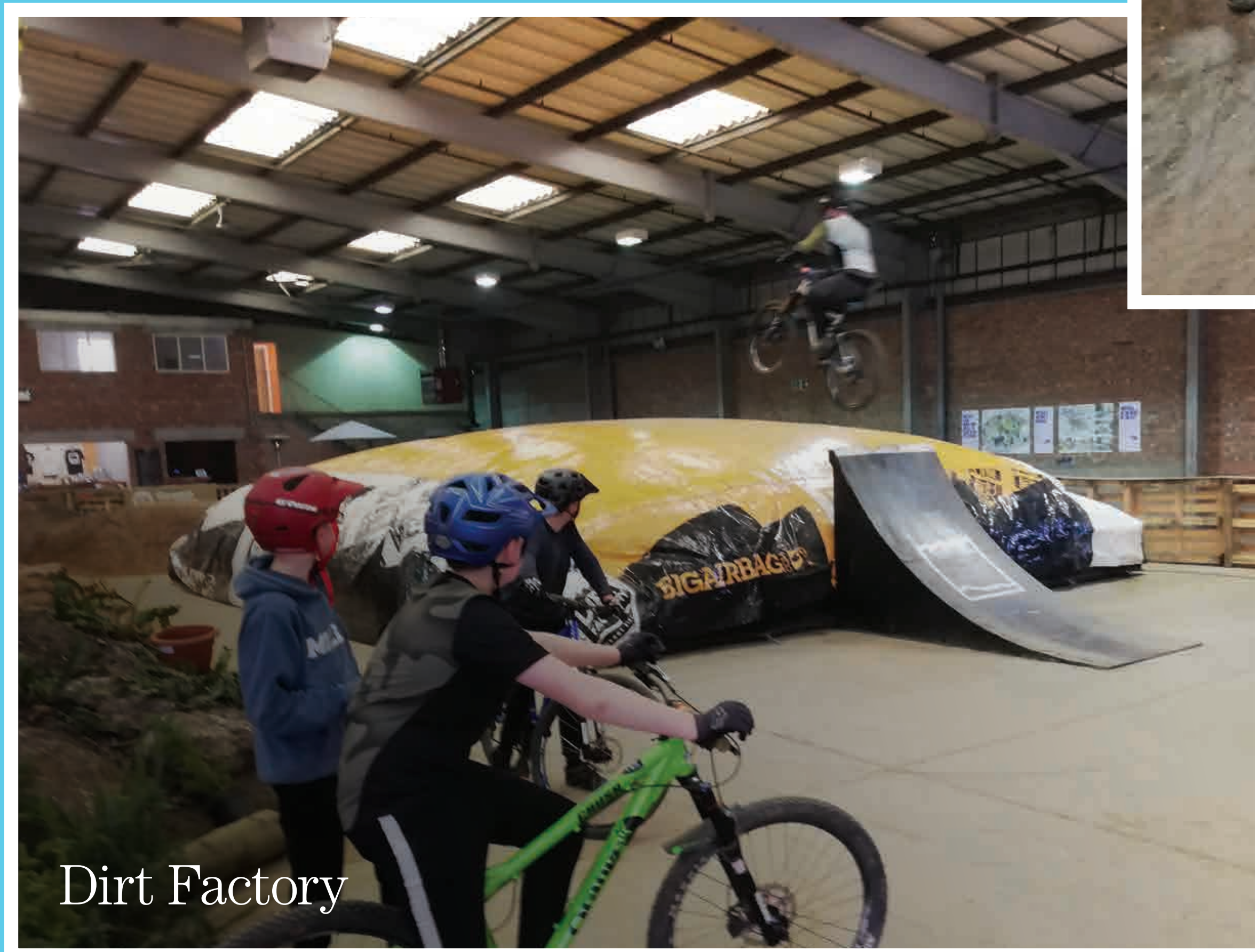
Vast, covered and flexible event space has seen immersive theatre in *Trainspotting Live*, cinema screenings, *GRUB* street food markets, cookery demonstrations, live music and many more experiences of local, national and international popularity.

DIRT FACTORY

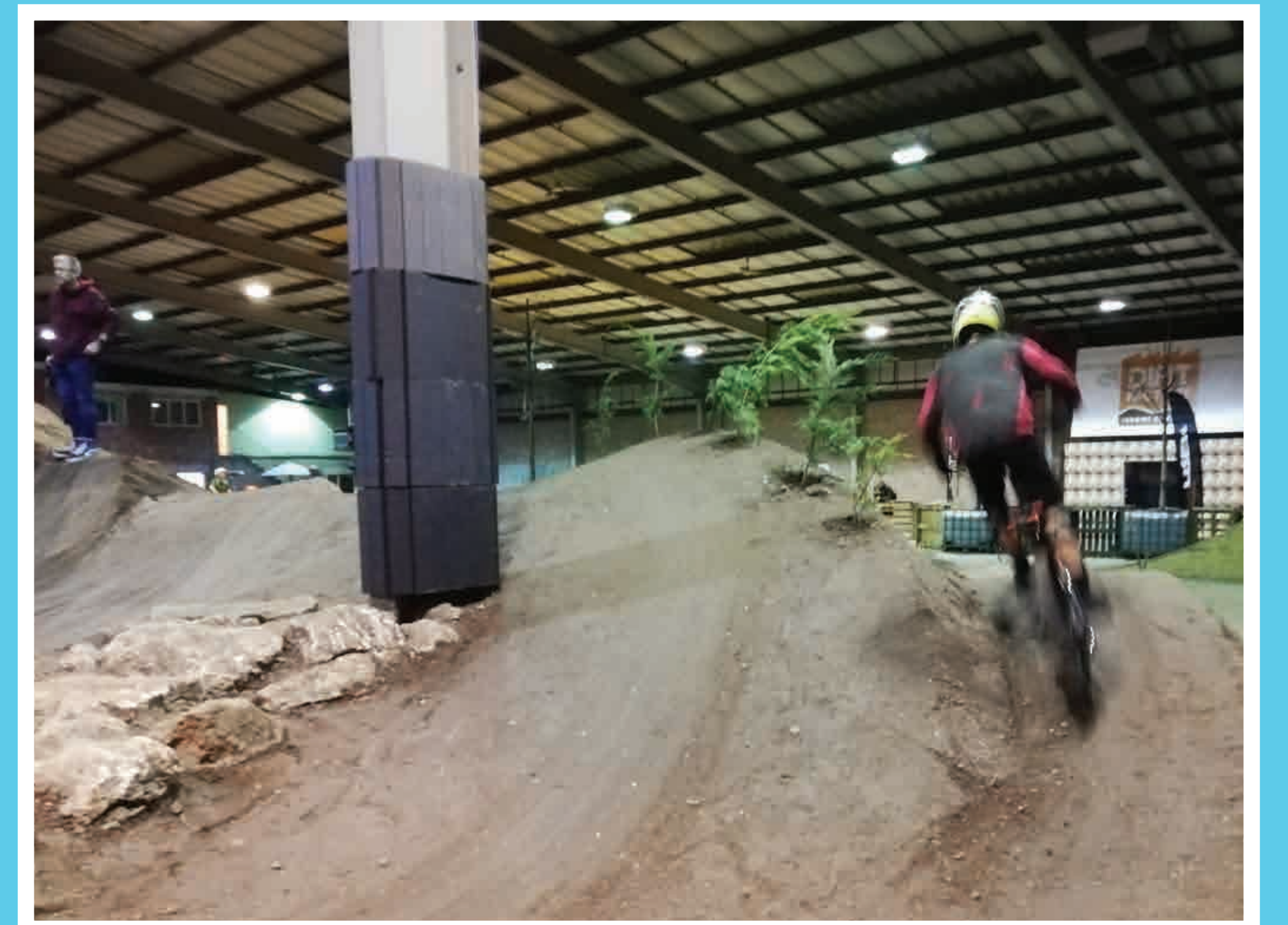
In a disused warehouse on site, local Dan Makin has realised a dream with challenging bike trails for all ages and abilities. A number of local primary school children have ridden bikes for the first time, companies are booking team-building events and Dirt Factory is in growing demand for teen birthday parties.



The Gatehouse

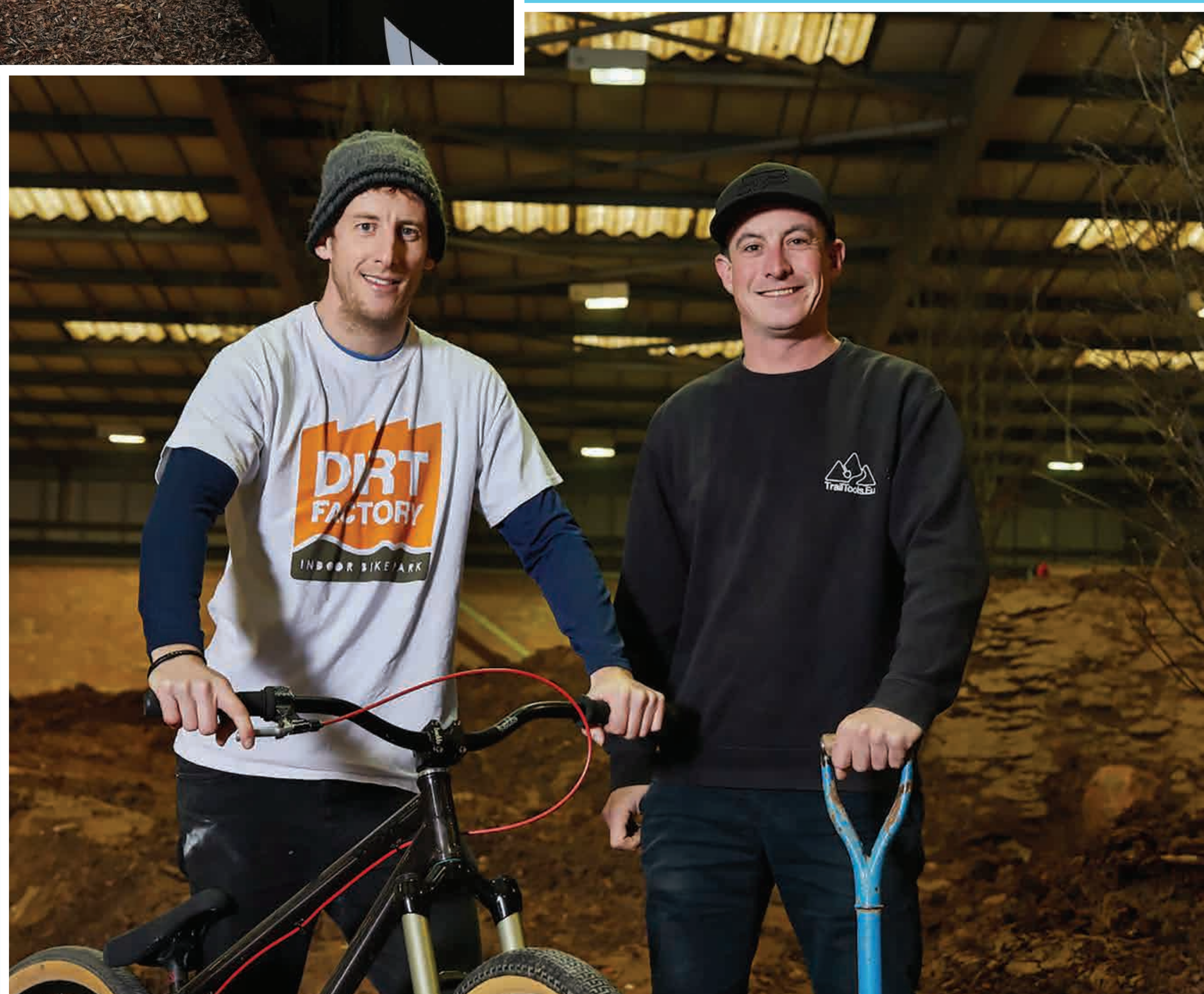


Dirt Factory





The Arches



HISTORY & HERITAGE

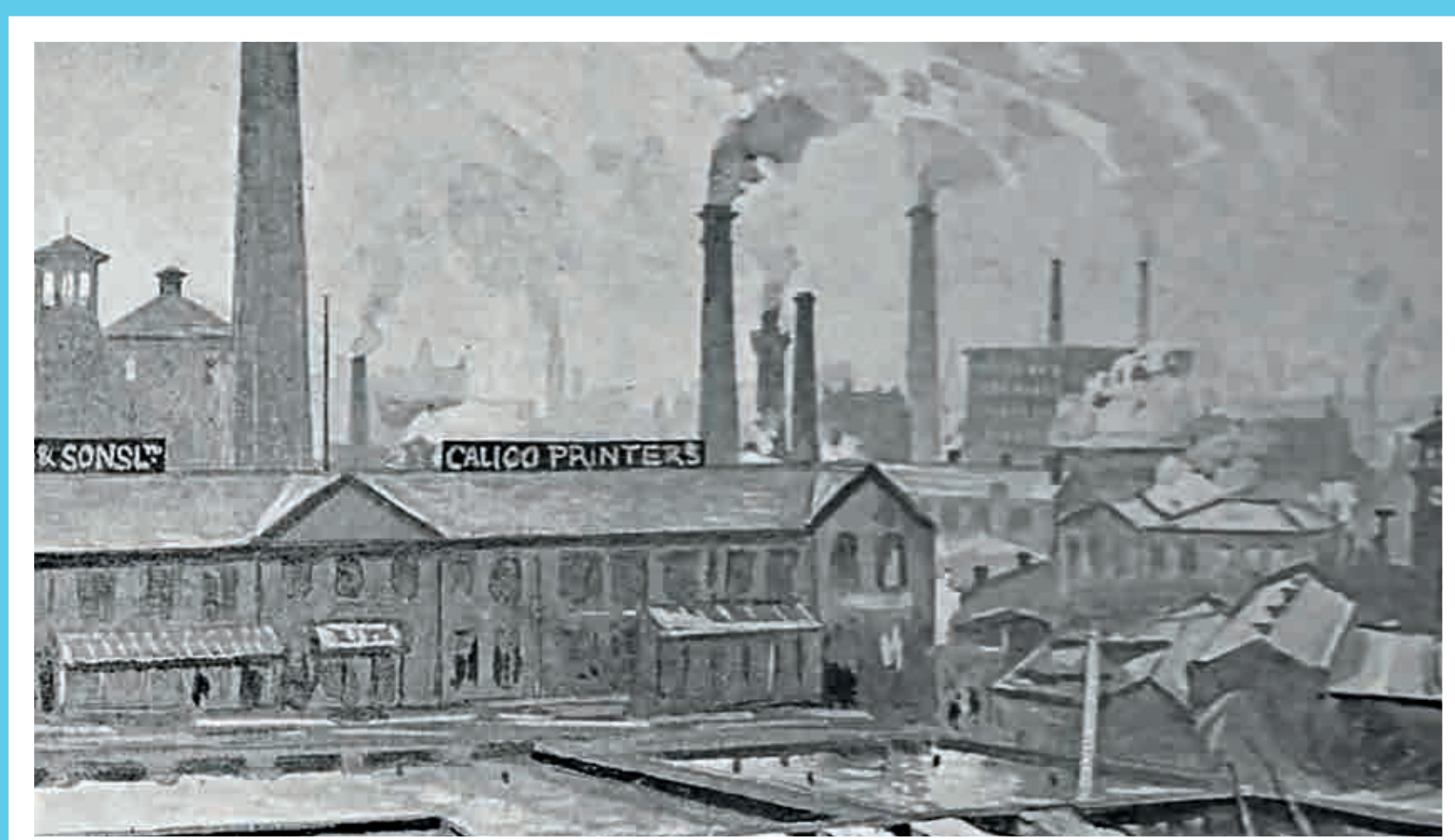
The Mayfield area contains several historic buildings and structures including The Star and Garter pub, the Mayfield depot, Temperance Street railway arches and the Baring Street Bridge. The Star and Garter pub is the only listed building within the SRF area. The pub is not in the ownership of the Mayfield Partnership and is not negatively affected by our plans.

Baring Street Bridge is the only notable historic structure within the Phase 1 boundary.

TIMELINE

1782

Thomas Hoyle establishes the Mayfield Print Works on the site of a former country house on the edge of Manchester. Hoyle chooses Mayfield as the water he needs is readily supplied by the River Medlock.



1899

Over production of Calico and a bid to maintain prices leads to the formation of the Calico Printers Association. Its grand HQ, the St James' Building on the corner of Oxford Street, pays testament to the Association's wealth but as cheaper imports erode prices, change is in the air.

1940 - WW2

Mayfield is hit by a parachute mine.



A view looking west through Mayfield Station 1960

1800s

Hoyle, his son and 3 sons-in-law, master methods of printing colours, particularly purple onto Calico cloth. As purple represents a technical challenge the colour has to-date been expensive and the preserve of the wealthy and the clergy. With his exquisite patterns and purple cloths at prices accessible to the growing middle classes, Hoyle makes his fortune.

1910

Mayfield Print Works is demolished and replaced with a 4-platform railway station. Increasing passenger numbers mean a new facility is necessary to support the London Road station to reduce over-crowding.

1910 - 60

The golden age of steam sees Mayfield as an overflow train station for suburban services to the south of Manchester. Electrification and modernisation in the late 50s sees all services diverted from the main London Road station until it re-opens as Manchester Piccadilly. In 1960 Mayfield's platforms fall silent.

1970 - 89

After 10 empty years the buildings re-open as a parcel depot. Easy rail access creates an ideal location for Royal Mail until 1986 when Parcelforce abandons rail in favour of road haulage. Mayfield's tracks are removed in 1989.

2013

February sees the site roof dismantled and *Manchester International Festival* hosts a plethora of cultural activity and entertainment in July.

2017

Mayfield opens again to the people of Manchester with a weekly open-air food fair, *GRUB*, which attracts 2,000 visitors every weekend. *Manchester International Festival* hosts two events at Mayfield, the historic arches house events including the *Manchester Food and Drink Festival* and the finals of the *British Street Food Awards* also take place on site. Again the area reverberates to the sound of conversation and laughter.



2016

The Mayfield Partnership is formed to deliver a £1.1bn regeneration scheme. U+I wins the bid for development partner largely due to proven social conscience and plans to retain existing heritage assets.

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

Mayfield has followed the contours of the city's growth and meandered through time like the Medlock itself. A new era is dawning for Mayfield, the area and its next chapter is about to be written.

1990s & 00s

Other than brief flirtations as an indoor go-karting track and film location – *Prime Suspect* and *The Last Train*, Mayfield remains un-used for a further 14 years. Developers propose many schemes during this time and face rejection from lack of funding or planning consent.



2019

Dirt Factory, the vision of local entrepreneur Dan Makin, sets up home at Mayfield in March. Using 2,000 tonnes of reclaimed soil, this all-ages, all-abilities activity centre is facilitated by over 50 volunteers.

The critically acclaimed *Trainspotting Live* stage show ran through March and April in the main depot and *Manchester International Festival*, now in its 13th year, returns in June bringing the show *Invisible Cities* for its world premiere.

Over the August bank holiday, in a first-time collaboration with *Manchester Pride*, Mayfield sees headliners Years and Years as well as the eagerly anticipated return of Ariana Grande to the city.

Manchester has much to look forward to at Mayfield.

2018

Soul and spirit picks up further as the Mayfield Partnership embraces cultural placemaking opportunities and engages well known author, Jonathan Schofield, to give Mancunians historic tours of this extraordinary location.

Everything that happened and would happen by German artist Heiner Goebbels has its world premiere in October and The Warehouse Project's collaboration with BBC Radio 6 Music brings stand-out shows from across the musical spectrum.

GRUB returns for the summer food-market and opens the Fairfield Social Club in two of the railway arches creating a thriving winter venue for food and music gigs. In addition David Tovey brings to Mayfield *Man on Bench Fairytale* a production developed by people who've faced homelessness.



WHAT YOU'VE
ALREADY
TOLD US AND
HOW WE'VE
RESPONDED.

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STRATEGIC REGENERATION FRAMEWORK CONSULTATION

A 6 week public consultation in February and March 2018 gauged opinion from all stakeholders including the local community. Valuable insights were gained and have informed the designs in our planning application. Some of these themes and our responses in Phase 1 of development are outlined below.

PRIORITISING THE GREEN SPACE AND THE PARK

Mayfield park will be the first substantial city centre park in Manchester for over a century and is a top priority in the scheme. Detail on how you have helped shape this is provided on the park section.

HERITAGE

Many expressed a desire to see historic materials reused in respect of the industrial character of the site. The Baring Street bridge is being retained and the park team is exploring how to maximise remaining historic features within the design. We are all passionate about this and the whole design team have been informed by the history of the site. The potential materials for new buildings have been selected in reference to nearby historic buildings, particularly red brick.

Support for independent traders was a strong theme within the consultation, as was the restoration of creative industry on the site. Phase 1, alongside the temporary uses, provides a range of spaces for commercial and creative occupiers including autonomous small businesses.

Several people raised the issue of building height, size and form. All the buildings proposed in this phase have been designed to minimise shadowing of the park and the impact of wind.

SRF EVOLUTION

Since the endorsement of the SRF we have refined the masterplan. Key elements of the design development include:

MULTI-STOREY CAR PARK

We have decided to progress with the SRF plans for a multi-storey car park and removed all proposals for underground car parking. This creates active ground floor frontages and limits Mayfield's through traffic.

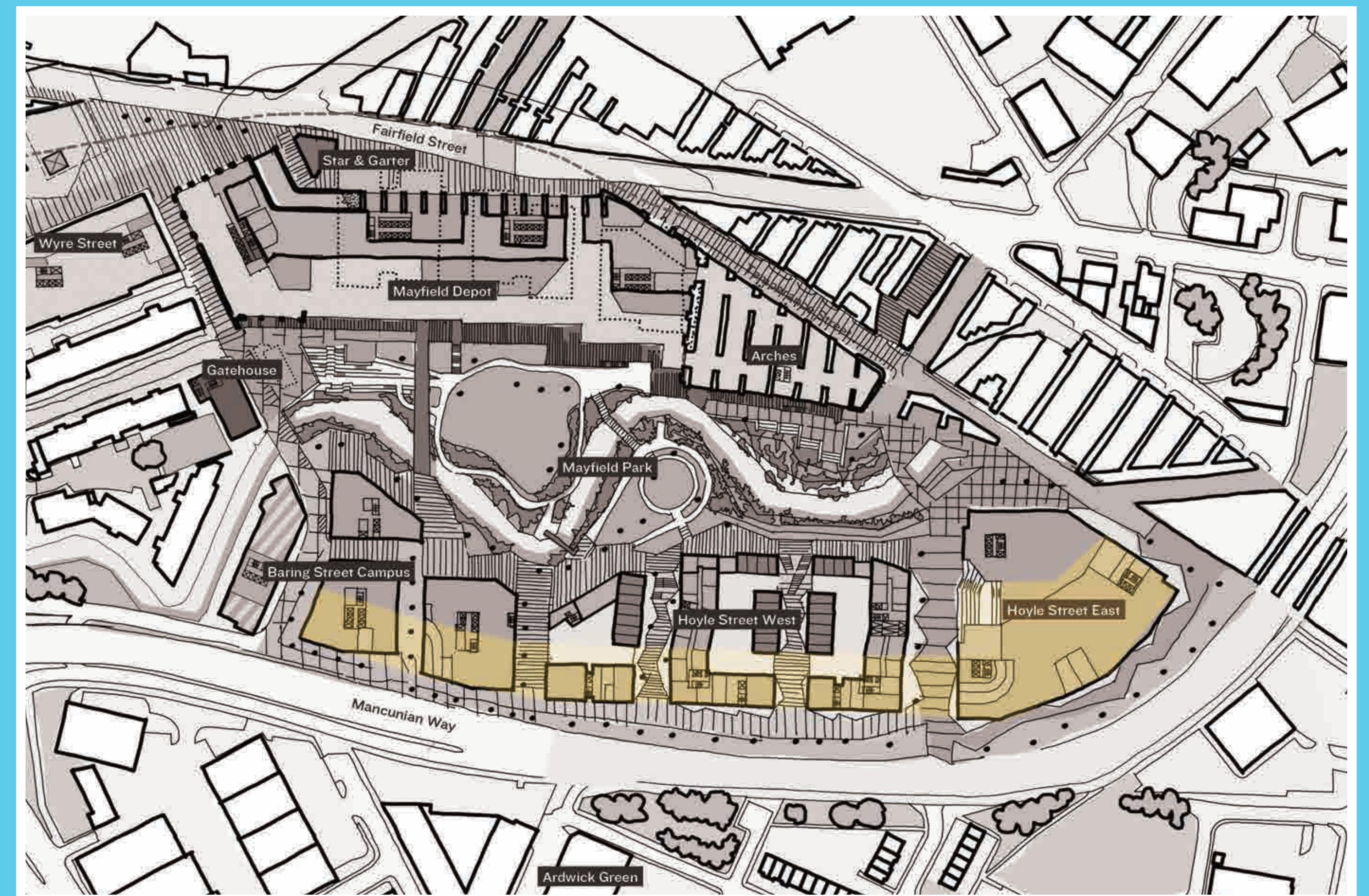
HOYLE STREET EAST

While not within the Phase 1 planning application the layout of Hoyle Street East has been adapted to provide better definition of the eastern edge of the park and a unified series of public spaces on the river bank. Extending the park improves the pedestrian connection between Hoyle Street East and Fairfield Street without any overshadowing issues.

BARING STREET SQUARE

We have improved the journey from the city centre by including a public square on Baring Street. This gives a focal point for the office building located here and a platform for unrivalled views of the entire park.

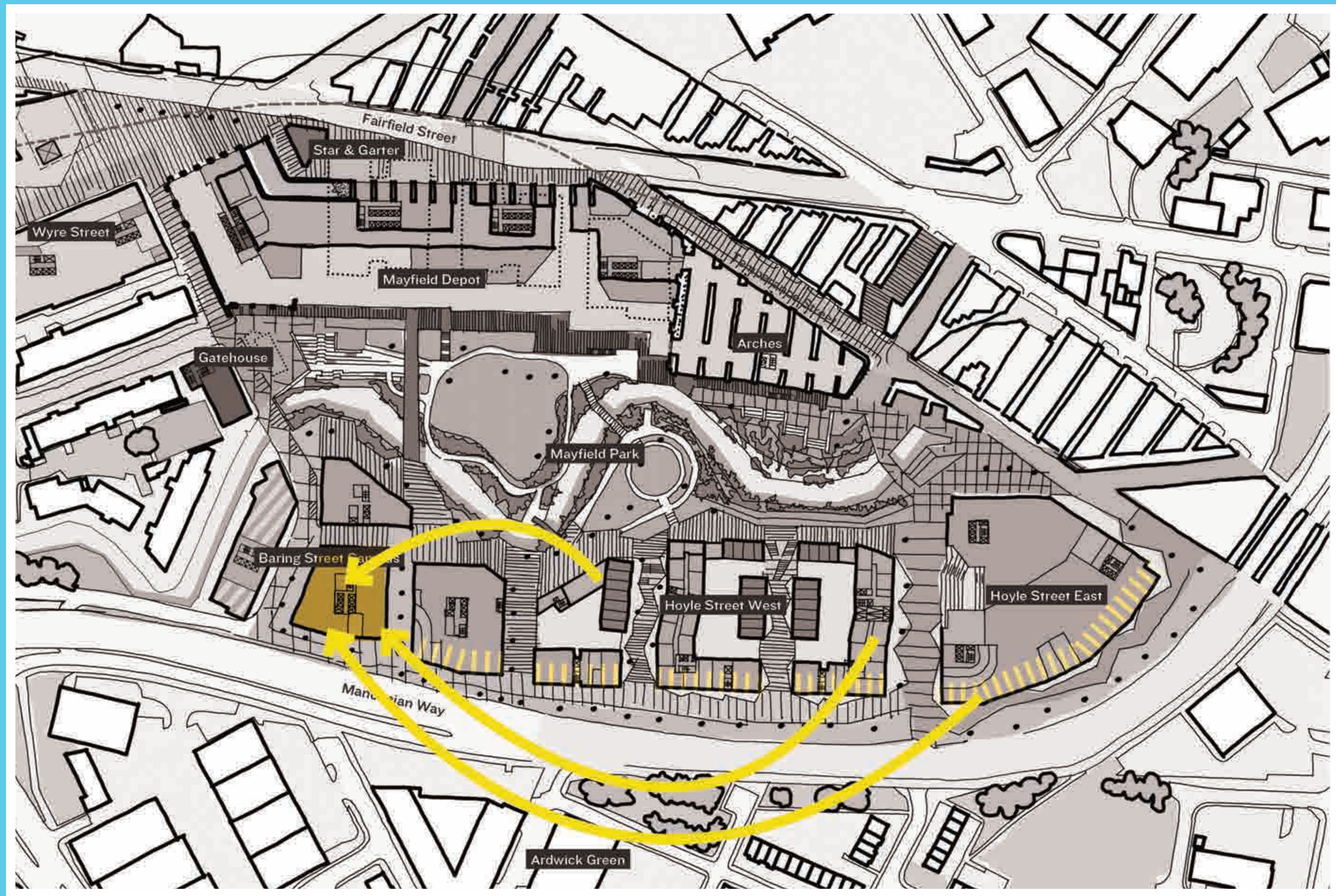
I. SRF APPROACH TO PARKING



4. HOYLE STREET EAST PODIUM REDUCED



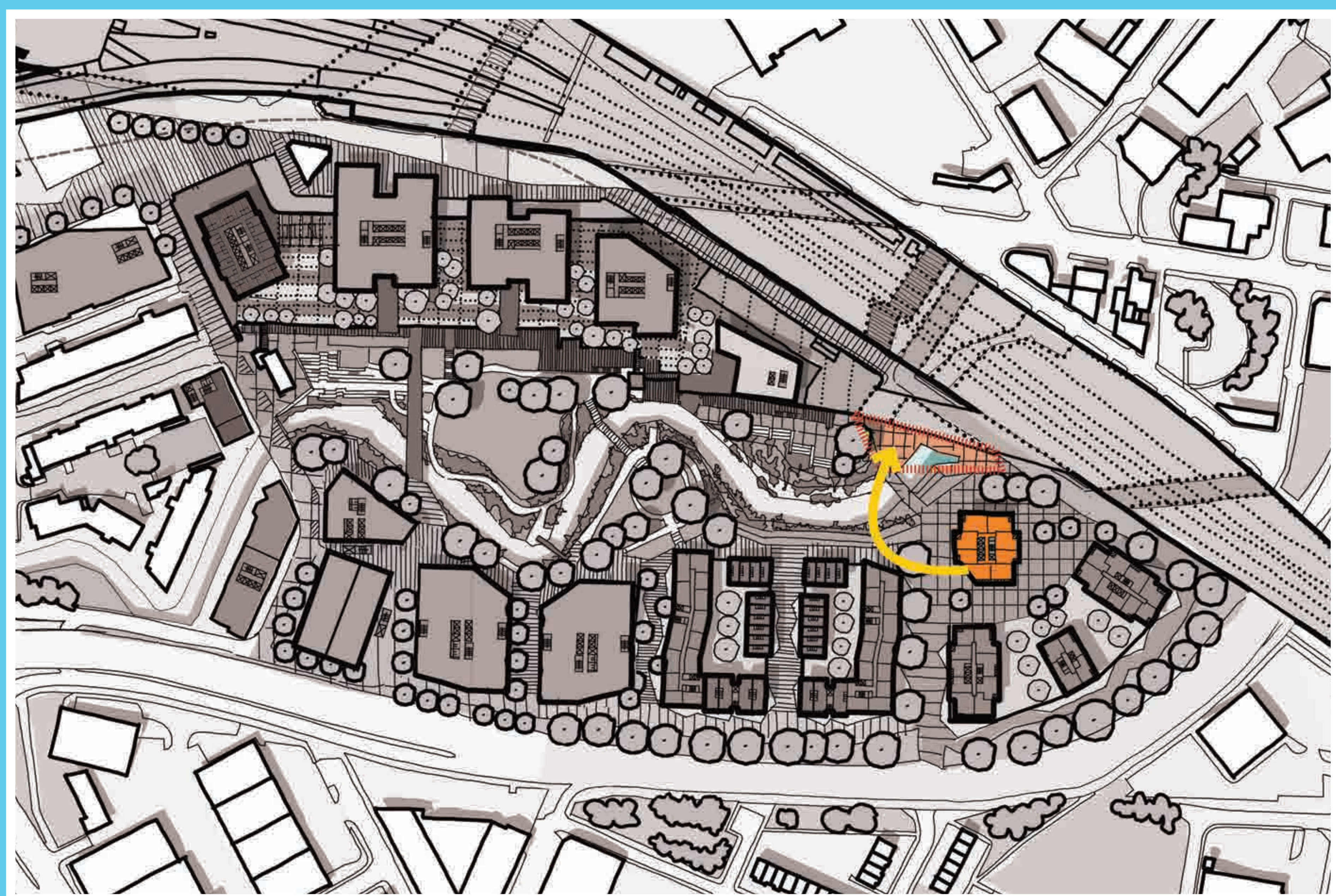
2. CONSOLIDATING PARKING TO MSCP



3. RE-PROVISION OF OFFICE



5. DEFINING EASTERN EDGE OF MAYFIELD PARK



6. CONSOLIDATING THE PARK



WHAT ARE WE CONSULTING ON NOW?

Let us know what you think:



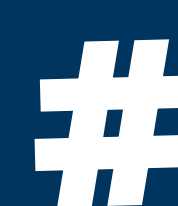
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PHASE ONE

The Mayfield Partnership is now preparing a specific planning application for Phase 1 of development. This includes:

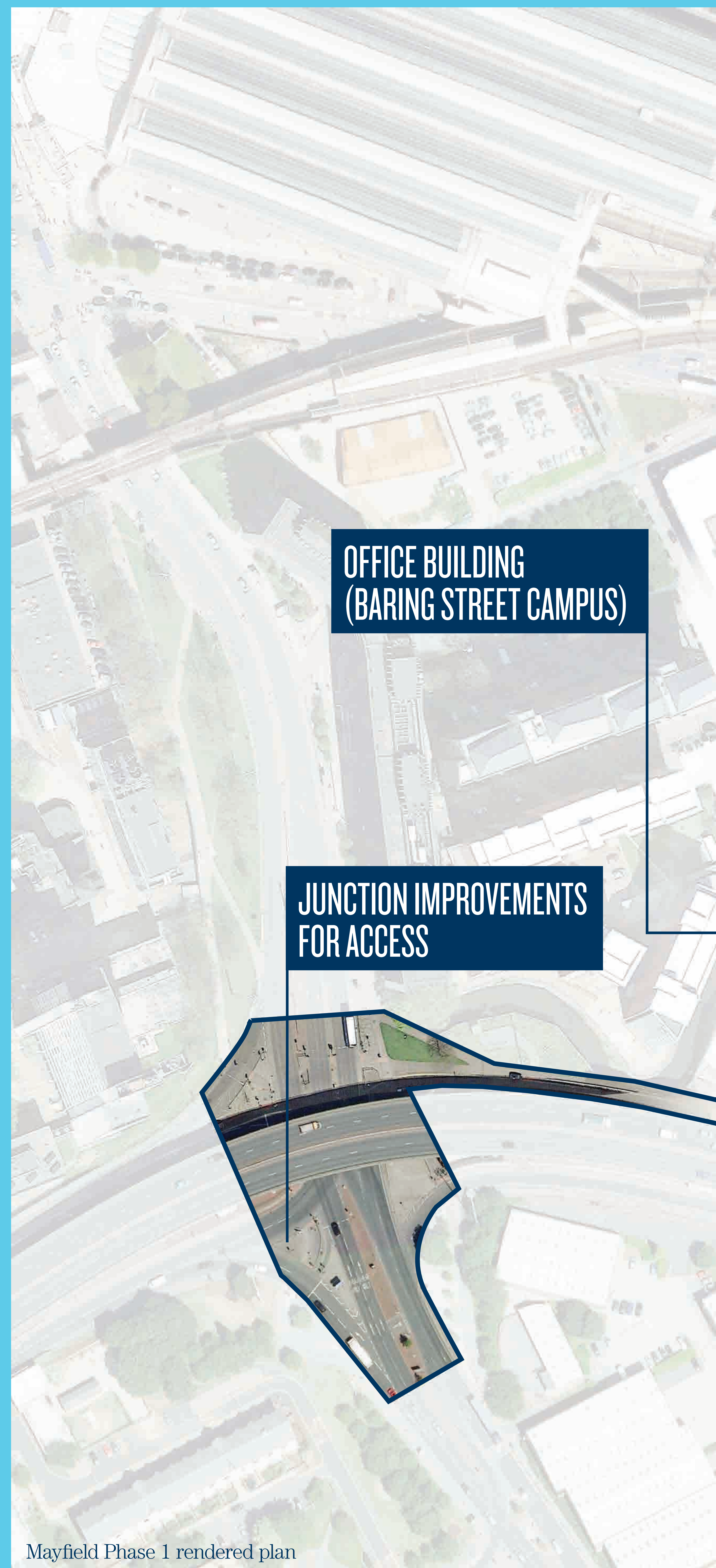
MAYFIELD PARK AND PUBLIC REALM

This includes restoration of sections of the river bank, a 5.8 acre section of the park and significant elements of public realm.

BARING STREET CAMPUS

An office building and multi-storey car park are proposed in Phase 1 for the Baring Street Campus.

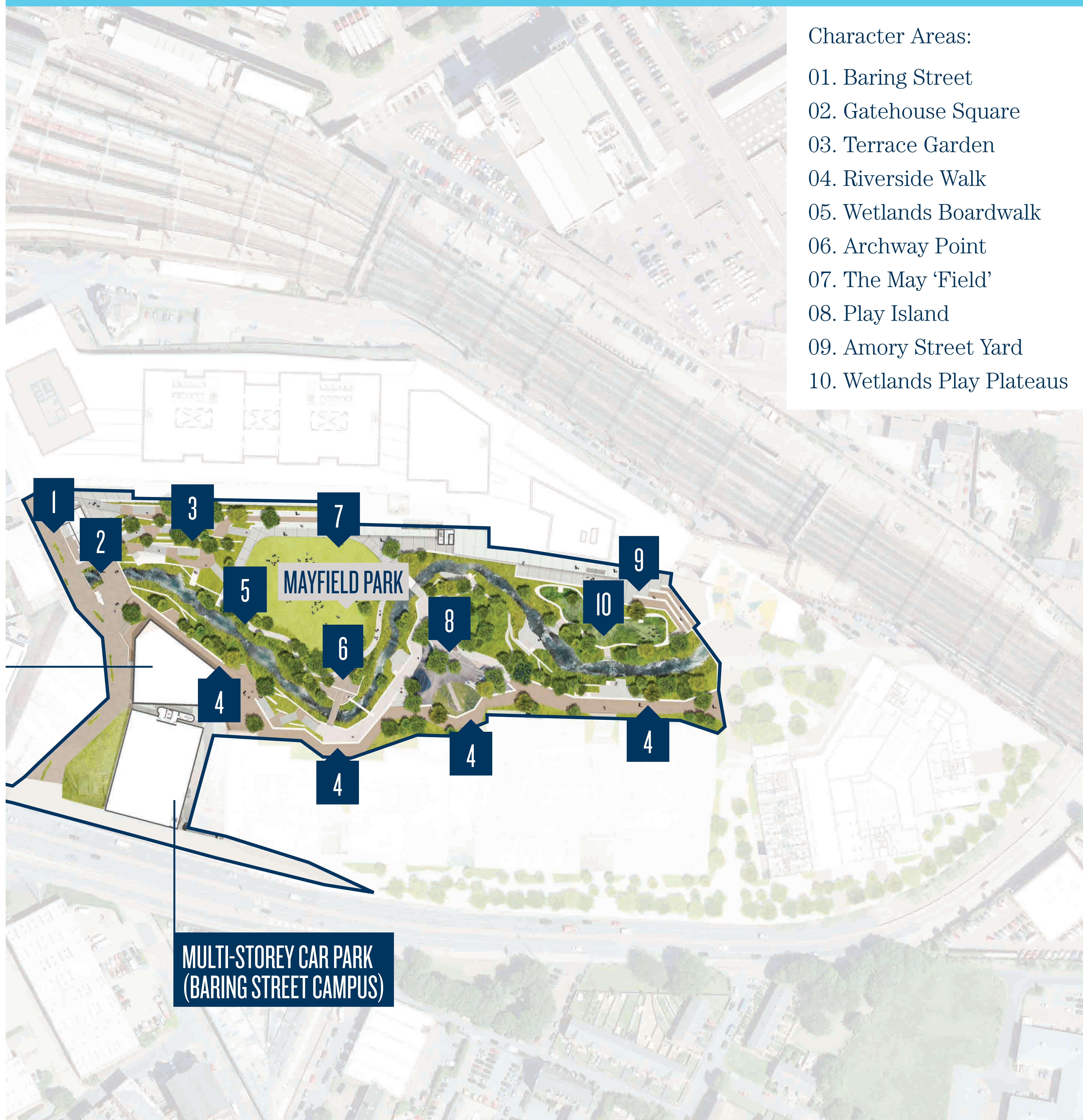
The Mayfield Partnership is entirely committed to working with the local community and feedback received from this consultation will inform our development of the area.



Mayfield Phase 1 rendered plan

Character Areas:

- 01. Baring Street
- 02. Gatehouse Square
- 03. Terrace Garden
- 04. Riverside Walk
- 05. Wetlands Boardwalk
- 06. Archway Point
- 07. The May 'Field'
- 08. Play Island
- 09. Amory Street Yard
- 10. Wetlands Play Plateaus



BARING STREET CAMPUS

The office development will be approximately 9,000 sq m over 8 floors. Its ground floor will provide a community space for collaborative working, meeting rooms and a café. The office building will include terraces on different levels overlooking the park and its frontage will open to the river and park.

The car park will provide approximately 550 spaces and will service the whole development although there will be additional spaces for disabled users around the site. All spaces can be converted to electric charging points and the car park uses materials inspired by the Mayfield depot.

Social, economic and environmental benefits include:

- Well-being first
- Economic growth
- Adaptable office space
- People, not vehicle-centred development
- Future-proofed car park
- Reflective of heritage and respectful of history
- Designed-in collaborative working
- Distinctive design features in buildings – including public gateway spaces

Let us know what you think:



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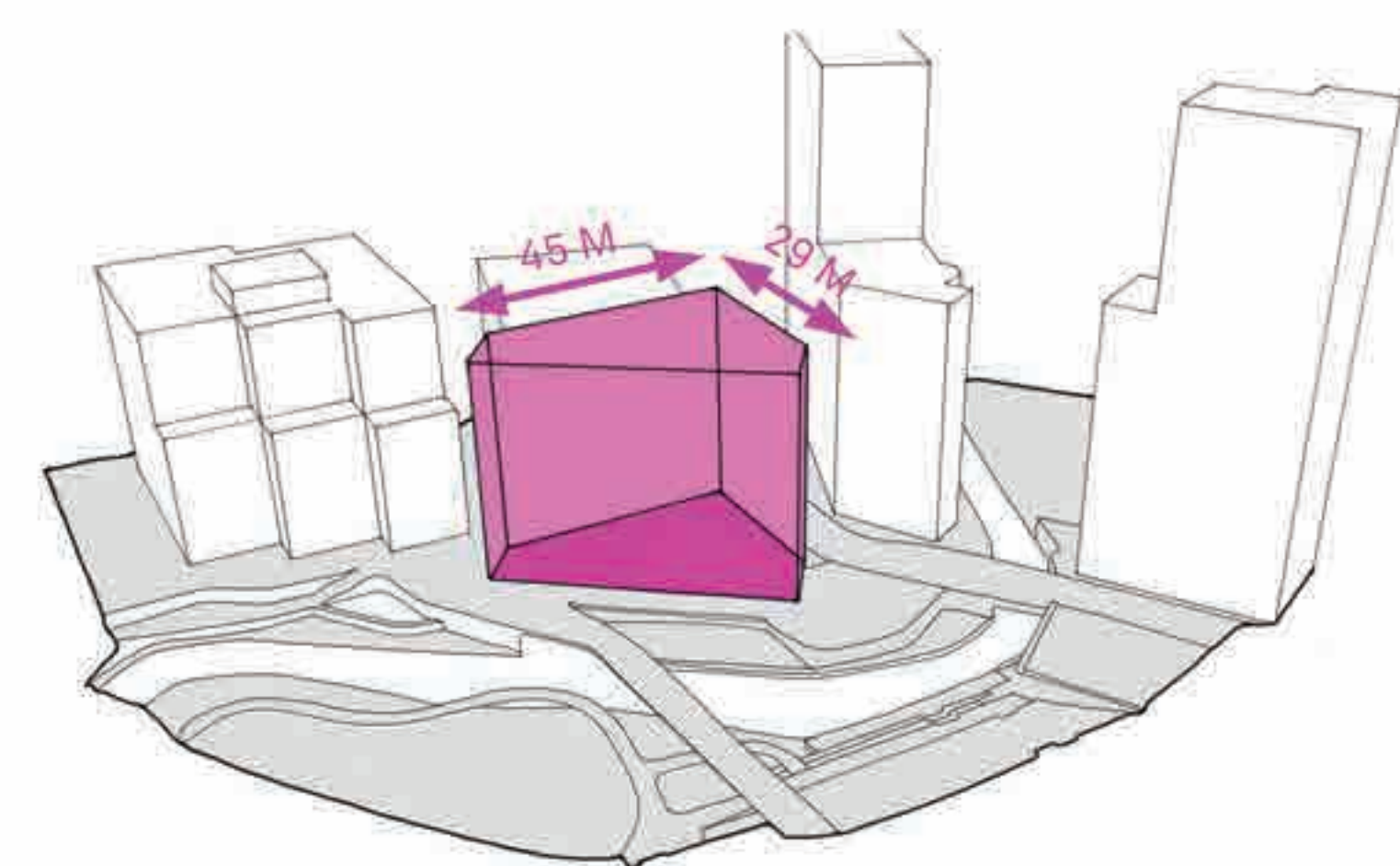
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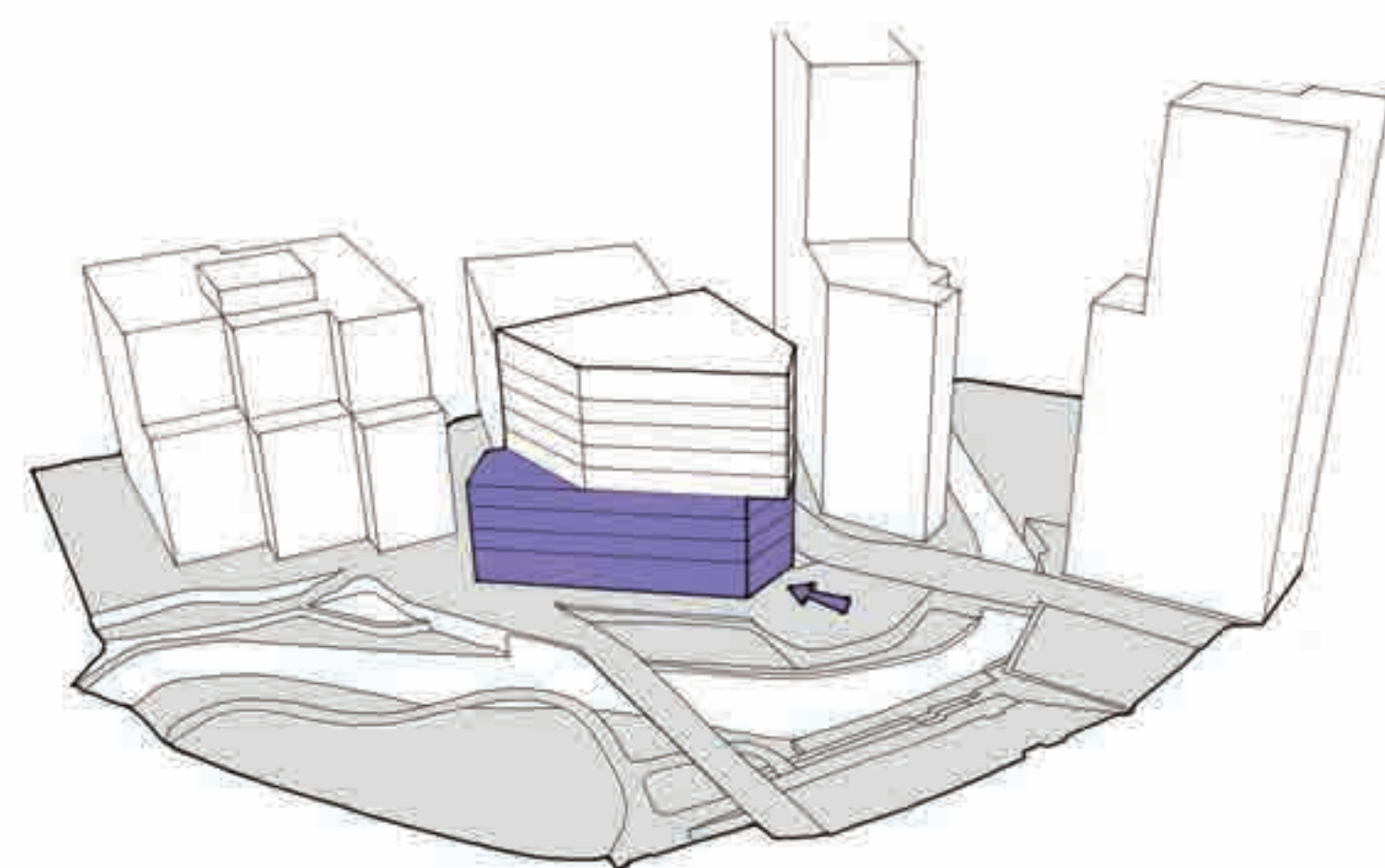
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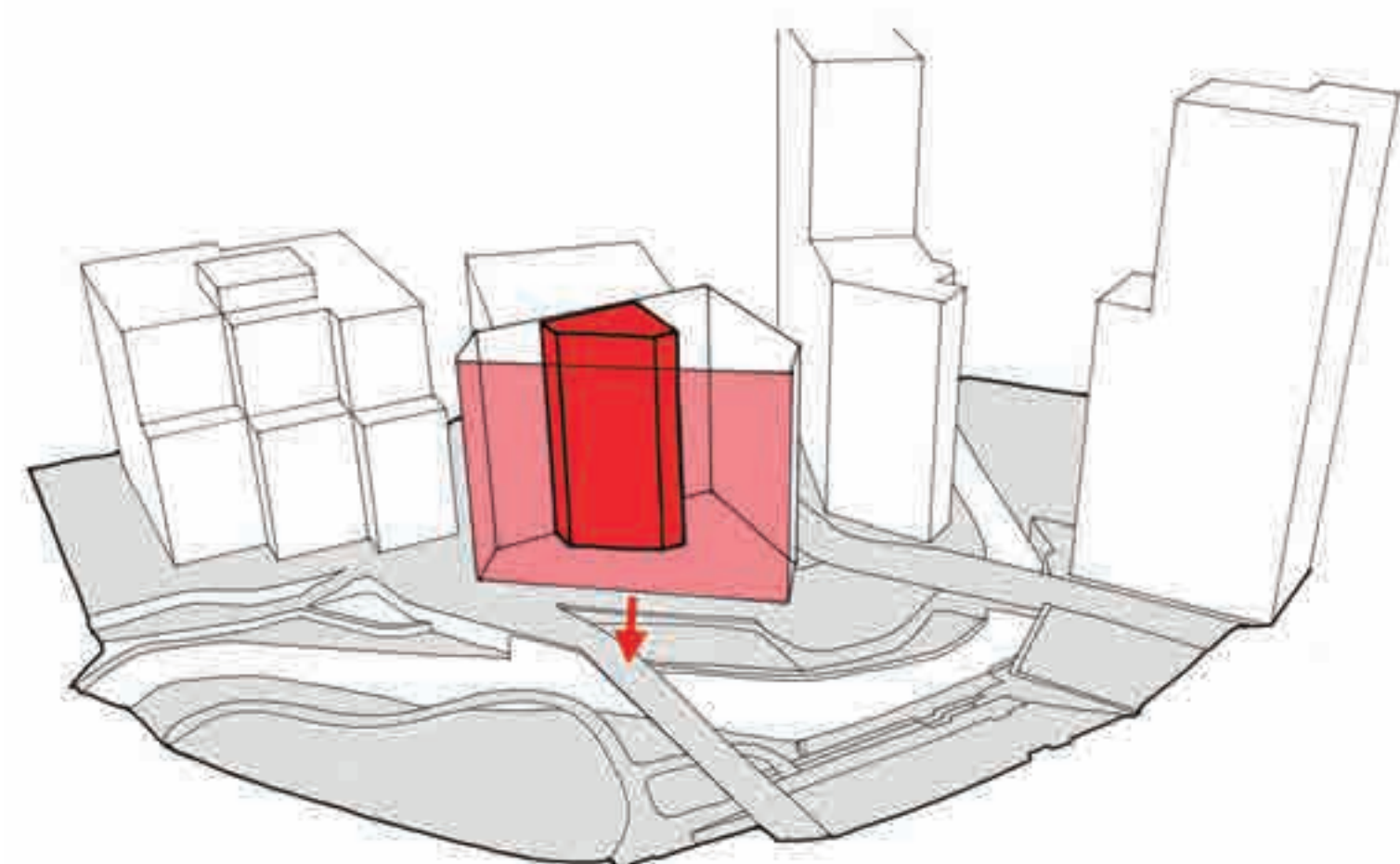
DEVELOPMENT OF THE FORM



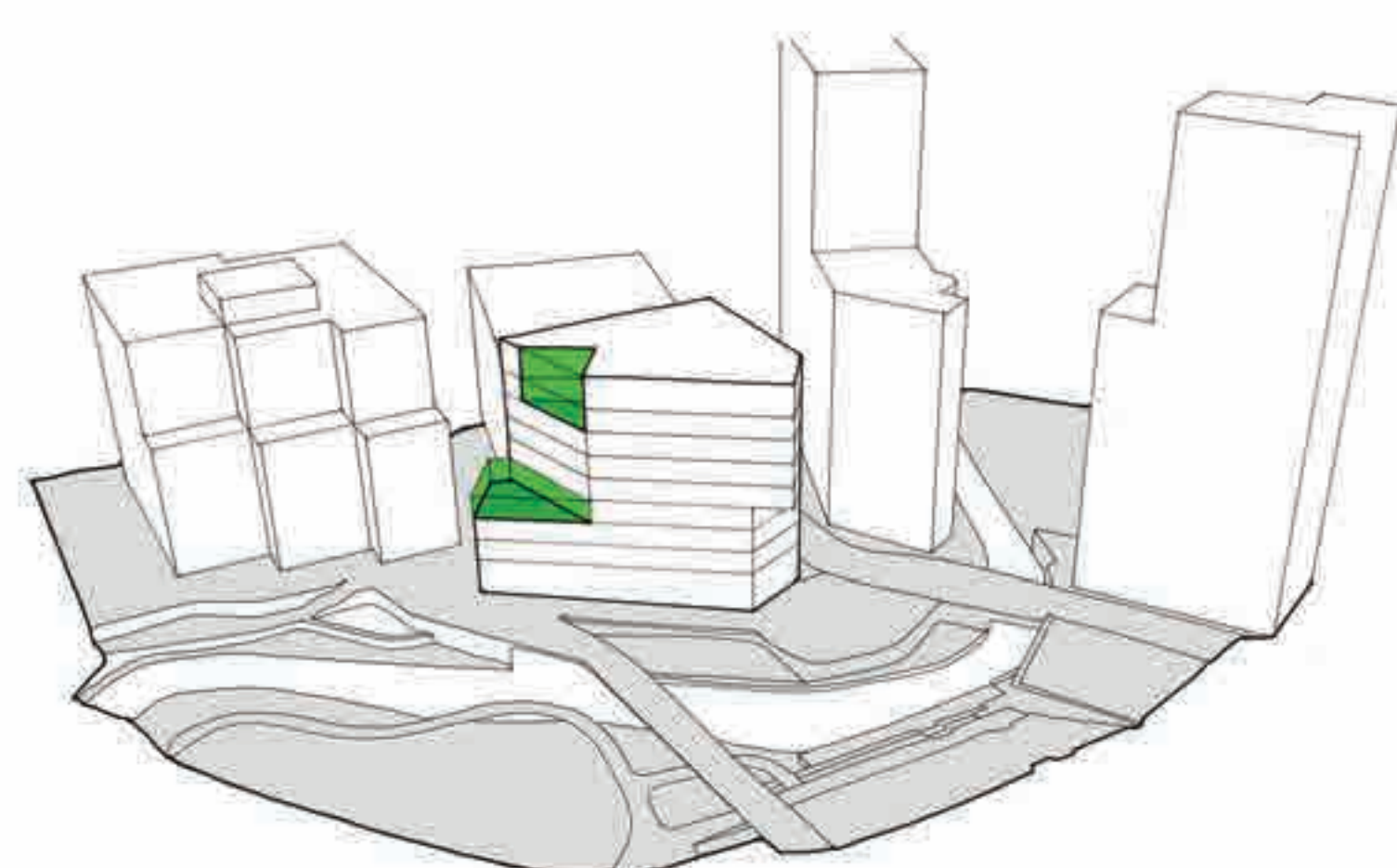
1. Maximise site footprint



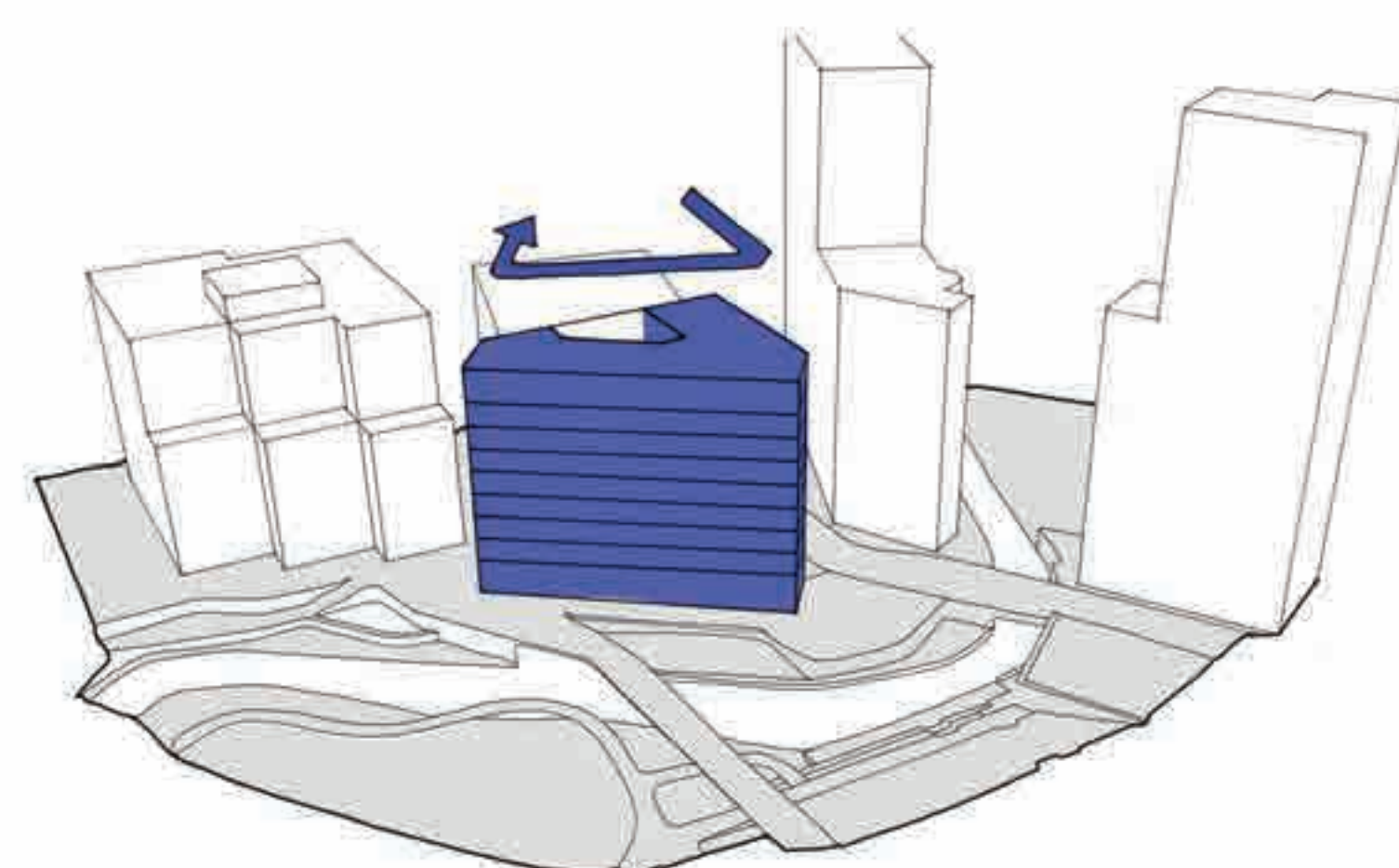
5. Lower level shift to signify entrance



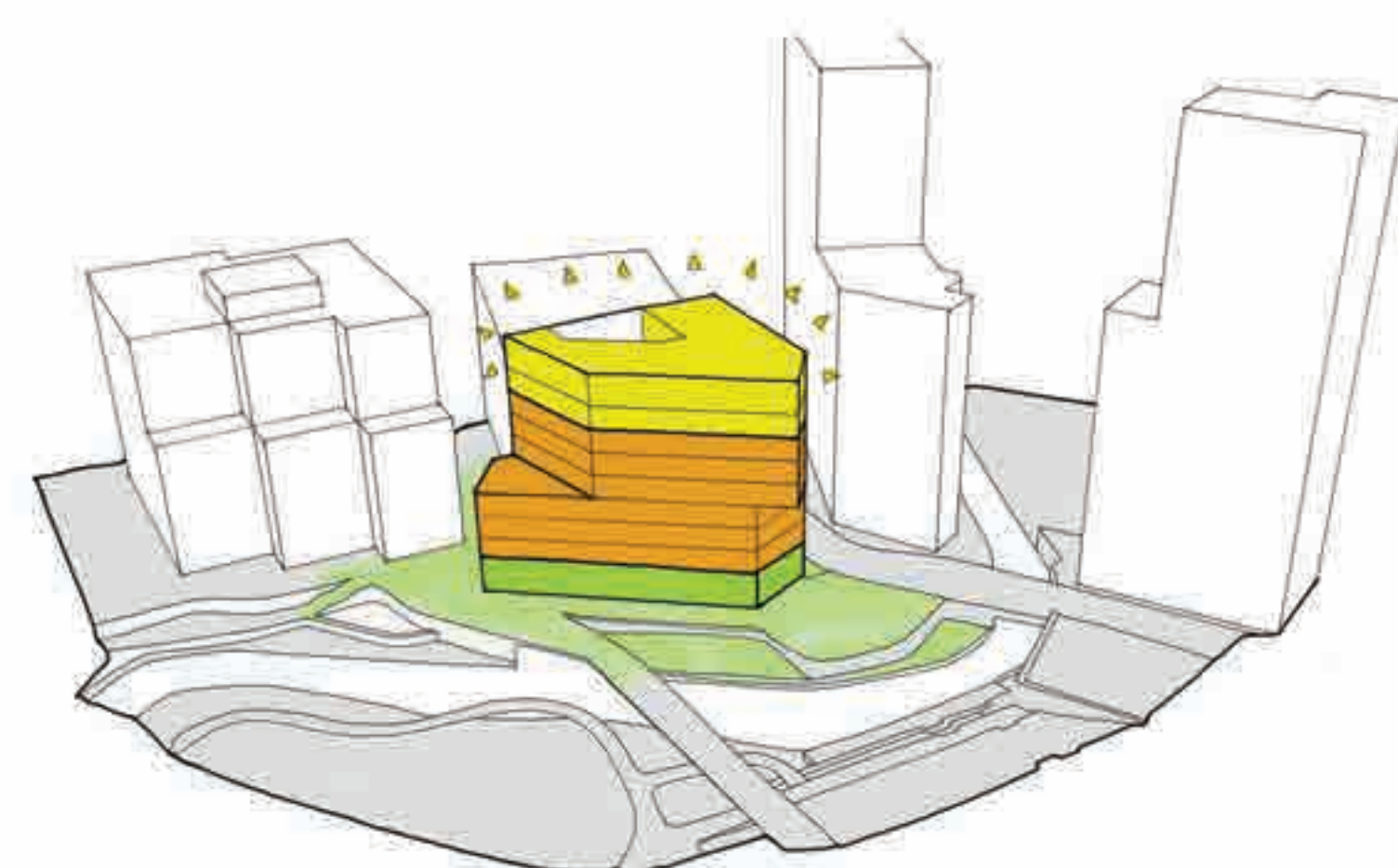
2. Core positioned on south façade



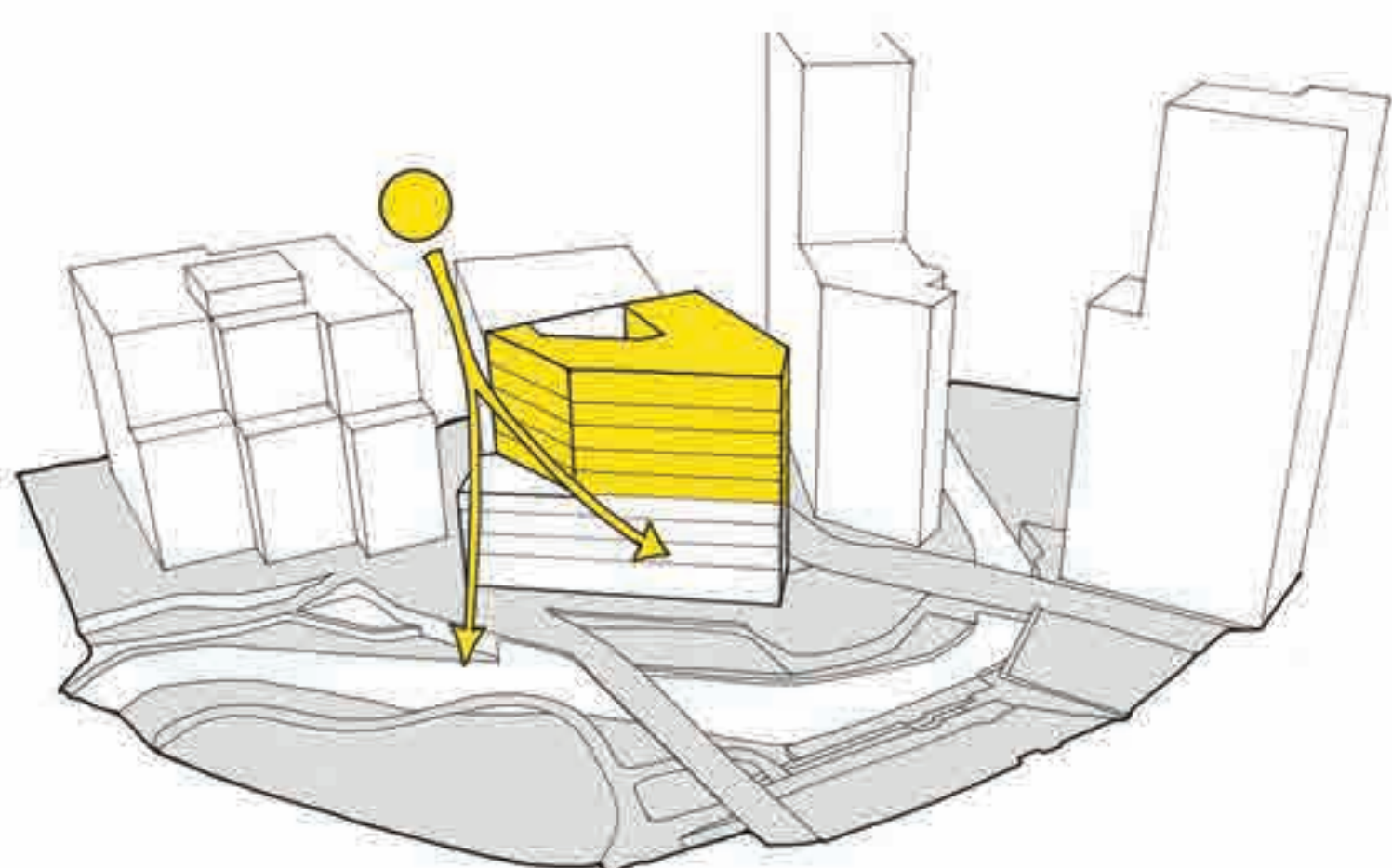
6. Terrace amenities with stunning views



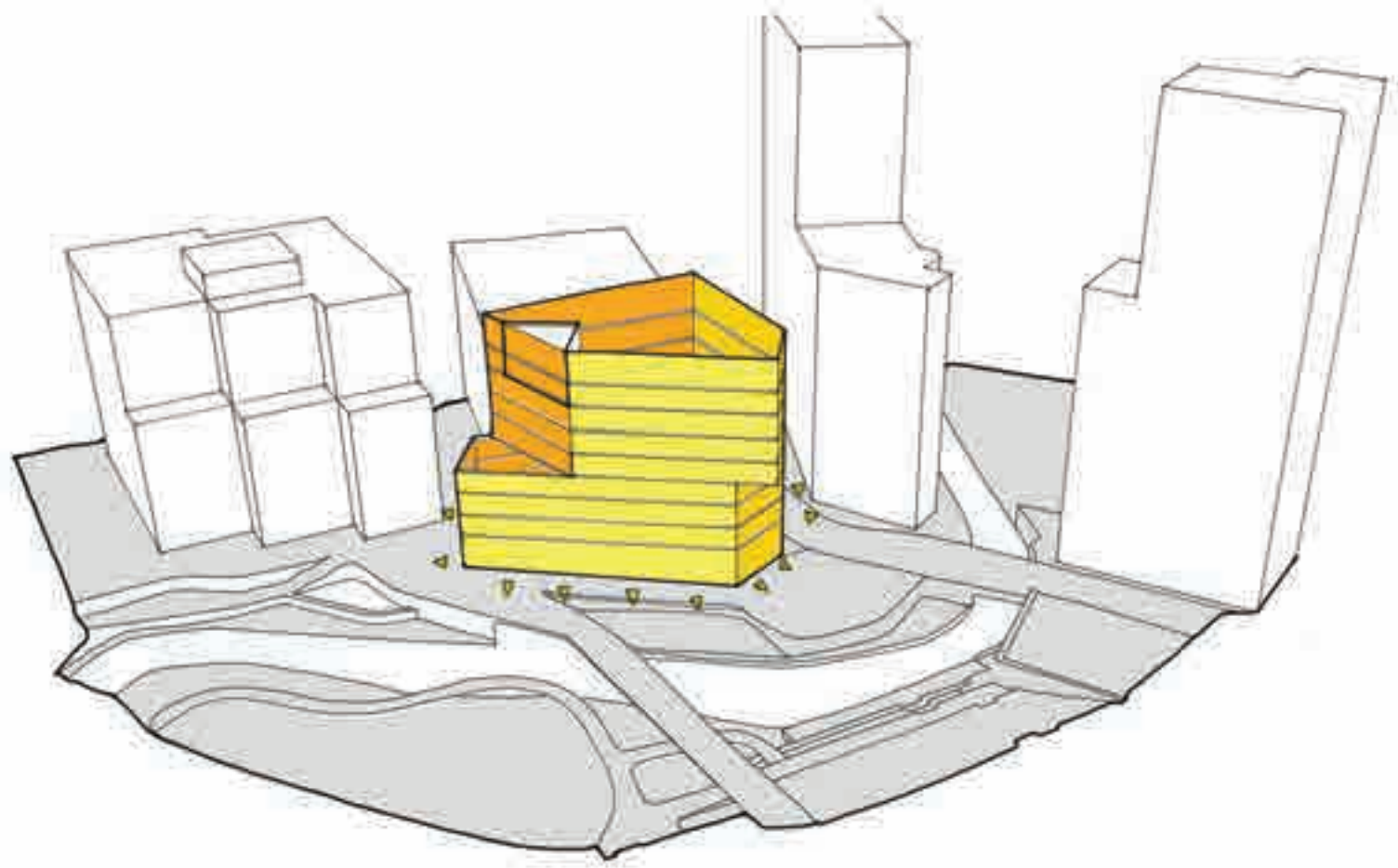
3. Floorplate warp focused on park



7. Layered approach with community connection

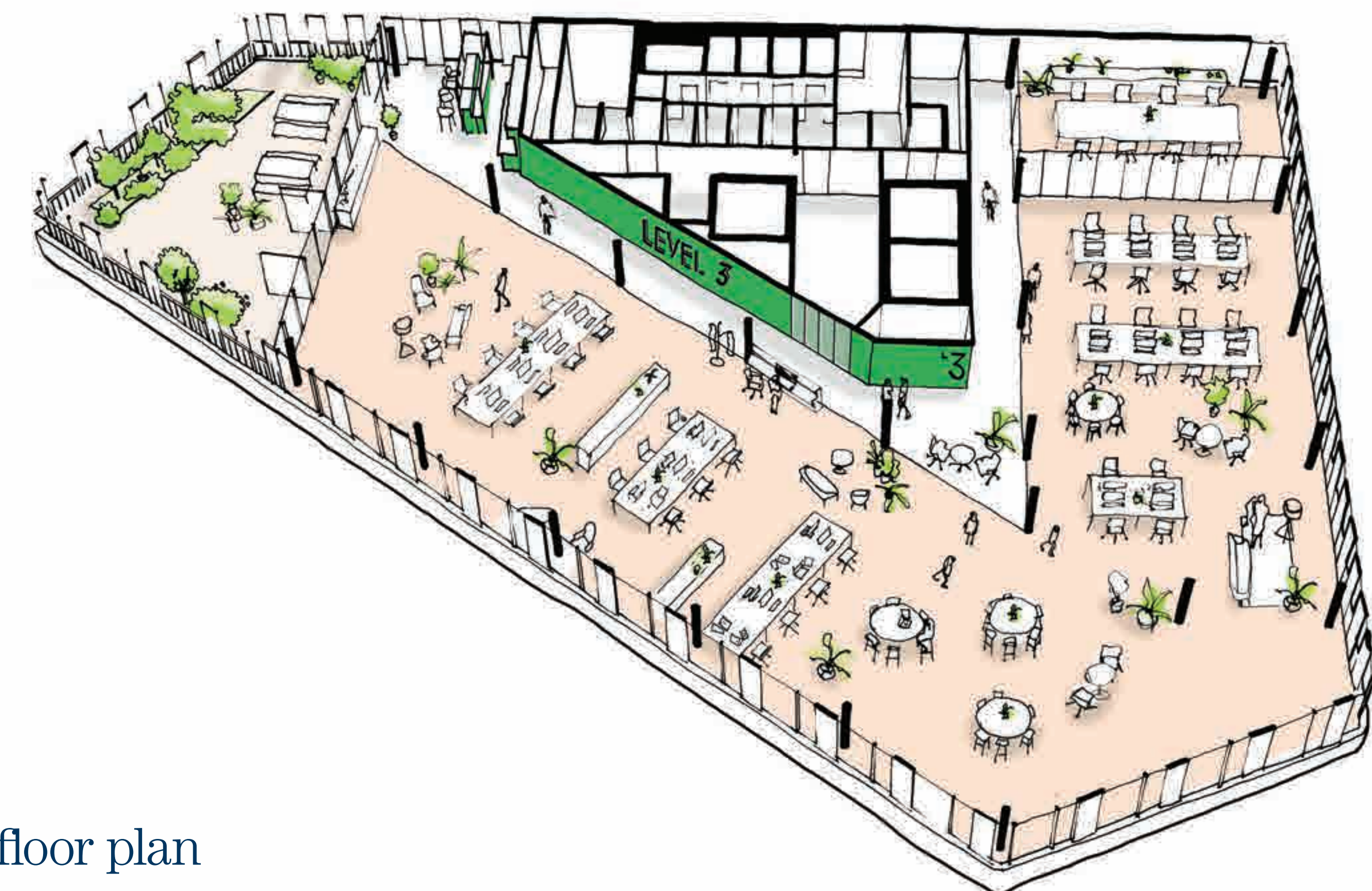


4. Upper level cut-back in response to park daylight cone

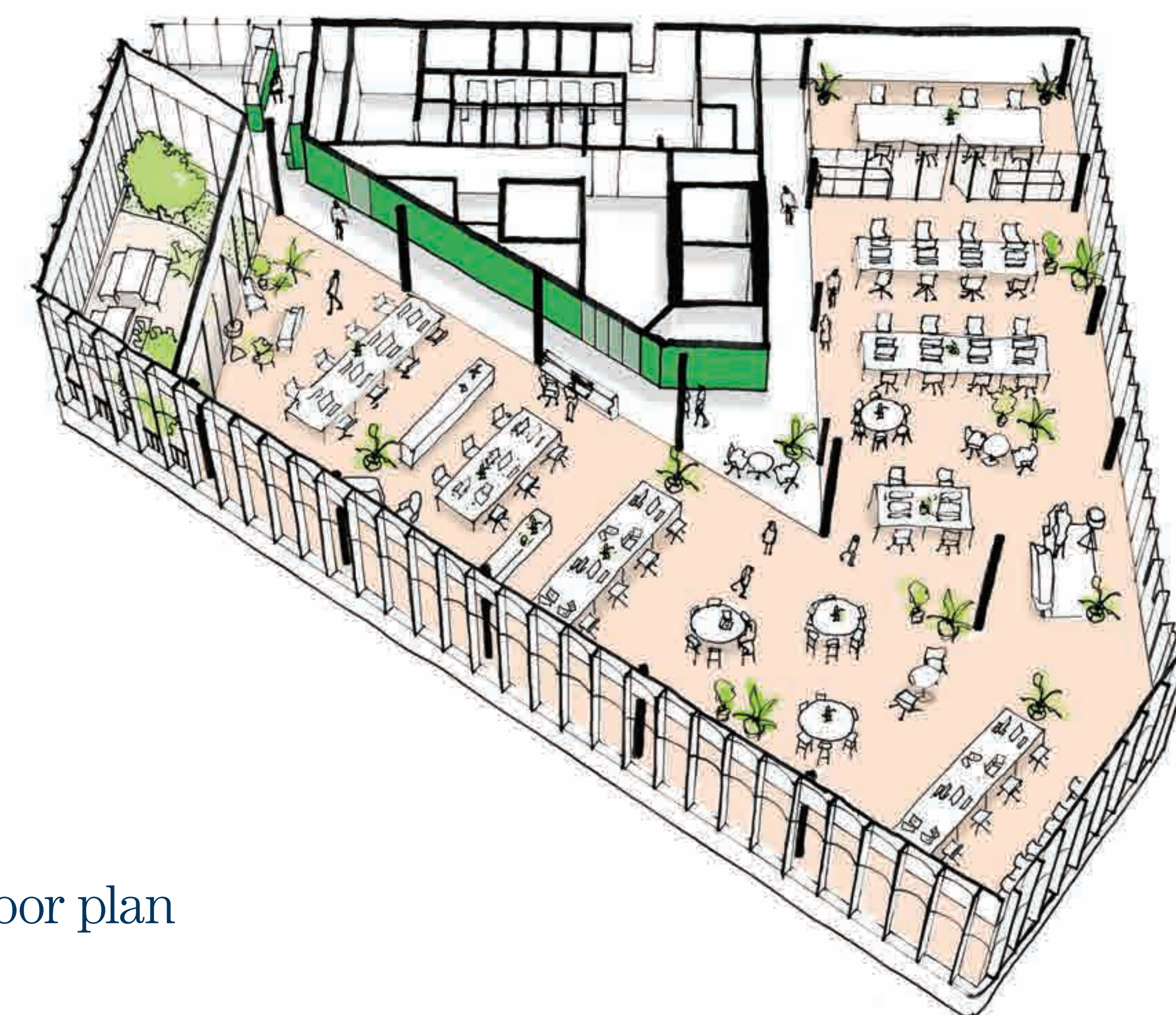


8. Façade articulation

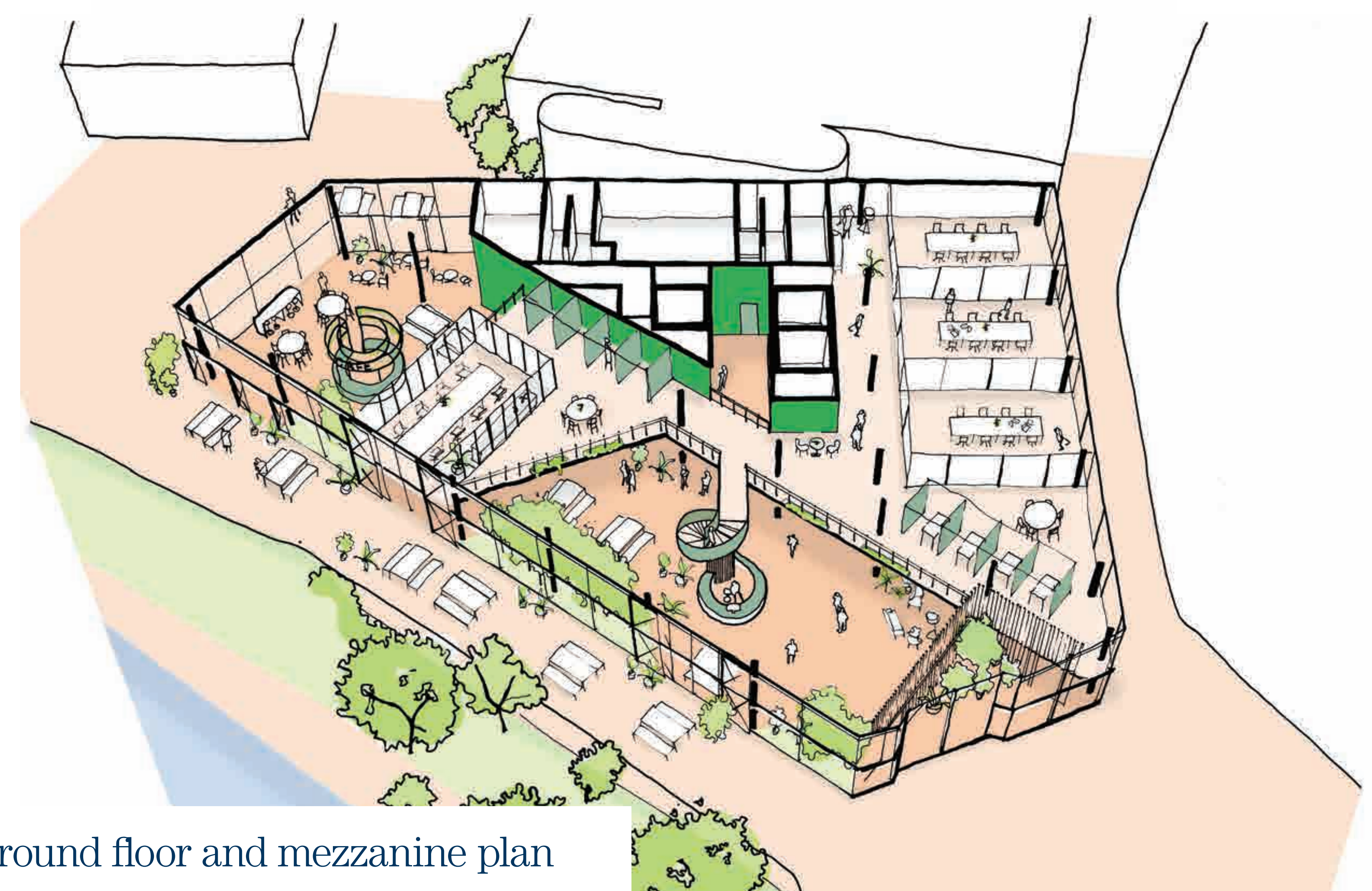
PROPOSED FLOOR LAYOUTS



3. Top floor plan



2. Typical floor plan



1. Ground floor and mezzanine plan

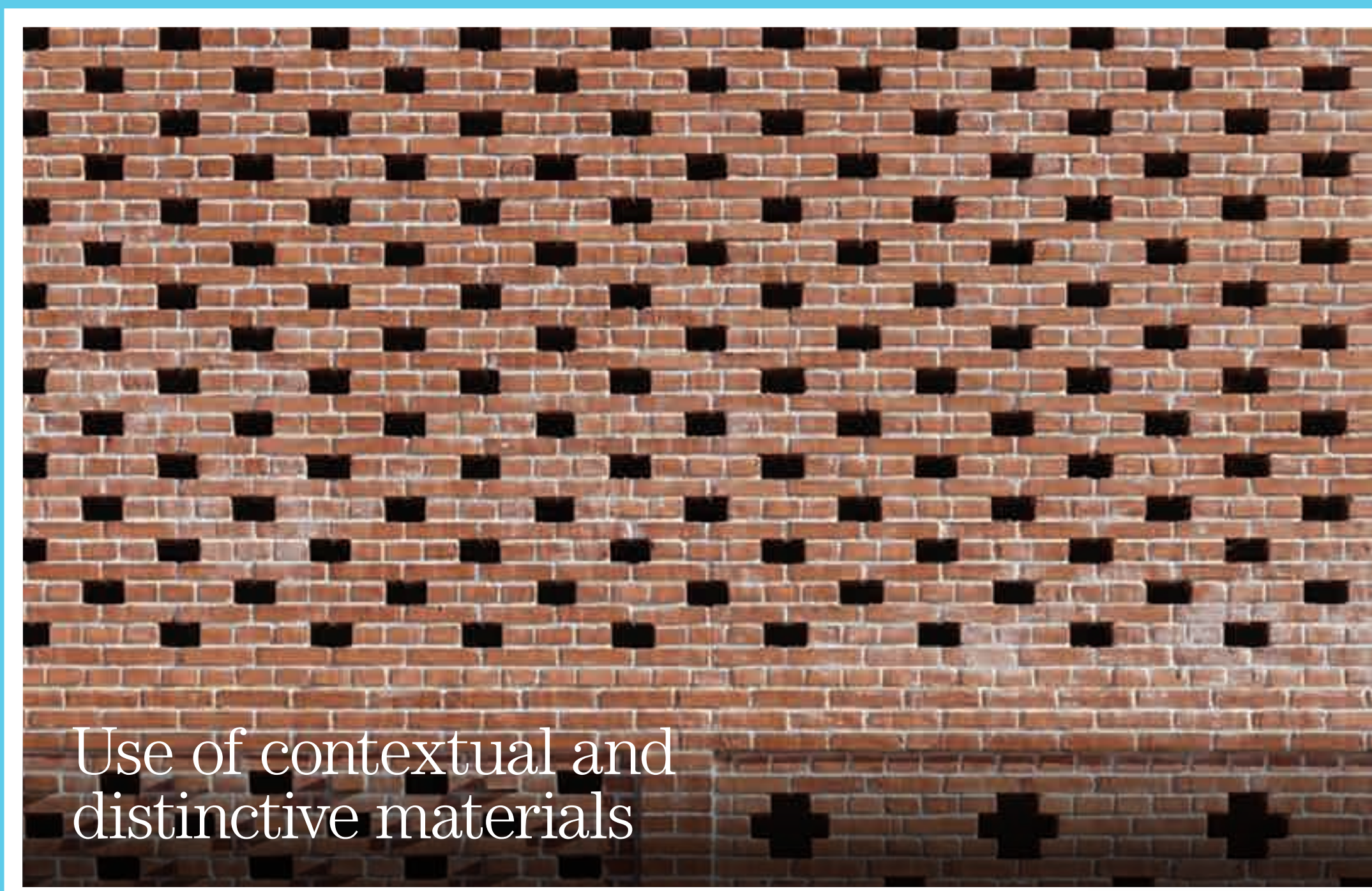
POTENTIAL MATERIALS & LOOK AND FEEL



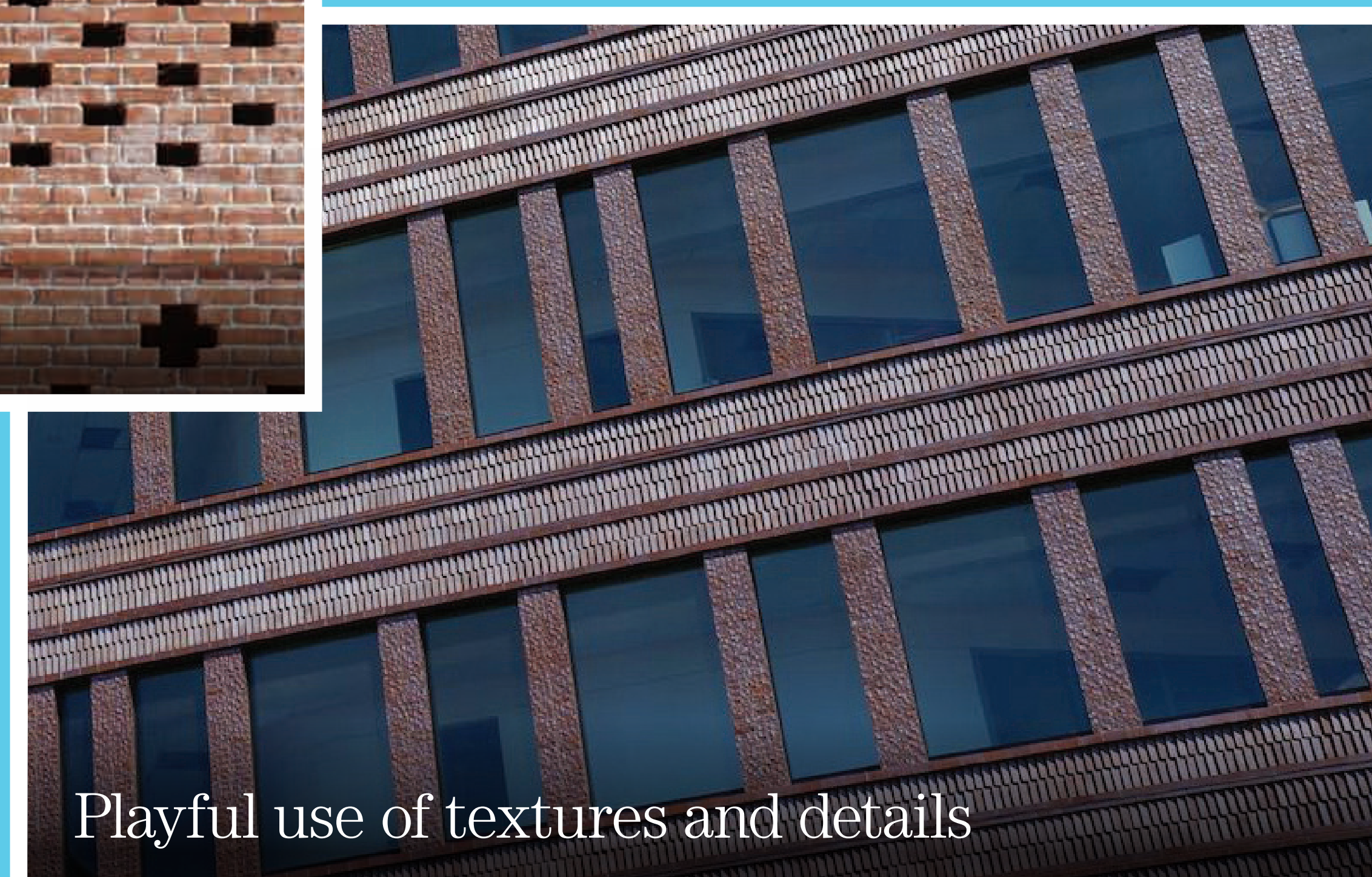
Rich and exciting
colour and texture



Influenced by Manchester's
industrial heritage



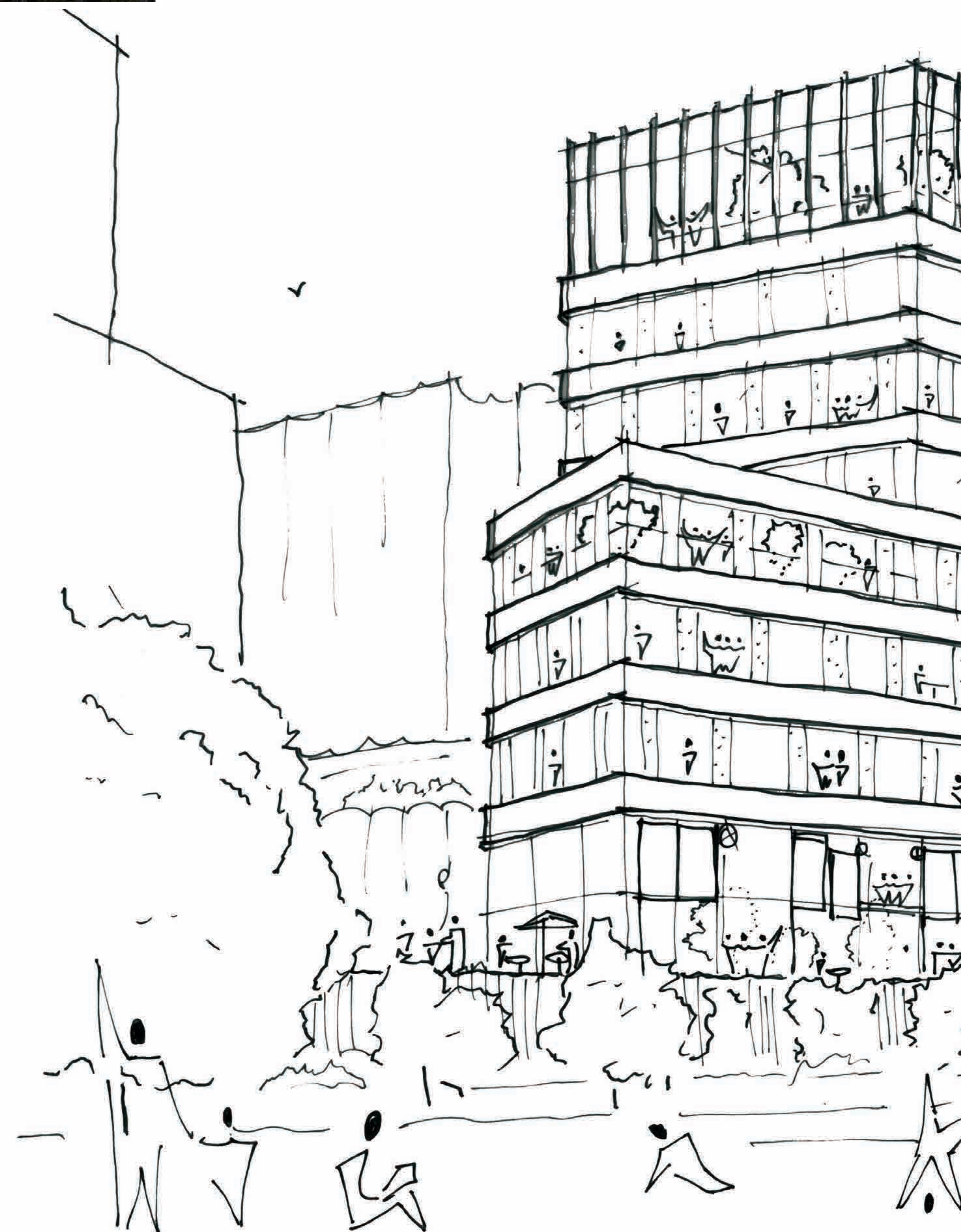
Use of contextual and
distinctive materials



Playful use of textures and details



Communal and vibrant ground floor



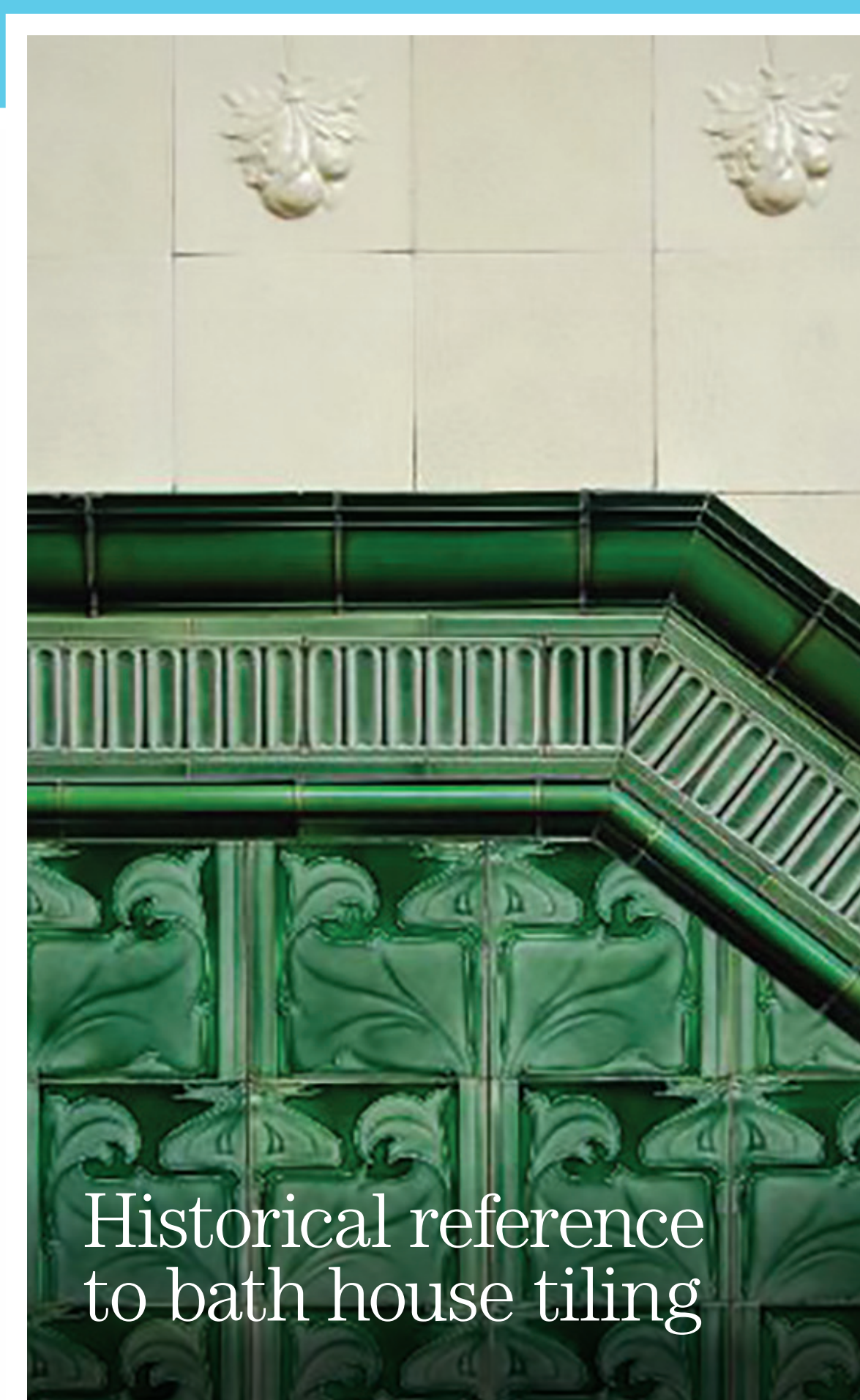
Exterior concept sketch from Mayfield park



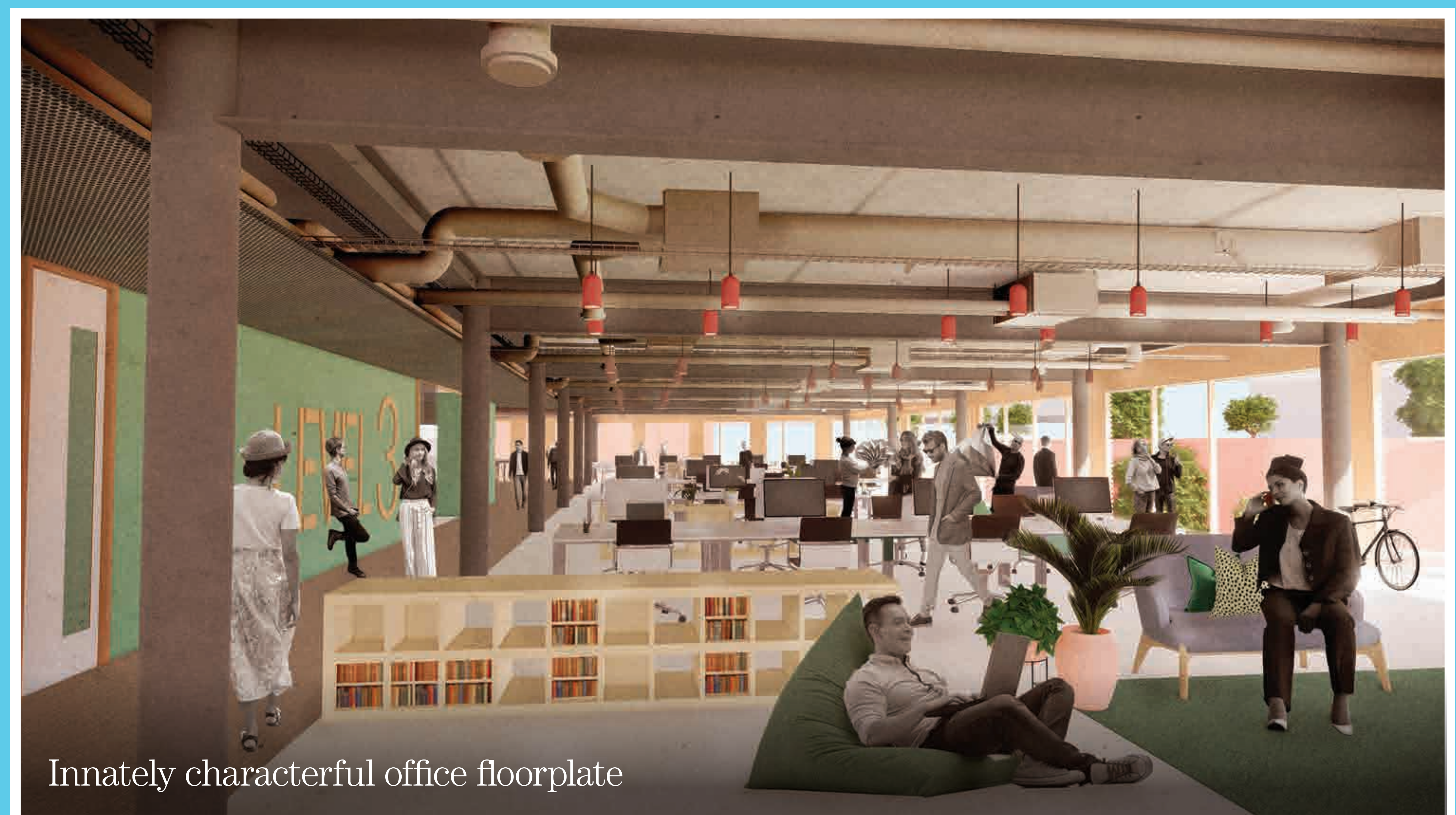
Dialogue with Mayfield's Victorian past



Extension of the park in the building

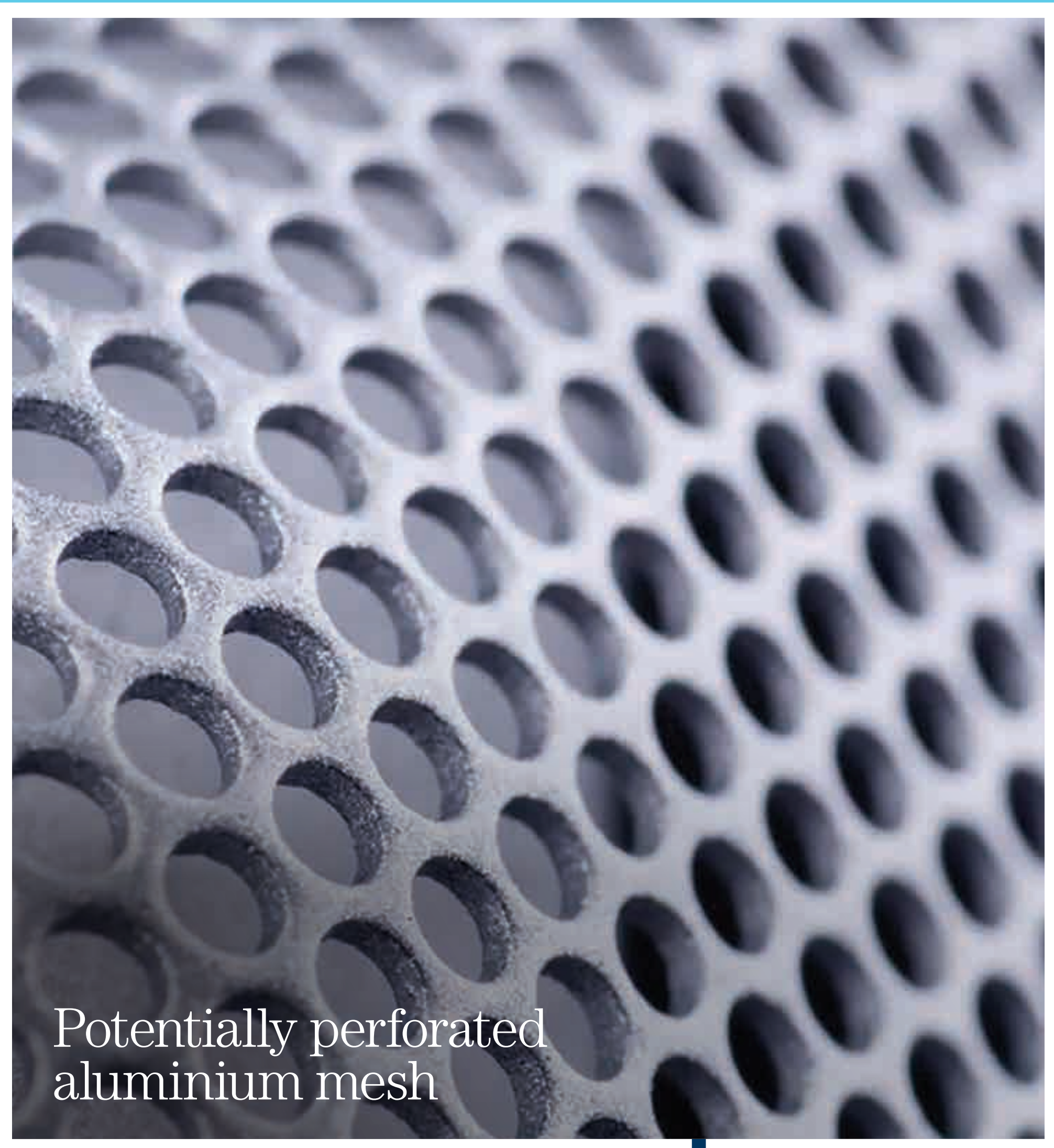


Historical reference to bath house tiling

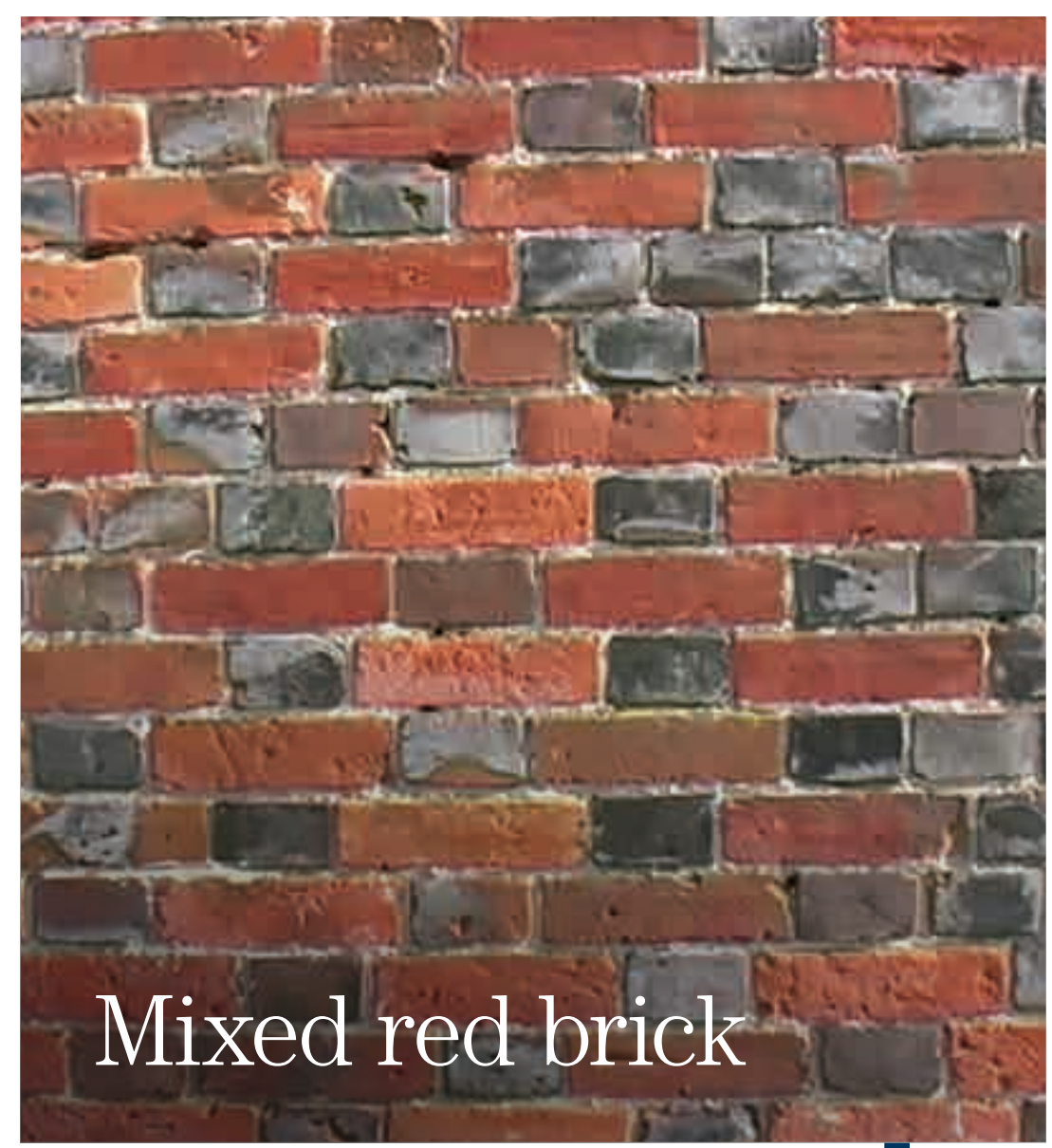


Innately characterful office floorplate

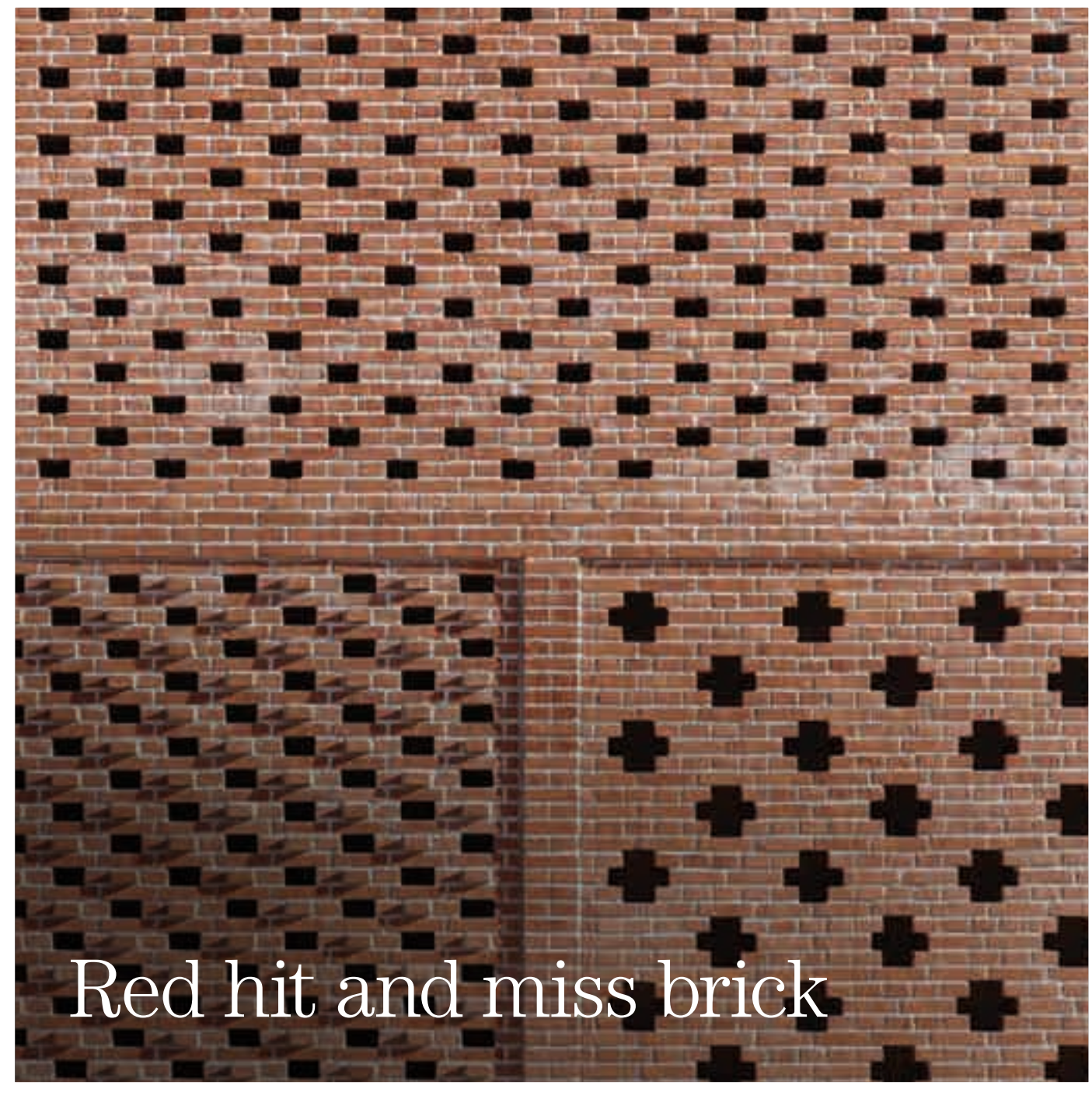
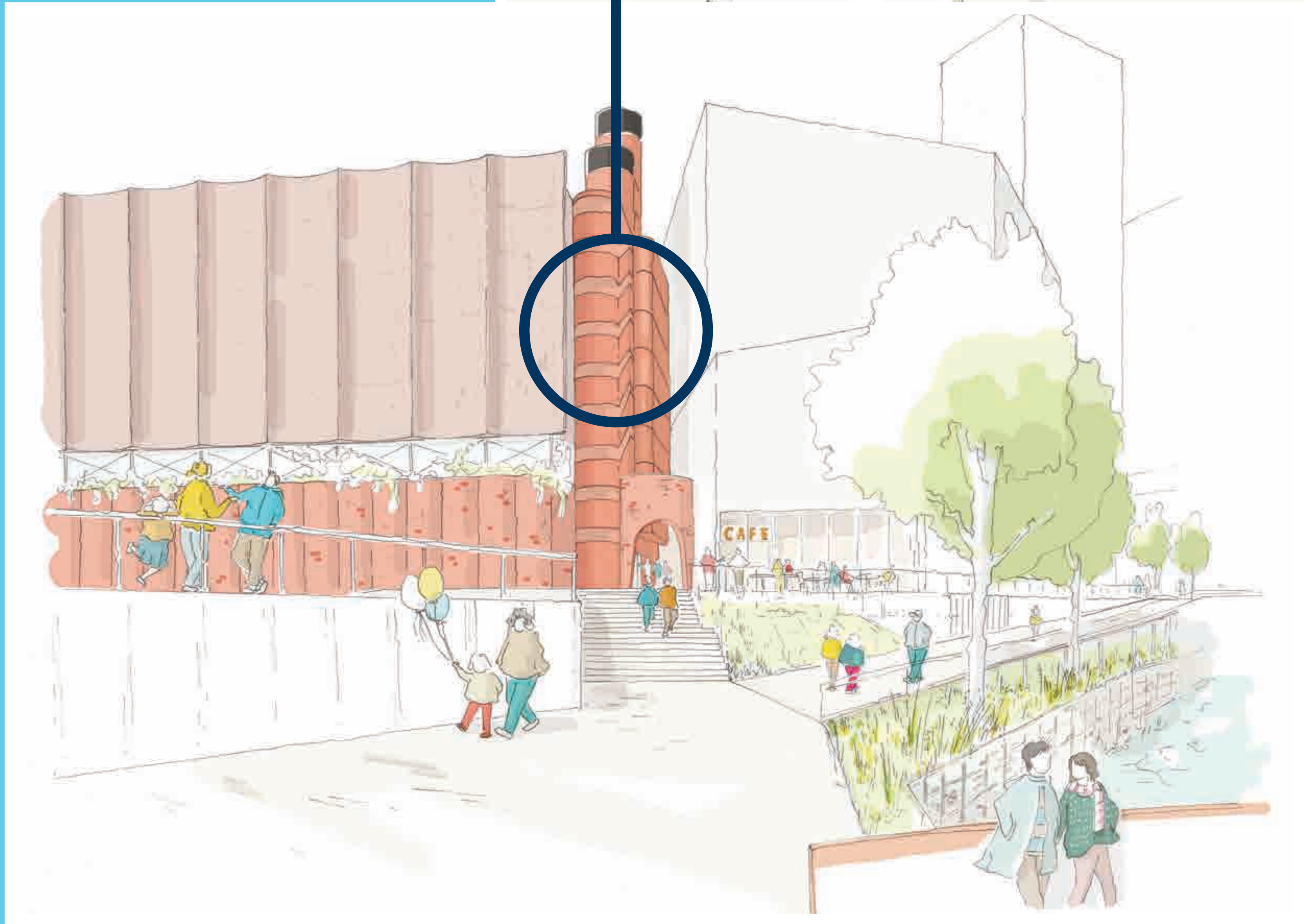
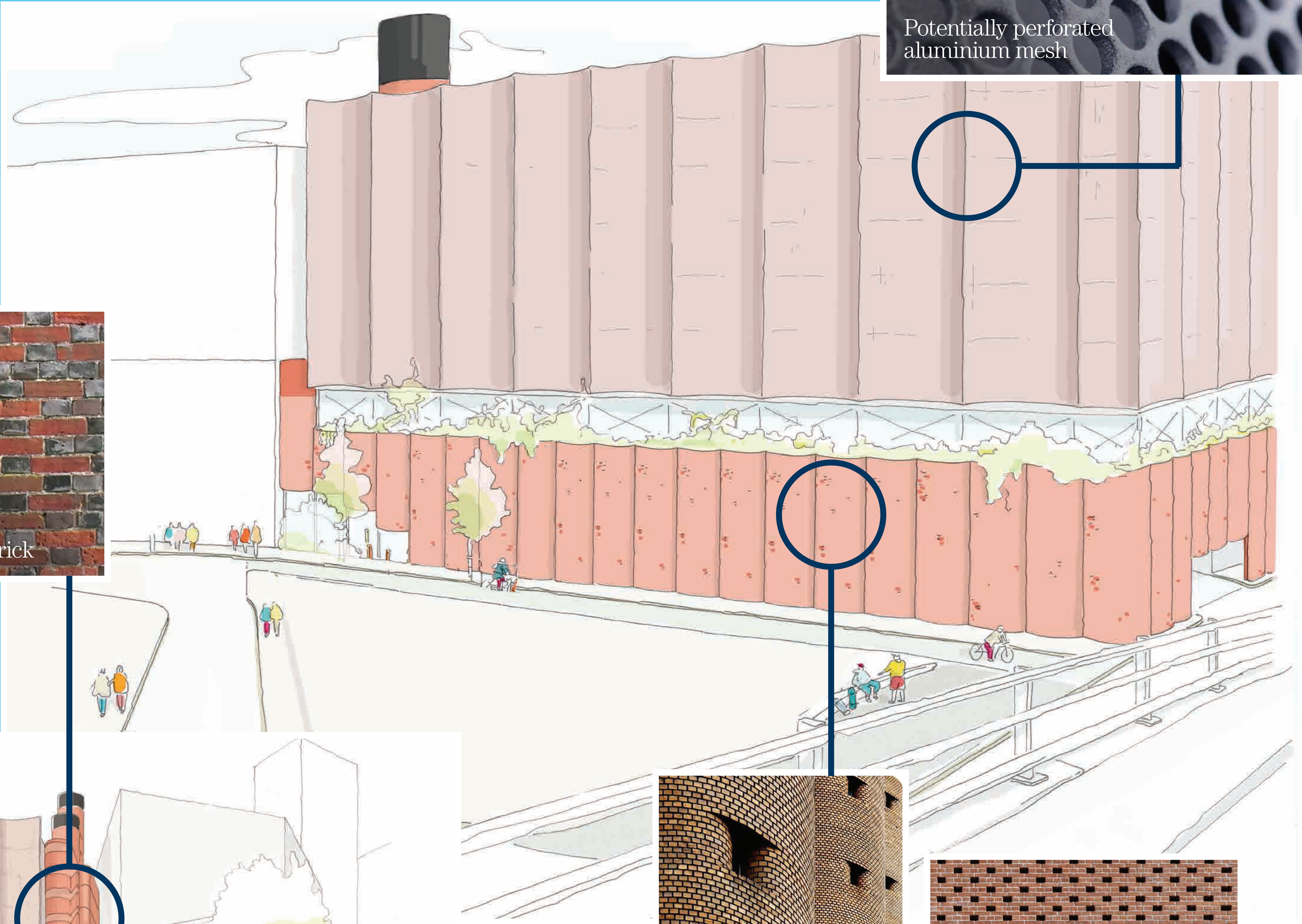
MULTI-STOREY CAR PARK & LOOK AND FEEL



Potentially perforated aluminium mesh

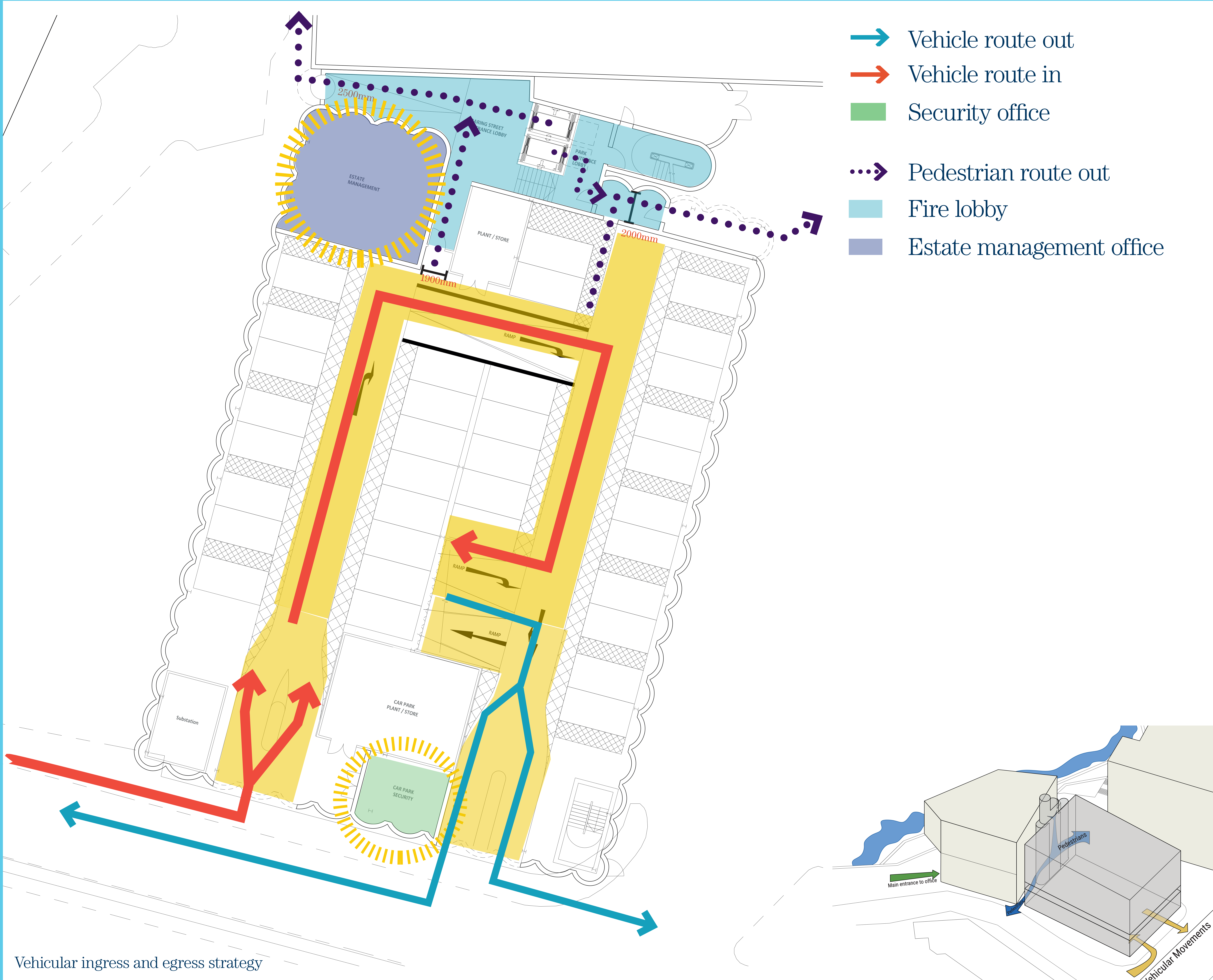


Mixed red brick



Red hit and miss brick

LAYOUT



WE'RE CREATING THE FIRST CITY CENTRE PARK FOR 100 YEARS.

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SRF CONSULTATION & CO-CREATION

Design of the park has been informed by substantial input from the public after the SRF consultation as summarised below.

DO IT EARLY, DO IT WELL AND TREASURE IT

Many consider the park ‘the most important part of Mayfield’ and asked that it be prioritised both in terms of phasing and safeguarding from future development. The Mayfield Partnership is committed to the park’s early delivery and protection.

PARK USES

Many ideas for the park were put forward during the SRF consultation. These ranged from a fishing pool for children to dog-friendly areas and art installations. All suggestions have been considered and the park is being designed to ensure space for everyone to enjoy it in a number of diverse and interesting ways.

GREEN SPACE SHOULD BE GREEN

The park will deliver the following ecological improvements:

- Generous naturalised river edges and habitat
- Integrated bird nesting opportunities
- Integrated bat roosts under bridges/incorporated into park walls
- Improved light levels to the river following the removal of the culvert

- Rock weirs/stepping stones which will improve the flow and characteristics of the water
- An overall increase in green space from what is currently available on site
- Management of existing invasive species
- Extensive tree planting throughout the park
- Better access to the water’s edge for improved maintenance of the river itself
- A floodplain to accommodate a 1 in 100 year plus climate change flood scenario with no impact up or down stream
- Opportunities for visitors to engage and learn about nature

Late last year we hosted a park co-creation event at which attendees from key city communities joined us to explore important features for the park.

Three themes came out on top:

1. HEALTH AND WELL-BEING

A safe year-round park welcoming to and valued by all regardless of demographic.

2. CHILDREN AND PLAY

Opportunities for fun, exploration and connection with nature.

3. NATURAL HABITAT AND WILDLIFE

Sustainable habitats and facilitating education.



Illustrative view looking west from Archway Point towards the Gatehouse

A SPACE FOR ALL

A city centre park set over c. 6 acres – over 3 times the size of Piccadilly Gardens – has been designed as a sequence of interlocking spaces that can be used for different activities and is accessible to all. Pedestrian and cycle links connect the site to Piccadilly station and the city beyond.

Central to the park's success will be its safety and accessibility. It will be actively managed while remaining open 24/7 to residents, workers and visitors.

The Mayfield depot is far higher than the river and so the park has been designed to improve access to the river through steps and terraces. Maintenance access has been given due consideration to ensure the river corridor can be effectively managed.

Different footpaths and routes through the park combine to offer an exciting network of walking, jogging and cycling tracks. Level changes and open green spaces provide further facilities for outdoor activity and will encourage connection with nature.

Social, economic and environmental benefits include:

- An active hub for employees at Mayfield, residents and drawing visitors from the wider city centre
- Connection of pedestrian and cycle routes to key regeneration areas and transport hubs including the Manchester and Ardwick corridor to the east and south; Piccadilly SRF area and Piccadilly Station transport hub, New Islington, Ancoats, North Campus to the north and the remainder of the city centre, to the west
- A well-managed public space with safety as the highest priority day and night
- Green-blue infrastructure, river and natural assets within urban design, surrounding commercially-led neighbourhood to promote well-being and prosperity
- Sustainable re-use of under-utilised brownfield land
- Increased biodiversity in the city centre
- Soft landscaping to act as flood defence, reduce run-off into the River Medlock and flooding risks downstream
- Mitigation of wind tunnels and speeds for the benefit of pedestrians
- Allows for mitigation against other climatic factors, such as wind speeds, to improve pedestrian comfort





Illustrative view looking east from Gatehouse Square towards the park

RIVERSIDE ENVIRONMENT



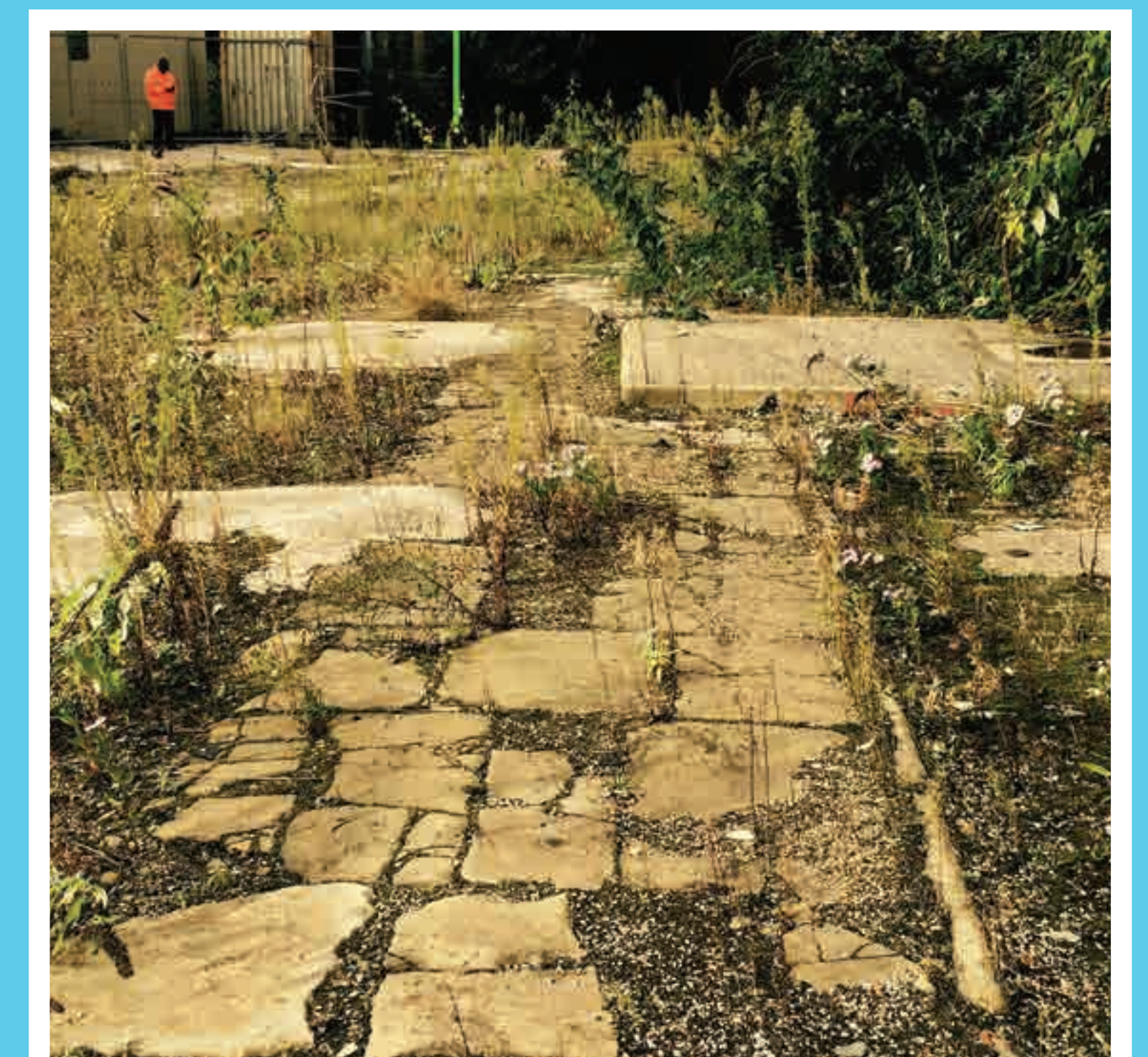
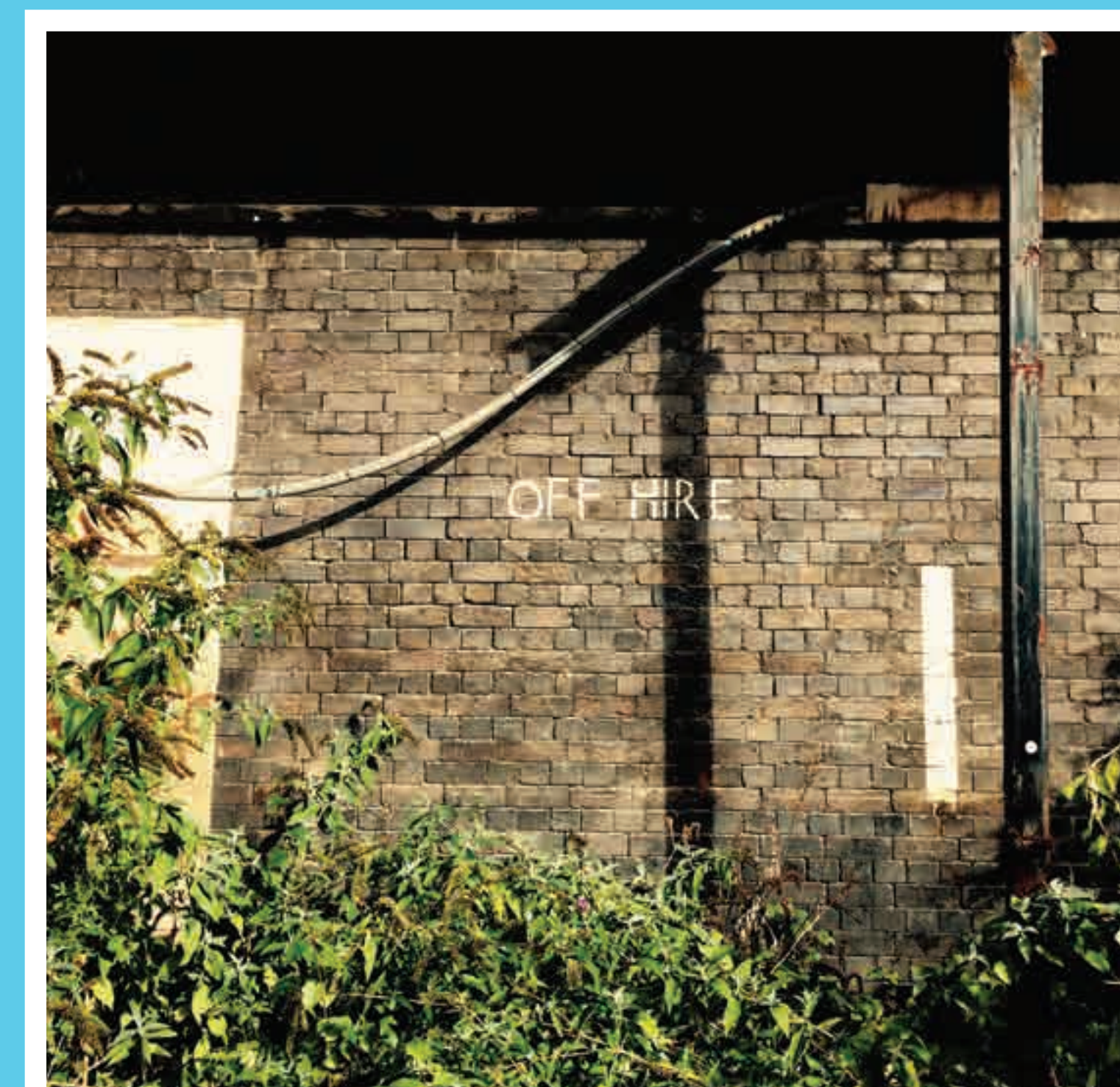
Illustrative view looking east along the river from Baring Street



Mayfield Phase 1 plan

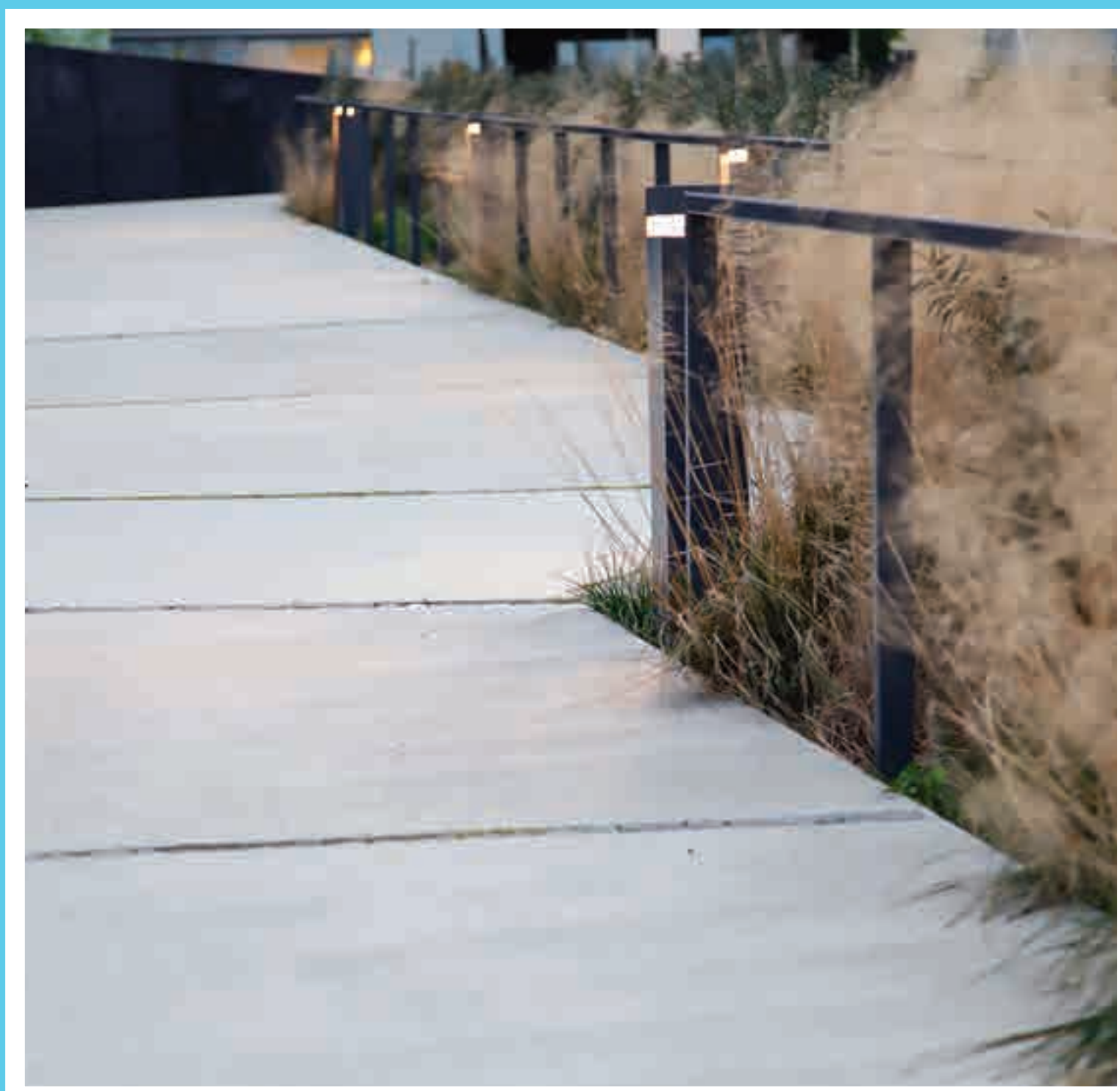
MATERIAL PALETTE INSPIRED BY THE

Existing site photos



TE SITE

Precedent images



WHAT HAPPENS NEXT?

Phase 1 delivery is split into 4 key stages and sequenced with consideration for place-making, commerciality, occupier interest and external events. Phase 1 creates the majority of the park with other areas of public realm given temporary treatment ahead of permanent regeneration.

STAGE 1

Junction improvements for access and multi-storey car park on Baring Street Campus

STAGE 2

Western section of the park

STAGE 3

Office building on Baring Street Campus

STAGE 4

Eastern section of the park



PLEASE GIVE US YOUR FEEDBACK USING THE TABLETS BELOW

Thank you for taking the time to view our emerging proposals for Phase 1 of Mayfield's regeneration. Committed to working with the community, the Mayfield Partnership will use your feedback as we continue to develop the scheme.

Please follow the instructions on one of our iPads or visit **www.mayfieldmanchester.co.uk/have-your-say**

All comments are fed back into the design process as the planning application is being prepared. Manchester City Council will hold another formal consultation process, and an opportunity for you to further review, once the application for Phase 1 has been submitted this summer.

Appendix 4 – Summary of Comments

Please tell us your views on the proposals for the phase 1 development of Mayfield and why you feel that way?	
Public Comment	Project Team Response
General	
All here together and clearly thought about the scheme	-
Awesome!	-
Brings the area into the city in a modern way	-
Mayfield as with many inner city development for far too long has been desolated and neglected, commenting strictly on the phase 1 development, I would fully support more recreational areas both outside and inside if done right, easy to build and improve and easy to plan ahead.	-
Cool idea more should be done around like inflatable nation great for kids	-
Development and regeneration is always good for tourists and a change of scenery for locals and also to include opportunities for locals	-
Development proposals for phase one will be good to build environment stability to Manchester that is much needed	-
Excellent	-
Excellent use of brownfield space	-
Fantastic and great	-
Fantastic opportunity for creating a space that will be accessible to a wide range of residents and local workers. Very excited to watch it develop. Looking forward to using the green space at lunchtime	-
Frankly, I am amazed that anyone any longer invests in the city centre. Thai area in particular is covered in graffiti all round the station. The Council are not interested in addressing this problem that doesn't exist in any other UK city centre. Then there is the tolerance for drug taking and dealing, begging and drunkenness. Manchester City centre has had I am afraid. I have lived here for 20 years and will be moving out soon.	<i>The aspiration for Mayfield to be a 'Lifetime Neighbourhood' central to creating an environment that is accessible. inclusive and safe. Mayfield will be carefully managed by the Mayfield Partnership to ensure that it is a safe and secure place for everyone. Interventions will only be made to prevent anti-social behaviour. Consultation has taken place with Greater Manchester Police and Barnabus to ensure that the development is designed in a way that reduces anti-social behaviour.</i>
Good to see a derelict area being regenerated but needs to also benefit everyone in the city and wider areas	-
Good to see new green space. Delighted the Star and Garter is being retained. Please build plenty of covered cycle parking.	<i>The Star and Garter is an important heritage asset an is being retained as part of the proposals for Mayfield, and we would like to see its existing use as a music venue continue. Ongoing engagement will continue in this respect. High quality cycle parking will be provided for residents, employees and visitors to Mayfield on a phased basis as the developmemt is built out. The quantum of cycle parking will meet or exceed MCC's requirements.</i>
Good to see things moving	-
Great	-
Great idea	-
Great news	-
Great regen project that is the right balance between commercial and community	-
Great to focus on green space and care free living	-
I agree with the idea because it's fun and just amazing	-
I don't know	-
I feel nice and happy	-
I have visit the mayfield depot and feel that the area shall be developed in much better way	-
I like the mixed usage and the priority of the park for everyone	-
I like the things that are there already. I regularly eat at Grub and have been to some warehouse project stuff. Would an open air music venue be possible? Mostly, I would value a peaceful place to read and would be against having chain retailers and cafes.	<i>The intention for Mayfield Park is to create a place that is welcoming for all and provides opportunities for a range of activities in a safe environment.</i>
I live opposite phrase 1 of the site.	-
I love Manchester and fully support any organisation whose aim is to make our wonderful city even better. The plans for the entire Mayfield development look fantastic and very well thought through. It would transform a part of the city that has been sitting unloved and unused for so long, giving locals and visitors a great space to escape the rush of an increasingly busy city. I cannot wait to see these plans come to life and I applaud the people involved in this development.	-
I think any development in an area that's essentially been left to rot, is a good thing. We have too much over crowding and then on the flip side wasted space, this will hopefully help with that problem. It should also bring new areas that will excite residents and visitors to the city and also help small businesses tap into tourism and the benefits this brings.	-
I think it is very good	-
I think it's a great proposal, I've been down to Grub and think the use of space is great. Creating a green space and more positive interactions with the area would be great for Manchester.	-
I think people will like this because it was fun when I did it	-
I think whatever these people are doing I will support them	-
I'm pleased to see an unused site become productive. I like the absence of tall luxury apartment blocks and the focus on a managed green space which will add something to the city centre	-
It is great	-

It is really fun and entertaining	-
It is really fun everyone gets to join in on it.	-
It looks to be an exciting and well considered proposal to regenerate an important Manchester site.	-
It was fun	-
It will be great for families to have a free place to go.	-
It will be lovely to see this area developed and it feels like the proposals will knit this part of the city back into the urban fabric	-
It's a really neglected area, great it is going to be developed	-
It's a relief to see such great and considered plans	-
It's going to be amazing	-
It's good to see	-
It's opening up a whole new area of Manchester City centre	-
Key city site long overdue regeneration so pleased to see it start to come to fruition	-
Looks and sounds wonderful!	-
Looks great. Multi use of space is cool. Great to do wide consultation.	-
Looks really good can't wait to see it come to life	-
Love how it is so focused on green spaces and community	-
Love what you're proposing and the impacts it will have on the city	-
Pleased to see recognised nation of the open space and value of this in seeding future community... indeed fostering ownership with us existing'. Love to see this knit in city wide :) Relieved to see events - gigs , local and healthy food , etc continuing. Phasing feels less brutal than expected. Pls learn the lessons of Picc Gdns. Good luck. Keep talking	-
Really like the park ideas, the venue element is also really interesting as it will give opportunity for younger generations to engage	-
Really pleased you are keeping the event space which is unique	-
Regeneration for that side of Manchester can only be a good thing	-
So many positives, namely encouraging art, live music and park space.	-
Sounds like a nice plan and good development for the area	-
The area has been neglected for years. The entire mayfield site is the only part of the eastern edge of Manchester City centre not to be modernised and repurposed A public park or green space would be useful	-
The area is underused and in need of development, may only concerns are around the displacement of street sex workers and others in the area.	<i>The Mayfield Partnership will work in conjunction with the relevant bodies who support these groups and will offer their assistance where practical.</i>
The prospect of a city centre garden is a superb suggestion. Additionally, any measures to reduce congestion and make use of largely disused former industrial sites should be firmly welcomed. I wholeheartedly advocate the proposals. The air quality in Manchester is horrendous, so more green spaces are great!	-
The site avoids the reality that this is a new town. Or at least a new pedestrianised village and needs launderette, pharmacy, clinic, hardware, dentist, restaurants.	<i>The Mayfield Strategic Regeneration Framework (2018) proposes a mix of uses within the framework area. These uses are predominately residential, office, hotel and retail uses. The mix of uses will generate an inclusive community for people to live, work and play in Mayfield, as well as creating a destination of choice for visitors to enjoy the park and independent retail units on offer. In addition to retail, social infrastructure will be provided, which will be flexible to accommodate a range of amenity uses, including shops; health and wellbeing; nursery school provision; and other local services such as banks and post offices. Phase 1 of development at Mayfield includes a park, office space and a multi storey car park. The amenities listed above will be provided at later stages in the development.</i>
There are already plenty of commercial spaces, would be more interesting having a space for social purposes, a green space where to socialise and spend time and not necessarily money	
There is something for everyone and it's a very good start!	-
This is really fun and existing	-
To keep an amazing building alive and put life into an area with nothing is fantastic	-
Very ambitious but will be great for the city	-
Very exciting	-
Well though universal space that this end of Manchester really needs.	-

Don't a car park or building just a park for clean are	<i>The Mayfield Strategic Regeneration Framework (2018) identifies low car usage policies consistent with a highly accessible city centre location. Essential car parking will be provided in the multistorey car park. The car park will compensate for the removal of the on-street parking across the Mayfield site and allow us to provide parking for Mayfield immediately as the different phases come forward. The car park will potentially service 1,500 residential units, c. 150,000 sq.m of office development, and be available for visitors, therefore proportionally 543 car parking spaces is not high. The multi-storey car park plus spaces for disabled drivers across the development will address the requirements of today's market, with built-in flexibility to respond to changing transport trends, including falling car ownership. Full justification for the car park is provided in the planning statement.</i> <i>The Site benefits from excellent connections to public transport and vistors at Mayfield will be encouraged to use these whenever possible. Piccadilly Station, Manchester's main transport terminus, provides local, regional, and national rail connections alongside access to the Metrolink network. These connections will be further enhanced through the proposals established in the Piccadilly Strategic Regeneration Framework. Access to the bus network is achievable from both Fairfield Street and London Road with wider facilities available at Piccadilly Gardens which is less than 1km from the site. The city centre Metroshuttle - a free bus service - is also accessible from Piccadilly Station.</i> <i>Consideration of the air quality is key to creating a quality environment that people want to work, live and socialise in, therefore this has been considered in detail, with appropriate mitigation proposed.</i>
Would be a great addition to the town	-
Ground floor animation	
Good density, thought should be given to the interaction with th street on the ground floors to avoid the awful situation which has been created at new Bailey by muse. Use spinning fields as a bench mark for ground floor interaction which will make or break the scheme.	<i>Active ground floor uses are proposed throughout the development. As part of this submission the office building will have a café on the ground floor, with cycle parking also activating the façade on Baring Street.</i>
Phasing	
Concerned that separated out from proposal for remainder of area and would like to have more confidence that the whole scheme will be delivered in a timely manner. Disappointing that the parts of development relating to historic structures being left out of earlier phasing.	<i>The Partnership's long term plan for Mayfield is to create an iconic, mixed-use community over the next 10-15 years. The development of Mayfield will be in keeping with the Mayfield Strategic Regeneration Framework (2018) which guides the future development and regeneration of the Mayfield area. The sequencing of delivery depends on a variety of factors including place-making; commerciality; occupier interest; and external events.</i>
Great to see park as phase 1.	-
I like the amount of public realm being included at day 1 it feels very brave to commit to this and should be applauded.	-
Interested in a green space and also in further residential development in later phases	-
Really bold particularly to do the whole of the public realm in phase 1 So exciting to be here at the start!	-
Interesting to do park first. Hopefully it can be well used even before future phases are completed.	-
The integration of the park as part of the 1st phase is a great plan, it will draw people in and introduce the wider population to their s area of town and allow people using the park to witness the vision for the wider area unfold	-
Success with the park will be critical. Tricky to link into north with this phasing.	<i>The park has been carefully designed to ensure that it does not impact the development of later plots. The park will be delivered in line with where the activity is located on site to ensure safety and security on site. Pedestrian and cycle linkages will be included to connect the site to the remainder of the city, including to the north. The park team has reviewed the Piccadilly SRF in this regard.</i>
Building positioning	
Other areas beyond the river to the mancinian way seem eminently develop-able with sizeable buildings, the only foreseeable issue i can think of is they will shade the park.	<i>The SRF carefully considered the impact of proposed buildings on the daylight-sunlight in the Park and the massing in the SRF responds to this. A daylight-sunlight assessment has been undertaken on the Phase 1 proposals and accompanies this application.</i>
Please make sure the buildings don't block off the sun to the park.	
Very good utilisation of space	-
Park	
A new park in this area of the city has to be a good thing.	-
A public space and park is 100% needed in the city centre, especially with all the new high rises/flats and growing population...!!! Thanks for doing this	-
Any green space in Manchester is welcome	-
A welcome advancement in the evolution of the area. There should be more opportunities like this to add more green areas into the city, especially where areas have been underdeveloped and left desolate as these areas can be a real blight on the landscape of Manchester	-
Amazing idea to have Manchester's biggest green space here	-
As a resident of Manchester I am very excited about this development. To see greenery and a community being developed is a forward thinking proposal and look forward to seeing it all come to fruition	-

Bringing a park to city centre is an amazing idea: could be great to have small cafes and events there.	<i>A café is proposed in the ground floor of the office building. Other amenities will be delivered in later phases of development. The intention for Mayfield Park is to create a place that is welcoming for all and provides opportunities for a range of activities in a safe environment.</i>
Bringing greenery and wildlife into the city	-
Fantastic emphasis on green space, this is unique and something we need more of!	-
Great idea to have a new park and green area so close to city centre and where we live	-
Great love the focus on the public park	-
Great proposals! Would be interested to see some arboretum style land mark trees. Also would there be any potential for involving communities in elements of the tree planting? Can the buildings and hard landscaped spaces be made surface water runoff neutral through SuDS train measures to delay and clean rainwater runoff before returning it to the Medlock - that would be amazing? This has the potential to be a truly groundbreaking landmark development for Manchester. Excellent!!	<i>The Park will include 146 new trees. With so many different ground conditions (ie wetland areas, south facing banks, north facing edges) we are proposing wide a variety of species, some of which will be key focal specimens. The hard landscape proposals include permeable areas and non permeable areas. Where we propose non permeable surfaces we are proposing to direct water run off into appropriate planting areas.</i>
Great to see so much community engagement being used to shape this quarter of the city. As a family we love to explore cities but also spend valuable family time doing recreation, so hearing about the park and cycling is fantastic news for Manchester.	-
Great to see that a new park is being planned and that it is centred on the Medlock also that the existing buildings are incorporated into the plans	-
Great use of space - brilliant to have outdoor space in city centre	-
Green spaces is exactly what this city needs. Emphasis on cycling and walking very important too	-
I strongly support the idea of a new park, as long it is done sustainably and in a way that preserves the heritage of the city.	-
I’m pleased that the park will come first to open up the river. The plan to retain and encourage wildlife is wonderful	-
Important that we develop green projects within the city centre for medium and long term usage. More people space less focus on cars and roads.	-
Integration of nature is inspiring bold and visionary. More please,!	-
Love idea of green space in the city	-
Love the idea of the park	-
Love the park around surrounding the River Medlock and that it's being included first	-
Lovely, nice to have a green area to relax.	-
Really excited, especially the park	-
Really good idea, great to have some more natural space in the city!	-
So happy there will finally be a large park in Manchester!	-
Strongly agree with the plans to prioritise the park. Manchester needs a city centre park!	-
Support the requirement for a city centre park. Would like more information on the development as a whole	-
The park development will be great for the local area and community	-
The park is an excellent idea and long over due for Manchester City centre. It will bring a community to th area.	-
The park is very positive.	-
The park should be easily accessed and visible from the surrounding area.	<i>Accessibility for all is a priority for the Mayfield area. The vision for the Mayfiend area is to create inclusive through routes and connection with the wider city which will be accessible to all those visiting, living and working in Mayfield, regardless of age, ability and economic status.</i>
The park space is a great idea	-
The site is not suited for a park with a lake and wobbly route. In the past all "blocks of flats" have been given some sort of green footing, since Corbusier's early renders of his Plan Voisin. This soggy Mayfield refuse tip will fail in (mostly in Manchester) wet weather and cannot be rendered like an urban beach.	<i>The proposals do not included a lake. The Park has however been designed to accommodate climate change flood scenarios which is an important forward thinking feature of 21 century urban park. There will also be no wobbly surfaces, the design proposes to use a restrained palette of robust, hard wearing and industrial inspired materials.</i>
Very bold and creative park will be boss	-
Very happy to see more of a considered community approach and green space come to the city centre	-
Very pleased to see that the park remains as a major priority in both size and order of delivery.	-
Welcome the introduction of parklands in the city centre, and the general enhancements to the district. This work is long overdue, please expedite...😊	-
Welcome the open space. Well done!	-
Would be great to see a park development in what is currently an urban area in need of attention	-
Your park thing is great thx	-
Park Uses	
Please, no fishing pond. Children shouldn’t be taught to kill things.	<i>Mayfield Park is the focus of this new district. The park will be of notable scale and a major attraction in its own right. It will feel large and verdant with a varying and accommodating design that offers something for everybody. A sequence of spaces will invite visitors on a journey of discovery, from informal through to more natural and wild: an urban square with a buzz of activities; open greens for lawn sport, informal play and occasional events; adventure play areas; floodable meadows and biodiverse ecological areas where children and adults can engage with the river. The Mayfield Depot itself is also a key public space and a location where large scale events are already taking centre stage.</i>
I live in Manchester City centre and I love to run in the open rather than a gym. The idea of running in a park is really exciting.	
Although the park design is fine I feel what is missing is a concert stage- where local or other performers can stage events or one off gigs. There are several excellent concert promoters in Manchester such as Hey ! Manchester who would be more than willing to get involved-it would be excellent if the park could reflect the wealth as well as breadth of talent available in Manchester by having this facility and also could promote the park to visitors through this function.	

Where can children play with eyes on the street from neighbours' windows? Kick a football? We do not care about a green view, we want family life. Bring new tower blocks right next to the river with a footpath, like Venice or the canal elsewhere in the city, and create a series of piazzas radiating outwards with different functions. Real creative urban space with outdoor gyms covered porticoes around ALL the blocks to allow visiting in the rain. True piazzification. That would be a breakthrough. Not a heron and bulrushes. Build outwards from residential specs with huge green balconies at least 3 x 2 metres; little gardens.		<i>As the framework plan evolves the surrounding plots create this type of relationship between built form and park. As described in the SRF the southern edge of the Park will be built up, a riverside route along this edge creates urban spaces that will overlook the more verdant greenspace in the centre. We have chosen not to bring built form right next to the river as this would compromise light levels down into the river and park. Instead to have a set back that still creates a strong relationship between buildings, river and greenspace.</i>
Calls for more green space in Manchester		
Great to see green area in the development for kids. But needs to be more green space through the city		<i>The Mayfield Partnership, which includes Mancheter City Council, is delighted to be bringing additonal green space to Manchester. Overall the SRF proposes 13 acres of public realm, including the 6 acre Park.</i>
Great to see regeneration plans around a forgotten part of the city Beautiful building and Manchester is in desperate need of green space free for the people		
We need more green pace		
I like the park because I don't think Manchester has enough green spaces.		
I love the fact that you're building a park. There's precious little green space in central Manchester.		
Whoop whoop. We need more green		
Manchester City centre is in desperate need of greener, more natural spaces and parks where the residents can live out healthier lives. I think it's great that this is the first phase. Very exciting.		
Manchester definitely needs more green space so this looks great		
Manchester in need of developers who value and see the value in adding green space to a development.. looking forward to visiting and us8ng the park		
Manchester needs a good city centre park. It would be lovely to see this one completed		
Manchester needs green spaces!!		
Much needed green space bang in the middle of the city		
N favour of more open green spaces in inner city areas.		
We need more green spaces in the city centre - it seems now that most areas are just being used to create more and more flats and offices so this is a welcome change		
We need more parks in Manchester		
We need more green areas in manchester		
Environment and sustainability		
About time Manchester had a good green space in the city centre. Green infrastructure is vital as part of our strategy to reduce carbon emissions.	-	
Really excited. We live in the city centre so looking forward to green space and greenery that will reduce pollution levels	-	
Pollution is a significant problem in central Manchester.	<i>Air quality and noise pollution are important considerations for any development and key to creating a quality environment that people want to work, live and socialise in, therefore this has been considered further, and where necessary appropriate mitigation has been proposed. Full details in relation to Phase 1 are submitted with this application.</i>	
Very positive on the landscaping side. More detail on energy sustainability would have been good(e.g.,will car park prioritise electric cars and have solar for charging points?).	<i>The aspiration is to deliver a scheme that is environmentally responsible, and this is detailed within the Sustainability Strategy submitted with the planning application. The MSCP will include electric charging points.</i>	
Noise		
The other thing I feel is missing is a noise -cancelling screen of trees or other planting as well as also making the park an oasis when it is so close to the chaos of modern traffic plus the city around and if this could be achieved it would attract people seeking peace and quiet. With the park being so close to the Mancunian Way as well as Piccadilly Station I feel there should be some design element which will minimize the sound as well as visual pollution from traffic which surrounds it. I thank you for your consideration and I look forward to hearing from you.	<i>Consideration of noise is key to creating a quality environment that people want to work, live and socialise in, therefore this has been considered further, with appropriate mitigation proposed, such as hard landscaping, planting and innovative use of building materials. For more details on mitigation measures please refer to the Noise Impact Assessment which has been submittted in support of this application.</i>	
River		
I particularly like the idea of freeing a length of the Medlock from its culvert	We have developed the design in line with the City's vision for integrating green and blue infrastructure into urban areas.	
River Irwell is also badly neglected and a open recreation is much needed in a city centre space.		
Excited to see the river brought back as something you can see and access		
I'm the City's River Valley coordinator so fully supportive of the treatment of the river and creation of the new park and celebration of the areas heritage		
Management and Maintenance		
Although I like what I see unless this area is monitored with security it won't at this time work. New Islington struggles badly with drug users coming into the area so you need to think how you would stop that from happening tbh		
Security and cleanliness should, be a priority.		
Desperately need managed green places. Need to be kept clean and secure		
Manchester waterways are a breeding ground for fly tipping and litter so before i could approve of a new venture to improve access to the river, I would need reassurance that strategies to deal with fly tipping were in place.		
Park is great if delivered on basis of images but would want to ensure that private management/ownership did not restrict the full range of public use and events inc the right to peacefully demonstrate!		
<i>The park will be privately managed but will be publically accessible in its entirety. The park will be managed</i>		

Encouraging good to see green space,need to consider how it will not however have the same problems as Piccadilly gardens	<i>carefully by the Mayfield Partnership to ensure that it is an enjoyable and accessible place for everyone. This will involve keeping the park clean, well maintained, curated, and safe and secure 24-hours a day. The park will be managed discreetly in order to ensure it is as open and accessible as possible, with interventions made to prevent any anti-social behaviour. Three key factors have been identified for the successful management of the park including cleanliness, safety and security and repair and replacement.</i>
Hopefully people will appreciate the park but based on other parks (eg cotton fields) I have low expectations for the publics appreciation and high expectations for drug uses and homeless currently rife from Piccadilly right up Ashton canal (either side of) which should be planned for.	
Excellent proposals however the management and security of the park needs to be a priority	
I have some reservations about how you'll keep the spice heads out of the park	
Security issue and accessibility are a little of my concerns. But really exciting.	
Not keen. I think a new park is a good thing, but I worry it would turn in to picadilly gardens.	
The park is very welcome. It should improve the overall appearance of the area and attract visitors and prospective tenants. I hope it is low maintenance and hard wearing, so that vandals don't ruin the space. Expensive designer street furniture look cheap when damaged and not replaced.	
Not sure about wisdom of leaving park management to the development since council is much more resilient over time.	
while public parks should be open to all, given the proximity to the city centre and the level of homelessness within the city centre I expect it would be difficult	
Support but will probably get taken over by heroine addicts. Not worth the money; give it to the poor	
Car Park	
Avoid car park. Manchester City is already full of car park . There is a need of green and environmentally consciousness. Make this area PEDESTRIAN	<i>The Mayfield Strategic Regeneration Framework (2018) identifies low car usage policies consistent with a highly accessible city centre location. Essential car parking will be provided in the multistorey car park. The car park will compensate for the removal of the on-street parking across the Mayfield site and allow us to provide parking for Mayfield immediately as the different phases come forward. The car park will potentially service 1,500 residential units, c. 150,000 sq.m of office development, and be available for visitors, therefore proportionally 543 car parking spaces is not high. The multi-storey car park plus spaces for disabled drivers across the development will address the requirements of today's market, with built-in flexibility to respond to changing transport trends, including falling car ownership. A Car Parking Strategy will be submitted with the Phase 1 application which explains the approach in more detail, however the car park will be designed to provide more electric charging points as required; and be managed in a way that allows it to quickly and directly respond to the needs of Mayfield.</i> <i>The Site benefits from excellent connections to public transport and vistors at Mayfield will be encouraged to use these whenever possible. Piccadilly Station, Manchester's main transport termuinus, provides local, regional, and national rail connections alongside access to the Metrolink network. These connections will be further enhanced through the proposals established in the Piccadilly Strategic Regeneration Framework. Access to the bus network is achievable from both Fairfield Street and London Road with wider facilities available at Piccadilly Gardens which is less than 1km from the site. The city centre Metroshuttle - a free bus service - is also accessible from Piccadilly Station.</i> <i>Full justicfication for the MSCP is included within the Planning Statement.</i>
I'm not as keen on the car park because air pollution is awful and I want fewer cars.	
I do not feel the city needs any more multi-storey car parks. We should be encouraging people out of their cars by making the city centre difficult to drive in and improving public transport.	
I support the scheme in general, however, do not see that providing extensive car parking is in line with the city's approach to encouraging sustainable and active travel.	
I think Manchester should have less cars, not facilitate more	
Is phase one the same as stage one? Assuming it is, why is this option even an option? I strongly oppose another city centre car par for these reasons : 1. The city centre traffic is awful, especially around Piccadilly station. The car park will create more congestion 2. The car park and office space will increase the num of people driving in city centre Manchester making the air pollution worse and giving people cancer 3. We shouldn't be encouraging people to drive especially in such an already congested area	
the only question is why do we need another multi storey car park and even if we do - why build that first?	
I also find it offensive that office blocks and a car park are being built here. We don't need to encourage more people to drive into the city centre, we need to improve our public transport infrastructure so that more people can access the city centre without using a car.	
Please no car park development. With train and busses on the doorstep there is no need for cars. The park should be for the city centre dwellers to come on foot or by public transport so why should we build polluting structures for outsiders to pollute our environment?	
Negative is car park. We should be discouraging cars into the city centre. Why are Transport For Greater Manchester supporting this?	
I do not feel that a multi-storey car park is necessary, given the location near a major transport interchange. Workers in the new campus should be encouraged to use public transport.	
Would rather see under ground parking than the large and highly prominent multi storey car park - there must be a way of having underground parking without the need to take vehicles deep into or having to travel through t6e development.	<i>In order to encourage low car use within a highly accessible city centre location it was decided that a multi-storey car park would cater for Mayfield better than underground parking as it means that the site can be largely pedestrainised. Additionally it would be difficult to repurpose underground parking to respond to changing transport trends.</i>
Phase 1 includes road access to and from the London Road / Mancunian Way junction into the Mayfield area including multi storey car park, two way access without obstruction except provision of pedestrian traffic islands or traffic calming measures and a 20mph speed limit through the centre of Mayfield stage 1 and stage 3 must be included for safe access and throughfare. However current design proposals are wholly inadequate and must take into account level of traffic and direction including other serving areas, as well as type of highway used in current and proposed designs. Road access for stage 1 and stage 3 of Mayfield SRF must take into account access from proposed Piccadilly SRF (which I personally strongly oppose of the current designs) and neighbouring Ardwick Green, and contingency measures for significant traffic disruption from London Road and Piccadilly SRF for traffic unable to gain access direct from Mancunian Way entrance. Current multi storey car park design proposals are at best mediocre and at worst costly to amend or improve, and compromises safe vehicular access to/from car park against pedestrian roaming including users of the Skate Park as well as users of student accomodation.	<i>The proposals have been subject to detailed consultation with TfGM and MCC Highways. Also traffic modelling has been carried out to show that the development traffic can be accomodated without detrement to the public highway capacity. The proposals have been designed provide safe access to both pedesrians and cyclists and will be subject to safety audits as the detailed design progresses. The traffic flows within Mayfield will be predominately one way and it will be a 20 mph zone. In addition traffic claming measures have been incorporated.</i>
Happy with the proposals. I hope workers and visitors will have good vehicular access, and that adequate parking and charging points will be provided.	-
I'm supportive of the proposals I guess a multi storey car park is needed in the short term	-
The multi-storey car park makes sense. It will be much cheaper to build and provide flexibility. The design also looks good.	-
There will be a need for car parking as the development matures, and building it first may suit development sequencing, but buildings and the park that support activity are the greatest local priority.	-
Materials	
Very much like the idea of an emphasis on red brick through the area as a unifying and traditional theme but am concerned about the solidity of the appearance of the proposed multi storey car park which should read as far more visually permeable using glazing as with the car park at Shudehill so it sits more appropriately within the context of office and residential buildings.	<i>Further design development has been carried out to ensure that what we propose at planning will be deliverable. The datum line remains a strong design concept. To break up the buildings solidarity we have developed a perforated façade pattern and also integrated opportunities for climbing plants to soften the</i>
I love the integration of the old and new, the new public space and the fact that it will bring this part of Manchester to life. It has been designed with imagination and innovation at its core. I'd love to live and work here.	

Like brick not aluminium	built form.
They look great. My only concern is potential cost optimisation of materials when buildings are finally built. Looks great now but we are in potential danger of having bland glass and steel buildings around what will arguably be a fantastic new urban park	
Mancunian Way Crossing	
Commenting on Mancunian Way itself, phase 1 does not include rumoured pedestrian crossing provision not grade separated, which I find highly dangerous placement and hazard for both road users and pedestrians. Mancunian Way merely by definition or general specification classed as 'motorway' does not act as such with current traffic levels, and traffic light phases and pedestrian crossings at many sections of the wider inner ring road. Although the inner ring road is an incredibly complex algorithm serving possibly as the only 'highway' bypass across the centre of Manchester, it does not necessitate adding another pedestrian crossing for a single development area, and the inner ring road must be free or kept at a reasonable minimum of traffic junctions and pedestrian crossing in comparison to a Japanese style urban highway as such a 30/40mph or 40/60kmh 'motorway'.	The Mayfield Strategic Regeneration Framework (2018) allows for improvements to the Mancunian Way in terms of integration, including options for pedestrian and cycle crossings that will continue to be explored as the detailed design for future phases is developed. It is very important to better connect Mayfield and the wider city centre with the neighbourhood of Ardwick.
Depot	
Outside of the phase 1 development proposals, Mayfield SRF must think extremely carefully about their development and planning impact on the Piccadilly SRF and futureproofing for railway infrastructure, in planning and construction and railway maintenance access. Personally I would like to see significant increase of at least 9 to 12 through platforms at Manchester Picadilly, including 2 more tracks and a designated freight line built to at the very least W12 loading gauge specifications and perhaps a second level for throughfare for high speed lines HS2/NPR, allowing for much more flexible provision in the rail services and operations including future upgrades. Understandably my idea would cause significant impact on the Star and Garter pub, hotel, current Mayfield station structure, and development plots for high rise residential, not least to mention grade listed buildings of historical significance along the viaduct, to which I deeply regret not able myself to work around a suitable proposal.	The current Network Rail proposals for the expansion of Manchester Piccadilly, as part of the Northern Hub works do not involve Mayfield Depot as an overspill.
Have always felt connected to the historic aches and terminal building although options to enter them (MIF, Grub to a small degree) have been very limited over the years and so they continued for to deteriorate slowly, whenever standing in Picadilly platform 14 this is a reminder. Any plan which maximises their preservation is good. Is not year clear whether foundations of the proposed buildings on top will cut though them as little as possible I would hope.	
Very good regen of the area, glad the old station etc is staying	
Heritage	
Fantastic project regenerating Manchester’s heritage!	The SRF consultation demonstrated how passionate the public are about heritage with many comments on this subject, therefore this has been considered during the design process. The Baring Street Bridge is being retained as part of this phase of development and the park design team have referenced the remaining historic features within the design of the park. The materials for new buildings have been selected in reference to the local context, particularly red brick. We are also passionate about the history of the site and commissioned Jonathan Schofield to undertake detailed research which has been used alongside detailed archaeolgy reports when considering the potential for historical and archaeological interpretation.
I think it’s great to see this kind of development in the city centre, especially utilising the existing industrial history of the area within the design.	
Can we use this historic area to educate people on Manchester’s rich heritage? If so why isn’t that part of the plans?	
It’s nice that you are attempting to inter grate the old and new.... lost of Manchester’s history has been lost due to new development, so happy you are trying to maintain some	
Keep this space as it is. Keep its gritty, complex history and let people enjoy it as a performance space, exhibition and food/drink market. Host craft markets. Make it a space that the community can enjoy, not one which stinks of white privilege. I read a blog where someone had snuck into this space before it got developed, and he photographed the untouched history of it. By developing it in this way, you are destroying this history. Our historic buildings should be preserved, and generations of the future should be allowed to enjoy them, but not like this. Make the most of what you’ve got before you start building new things, and for gods sake do it respectfully.	
The retention of heritage assets should be prioritised at every stage of the development.	
Private/Public relationship	
I do not believe in the value of public/private partnerships. It should be made clearer which private interests have a stake in the development. ‘Regeneration’ is often just a synonym for gentrification if it’s not a publicly funded and managed project.	The Mayfield Partnership is a joint venture between LCR, Manchester City Council, Transport for Greater Manchester and U+I. LCR, MCC and TfGM are the landowners of the site and they instructed U+I as their development partner in Decemeber 2016. U+I is working with the Mayfield Partnership to deliver the regeneration scheme. Regeneration, and the benefits this brings, is Manchester City Council's only key concern for Mayfield. Mayfield has the potential to not only transform the immediate neighbourhood, but to also act as a catalyst for regeneration and grwth of the neighbourhoods around it, particularly Ardwick to the south.
Cycling	
I am concerned absolutely it adequate cycling provision at a decent percentage for projected office users (eg 25%)	High quality cycle parking will be provided for residents, employees and vistors to Mayfield on a phased basis as the development is built out. The quantum of cycle parking proposed will meet or exceed MCC's requirements. All cycle parking will be highly accessible via safe and legible routes, and will be covered, safe and secure.
Office	
4. By the time it’s built there will not be a need for the office space. Manchester is the fastest growing city centre in the country. Most of the new development is office space. So many of these current developments will be completed by the time phase one is off the ground rendering the office space worthless. We will have destroyed a historic landmark for some unused, unprofitable, soulless office space. 5. Will theses offices be affordable for local Manchester businesses?	There is currently an evidenced shortage of high quality office space in Manchester. Mayfield is a commerically led neighbourhood and will deliver much needed Grade A office space for Manchester, in this prime location adjacent to Piccadilly Station and the proposed HS2 terminus. At the moment there is not an occupier for the office, however the design of the office building is flexible so that it can be occupied by one solo tenant or many different tenants and we will be taking the proposals to the market.
We also don’t need more office space. How will this be different to any other office space in the city? Are you going to offer reduced rates to attract small businesses? Or are you just going to make this wonderful, historic space into another spinningfields?	
New office space is vital for growing the city's economy, so I'm very pleased to see it come forward in the first phase. Active frontages and ground floor uses are important to creating an area used by all at all times.	Active ground floor uses are proposed throughout the development. As part of this submission the office building will have a café on the ground floor.
Retail	

Looks good, what about retail uses for the ground floor?	<i>Active ground floor uses are proposed throughout the development. As part of this submission the office building will have a café on the ground floor.</i>
Accessibility and Inclusion	
Please make sure the development is accessible to everyone	<i>Accessibility for all is a priority for the Mayfield area. The vision for the Mayfiend area is to create inclusive through routes and connection with the wider city which will be accessible to all those visiting, living and working in Mayfield, regardless of age, ability and economic status.</i>
Your campaign uses very strong statements such as “a place for all”, “health and well-being”, “diversity”. The presentation however, shows no indication of how these will be achieved beyond the design components that are proposed. How will coordination take place with the city council, who are the stakeholders of this project, how will you ensure a transport hub by including TFGM? Especially if TFGM can barely control the privately owned bus network as it is? How will this scheme include the vulnerable populations of Manchester, making sure that is in fact for everybody? How is health and well being targeted in practical terms, beyond a graphic that took less than a day to make? As an architect and a lecturer in architecture I argue that the images you are presenting at Piccadilly gardens today are weak, and show no substantial evidence to your claims. Surely, we can do better.	<i>Mayfield will be managed privately by the Mayfield Partnership. The park will be open for all to use with many of the buildings proposed to have active frontage on the ground floor which will be open to the public. The Mayfield Park will be a safe year-round park welcoming to the general public and there is the intention for there to be a range of events and activities to appeal to all regardless of demographic. Extensive consultation was undertaken for this application as well as previously for the Strategic Regeneration Framework including with statutory bodies such as TfGM and MCC Highways, along the MCC Access Officer. Pedestrian and cycle links are proposed to connect the Site to Piccadilly Station and the city beyond.</i>
Affordable housing	
Contribute to affordable housing as council policy specifies and do not try to get out of it through arguments on viability.	<i>Residential development is not proposed as part of this application. The delivery of affordable housing will be reviewed as planning applications for residential areas are being prepared. The housing delivered at Mayfield will aim to attract a wide range of residents.</i>

Please tell us your views on the proposals for Mayfield Park and public realm e.g overall design, proposed materials, proposed uses

Public Comment	Project Team Response
Access to nature	
A new park with access to nature will be an amazing addition to the city	<i>The proposals for the park will deliver a range of ecological improvements including:</i> • <i>Generous naturalised river edges and habitat</i> • <i>Integrated bird nesting opportunities</i> • <i>Integrated bat roosts</i> • <i>Improved light levels to the river following the removal of the culvert</i> • <i>Rock weirs/ stepping stones which will improve the flow and characteristics of the water</i> • <i>An overall increase in green space from what is currently available on Site</i> • <i>Management of existing invasive species</i> • <i>Extensive tree planting throughout the park</i> • <i>Better access to the water's edge for imprvoed maintenance of the river itself</i> • <i>A floodplain to accomodate a 1 in 100 year plus climate change flood scenario with no impact up or down stream</i> • <i>Opportunities for visitors to engage and learn about nature</i>
The use of vegetation will also bring more wildlife to the city and hopefully improve the air quality.	
Encouraged to read about habitat creation	
Good thinking on biodiversification	
I am most supportive of a central green space, specially one that supports wildlife.	
It all looks good, I hope anything that is used will be environmentally friendly and any biodiversity in this area is preserved.	
Really like the focus on sustainability and importance of conversing habitats and wildfire	-
Exercise	
Brilliant - encouraging people to get out and move about!	-
Maintenance	
All good but maintenance is the key	<i>The park will be privately managed but will be publically accessible in its entirety. The park will be managed carefully by the Mayfield landowners to ensure that it is an enjoyable and accessible place for everyone. This will involve keeping the park clean, well maintained, curated, and safe and secure 24-hours a day. The park will be managed discreetly in order to ensure it is as open and accessible as possible, with interventions made to prevent any anti-social behaviour.</i>
As per previous answer- how will you stop it being ruined by the great unwashed	
Design and concept good but you need to include security in the partnership	
Good as long as looked after and maintained. Involvement of partner agencies and groups essential	
Good to know will be maintained by developer and not Manchester City council,	
Green spaces are sorely needed. Peace, quiet, well lit spaces would be excellent, but my concern is that without proper maintenance the site could fall into disrepair. Providing it was maintained, and communally organised, I back it.	
Hit the spot. However given challenges with Piccadilly gardens how can we ensure we balance access with security?	
Hope it will be well managed and maintained	
If properly maintained I think this could be a beautiful eco friendly area within the city centre and strongly needed	
Images suggest a very natural look rather than an overly manicured look. It seems to be both resident friendly and worker friendly. Hope it will be well maintained.	
Just concerned about long term management - but overall support the aspiration	
Looks great, concerns about adequate maintenance and management	
Looks great. How will it be managed/maintained.	
Manchester sorely needs green spaces. Let’s just hope they don’t get spoilt or vandalised.	
Please keep the crack a heads away, we need a nice green area to relax in the city	
Safe and welcoming for residents and visitors - day and evening	
The city centre desperately needs more green space that is accessible and safe for all to enjoy.	
There were s a distinct lack of open green space in the city centre so this is the most attractive part of the proposed development. I am concerned that adequate provision is made for cycle parking and that management agreements to maintain the space. Are in place. Numerous examples in Manchester where this oversight quickly leads to crumbling public realm bins not emptied wood not stained broken lighting not fixed. I think too much effort at the initial development and not enough foresight to manage maintenance issues are to be avoided	
V important to keep it nice - no drugs - anti social behaviour. We have law but no order !	
Wrote this in the other box already, there is quite a lot of park given surrounds are mainly commercial. Drug use and homelessness is like to follow in little used areas, likely the upstream area	
General	
As before needs to be wider spread throughout Manchester	-
Bring it on as soon as possible	-
Buzzing m8	-
Can’t be any worse than it already is!	-

Cool	-
Decent size, will be the developments usp	-
Design looks good	-
Fantastic concept	-
Focus on green spaces, rare and refreshing	-
Fortnite battle bus	-
Good	-
Good use of public space	-
Green space	-
I like the large inclusion of public space that Manchester seems to forget about with most developments.	-
I like the plans for Mayfield park	-
I like the use of g even space and water to create a different environment for the city centre.	-
I support green spaces	-
I think it's a brilliant idea. Manchester needs more GREEN!!	-
I think it's a great idea for the community	-
It is good and fun	-
It needs some greenery after the Labour politicians turns Piccadilly jungle into a concrete crime centre	-
It's exciting and forward thinking	-
It's very gooodddddddddd	-
Just wanted to know how the existing neighbouring environment and buildings would be organised?	<i>The connections to Ardwick (and other surrounding areas) are extremely important to ensure that the regeneration benefits of Mayfield are as widespread as possible. A connection from Mayfield to Ardwick will provide social, economic and environmental benefits to the residents of Ardwick, particularly through their ability to access the new Park; leisure, cultural and amenity uses on site; as well as jobs within Mayfield and beyond. The importance of this connection is recognised in the Mayfield Strategic Regeneration Framework (2018).</i>
Lice and quite	-
Like the fact that the park doesn't look like a standard city centre park but that it does have some city centre provision.	-
Looks a brilliant idea and use of space so close to transport hub.	-
Looks fine to me	-
Looks like it keeps within the area but also expands upon it	-
Looks really cool	-
Love the park	-
Manchester City centre needs more trees and green space	-
Manchester needs more green space	-
Manchester needs more green spaces, with mayfield being unused space at the moment it's the perfect location.	-
Manchester really needs more green lungs	-
More park is better to tackle air pollution	-
Need for sustainability	-
Need more green space in the city	-
Needs to happen ASAP, amazing idea	-
No	-
Park in city centre will be brilliant. Piccadilly Gardens can do one	-
Responsive to local urban context and represents an improvement in streetscape terms.	-
Also important as this area being so close to Piccadilly station will help form a positive first impression for visitors and new arrivals	-
Seems appropriate. I look forward to some quality city centre green space	-
Seems like you've covered everything	-
So bold and ambitious	-
Straighten up the sludge field called Piccadilly gardens	-
The more parks the better!	-
The taller the better	-
The team is good not only good very good	-
The whole concept and past successes have gained my confidence and support	-
There are pottery and painting and lots more and you can learn lots of things	-
There is wonderful designs to make it is sooooooooooooooooooooo much fun	-
Think the proposal is solid as low as massing is kept low level	-
Thumbs up	-
Totally support	-
Umm no	-

Very impressed with the proposal overall	-	
Very positive.	-	
Waste of money	-	
We need a real park that is not Piccadilly gardens	-	
We need more green areas in manchester	-	
Well needed and will be well used by us as a family.	-	
When we were going out of school for a surprise I saw it was an event	-	
Who doesn't love a park?	-	
Will be great to have new public spaces	-	
Will provide green space and open up Ardwick to the city	-	
Yeh , I think they are doing a great job cary on doing this at this school Medlock primary school	-	
River		
Central Manchester needs more greenspace. Proposals look spot on. Open up the river as much as possible.	Manchester City Council has adopted a blue and green infrastructure strategy that seeks to connect the city's open and water spaces. Through opening up the River Medlock in this location and creating a new park it is envisaged that this will extend and others will continue to create connections to the blue and green infrastructure. Better access to the water's edge is proposed as part of the works for Mayfield park. This will help to improve maintainance of the river itself and provide opportunities for visitors to engage and learn about nature.	
Sensitive to the river and multi functional		
Future privatisation		
Concerns - keeping urban and historic feel - authentic Investors buying up area so no longer a park for the people Overall v excited Tram stop near by?	The park will be privately managed, however the intention is for it to always remain as a facility for the general public.	
The park should be truly 'public' and the council should take responsibility for ensuring this ends up the case.		
Uses		
The look and feel of the park is varied and attractive. Potential for a a more direct walking and/cycling route to be integrated that would link through from grosvenor street to the station.	Pedestrian and cycle routes will be designed so that they are legible and safe including natural surveillance.	
Cycle friendly please. Connect with bee lines		
Great, more city activities please.		
Great, multifunctional area. An exemplar in regeneration.		
Hope to see some indoor arrangements. Mar rain. B good to have indoor gardens		
I would fully support more recreational areas both outside and inside if done right, easy to build and improve and easy to plan ahead. River Irwell is also badly neglected and a open recreation is much needed in a city centre space, personally would like more designated sports or bigger viewing areas for more outside leisure including televised events near the area but this is very much adequate and reasonable, and should suffice for the Mayfield SRF.		
It looks good I particularly like the playground. Our children love visiting the city centre, however the current playgrounds are limited and over-used.		
Lots of grass and so many flowers please		
So exciting to have a green space and links up with the residents of Ardwick Somewhere for families		
Although the park design is fine I feel what is missing is a concert stage- where local or other performers can stage events or one off gigs. There are several excellent concert promoters in Manchester such as Hey ! Manchester who would be more than willing to get involved-it would be excellent if the park could reflect the wealth as well as breadth of talent available in Manchester by having this facility and also could promote the park to visitors through this function.		
Enclosed areas for dogs to play off the lead would be beneficial. Supporting the local environment and encorporating into design		
Going to be a lovely open space available to all		-
Great, multifunctional area. An exemplar in regeneration.		-
I strongly agree because it's a nice suggestion for families and children		-
It's great to see plans for new green and blue space in the city centre! It's important for all of the different buildings and phases to fit and work well together.		-
It's imperative that the buildings work around the green and blue space so that the park becomes somewhere that all those working and living in the city centre can (and want to) spend time.		
Leisure/recreational		-
Like the values around the environment, children friendly areas, etc		-
The uses are unique to a city centre location	-	

This is utterly useless because grass fails in Manchester. Think long term ownership from cradle to extreme old age. Pave it or piazzify it and use it for all types of living services and recreation; basketball, theatre, auditorium even. Please put porticoes around these new blocks and make them part of a civilized rain free access. Link them with heritage station iron and glass roofs if you like. Keep the station theme going as if a train is on its way. Skateboard park between the platforms? Put the gardens in the sky attached to each apartment. Let everybody have an aerial balcony garden. Not a communal park at all. Same old problems with these "grounds" all over the UK. Keep off the grass. Child risk. Big fences. Waste. And poor urban planning; two years after it is built there will be no more gardening or maintenance and there will be big arguments over whose responsibility is it.	<i>Durable and long lasting materials will be prioritised to prolong the lifespan of buildings and materials will complement the traditional materials of the retained structures. Pathways have been aligned to response to desire lines, secondary desire lines across the field have been considered with robust corner plinths and mounded landform. The field proposes to use a species rich grass that can be maintained with no mow areas to promote wildflowers but also reduce areas of short length lawn that requires high maintenance and is more susceptible to wear. The vision for the park is to avoid the type of highly controlled and sanitised public realm referred to in this comment. Consequently we are encouraging spontaneous skateboarding, we have designed areas for all ages and abilities with a variety of active and passive use opportunities.</i>
Who is it for? How is that shown beyond a “fancy rendering”?	<i>The park is proposed as a space for all as it has been designed as a sequence of interlocking spaces that can be used for different activities and is accessible to all. Mayfield will be an active hub for employees at Mayfield, residents of the later proposed residential buildings and visitors from the wider city centre.</i>
Will children play there? Uncertain, not sure where they will come from	<i>There is a large residential community in Ardwick Green abnd beyond. There are also several city centre nurseries and adjacent Primary Schools, including Medlock Primary School and New Islington Prumary School. We have enagaged with local school children who are likely to use the play areas provided within the park including on their suggestions for play equipment.</i>
Noise	
The other thing I feel is missing is a noise -cancelling screen of trees or other planting as well as also making the park an oasis when it is so close to the chaos of modern traffic plus the city around and if this could be achieved it would attract people seeking peace and quiet. With the park being so close to the Mancunian Way as well as Piccadilly Station I feel there should be some design element which will minimize the sound as well as visual pollution from traffic which surrounds it.	<i>Consideration of noise is key to creating a quality environment that people want to work, live and socialise in, therefore this has been considered further, with appropriate mitigation proposed, such as hard landscaping, planting and innovative use of building materials. For more details on mitigation measures please refer to the Noise Impact Assessment which has been submittted in support of this application.</i>
Materials	
I don’t know much bout the ensign ad materials proposed but I would support eco friendly and in keeping with the history and local area	<i>Durable and long lasting materials will be prioritised to prolong the lifespan of buildings and materials will complement the traditional materials of the retained structures. Pathways have been aligned to response to desire lines, secondary desire lines across the field have been considered with robust corner plinths and mounded landform. The field proposes to use a species rich grass that can be maintained with no mow areas to promote wildflowers but also reduce areas of short length lawn that requires high maintenance and is more susceptible to wear. The vision for the park is to avoid the type of highly controlled and sanitised public realm referred to in this comment. Consequently we are encouraging spontaneous skateboarding, we have designed areas for all ages and abilities with a variety of active and passive use opportunities.</i>
I like the use of red brick and to reduce wind tunnels. I can’t quite place where it’s all going to go in my head, is the big railway depot staying?	
I like the use of traditional materials because it’s what makes Manchester so recognisable. I like the idea of having residential and commercial use. I hope Mayfield will be a great new area to regenerate this part of Manchester and will include enough affordable housing for people who live here to stay here	
I would like to see sustainable materials used. Design should be modern but eye pleasing!	
It would be good if the materials are sympathetic to those already in place - depot fire station and railway station	
Keep hard surfaces to a minimum - use more grass.	
Materials respect the local character and heritage whilst injecting some innovative ideas	
Maximise use of reclaimed materials please.	
Much needed green space. So glad to see proposals for not another Ian Simpson glass block	
Please only use organic and natural materials where possible	
Reasonably good choices; please maximise where possible use of reclaimed materials.	
The use of industrial materials in keeping with history of the area are great	
History	
Every effort should be made to preserve and utilise as much of the existing historic Mayfield station as possible.	<i>The SRF consultation demonstrated how passionate the public are about heritage with many comments on this subject, therefore this has been considered during the design process. We are also passionate about the history of the site and commissioned Jonathan Schofield to undertake detailed research which has been used alongside detailed archaeolgy reports when considering the potential for historical and archaeological interpretation.</i>
Like that it’s being built in line with heritage of the area	
The involvement of the history of the site is a great touch	
Car Park	
Great plans but stop plans for a car park. Manchester City centre is blighted by car parks and city centre residents suffer the pollution caused by outsiders bringing their cars to where we live. Building more car parks will lower our well-being and quality of life. Stop building more car parks!	<i>A car park will compensate for the removal of the on-street parking across the Mayfield site and allow us to provide parking for Mayfield immediately as the different phases come forward. The car park will potentially service 1,500 residential units, c. 150,000 sq.m of office development, and be available for visitors, therefore proportionally 543 car parking spaces is not high. The multi-storey car park plus spaces for disabled drivers across the development will address the requirements of today's market, with built-in flexibility to respond to changing transport trends, including falling car ownership. Users of Mayfield will be encouraged to use the strong transport links situated in close proximity to the Site, including Piccadilly Train Station and Metrolink</i>

No problems. Not amazingly keen on he car park I still think the street will be filled to capacity and just have more car parking in the city. I wish we had fewer roads for private vehicles in MCC	<i>stop.</i>
Residential Uses	
Park is great, make some flats affordable so community is mixed. Not sterile like in parts of London	<i>Residential development is not proposed as part of this application. The delivery of affordable housing will be reviewed as planning applications for residential areas are being prepared. The housing delivered at Mayfield will aim to attract a wide range of residents.</i>
The Depot	
The overall design looks fantastic. My only concern is the future redevelopment of Mayfield depot that should be redeveloped to support Piccadilly Stations peak overcrowding issue	<i>The current Network Rail proposals for the expansion of Manchester Piccadilly, as part of the Northern Hub works do not involve Mayfield Depot as an overspill.</i>

Please tell us your views on the proposal for the office development at Baring Street campus e.g. the proposed materials, the height, architecture

Public Comment	Project Team Response
Other	
Architecture plans look tasty as owt	-
Basics interesting. Await more details.	-
Don't know enough about it unfortunately	-
Great proposals	-
I can't especially support more buildings but they are inevitable really	-
I don't care	-
I don't know	-
I very like it	-
Improvement and development of infrastructure	-
It's a great concept that deserves implementation	-
Looks promising	-
Lots of flowers	-
More jobs for Manchester 🇮🇪	-
More parks , more green , more nature , save the earth	-
Need to learn more about it but any progress within the commercial world is good for the city and jobs	-
Not sure	-
Office space is premium	-
Pleased it's not spinning fields #2	-
Sounds like a great idea	-
Sounds ok	-
Suits the area	-
There's is really fun things to do like pottery and painting	-
To support the overall masterplan	-
We need more jobs so it's good.	-
We think it looks really cool.	-
Would like more information. Info shown not that clear / detailed	-
Would need to have more info about it before strongly supporting but sounds like it could be a positive development	-
Yes	-
Location and use	
Baring st is an area that needs more variety office space as it is currently industrial and storage areas, this area is price office space being so close to Piccadilly station	There is currently an evidenced shortage of high quality office space in Manchester. Mayfield is a commerically led neighbourhood and will deliver much needed Grade A office space for Manchester, in this prime location adjacent to Piccadilly Station and the proposed HS2 terminus.
I think that the area should remain for recreational use only.	
I think having offices will encourage people to use the area	
Like the unusual shape and the reason for enabling light into the park area. There is a shortage of high grade office space in the city, proximity to railway should be an advantage to guarantee take-up.	
There is a shortage of office units in Manchester, the location is excellent for public transport, It as an area that can take height	
Looks a bit brutal - doesn't appear to relate to its surrounding or to people.	
With the park it will be a fantastic space for working bringing a great sense of well being to those that work in the area.	
Sounds like it will be fitting with the area	
Potential tenants	
It'll be good to bring more business to the area but hope to see space for community enterprise and space for charities.	At the moment there is not an occupier for the office, however the design of the office building is flexible so that it can be occupied by one solo tenant or many different tenants and we will be taking the proposals to the market.
Would be good to support local businesses rather than faceless corporates	
Ground floor use	
Active ground floor use will be important	A café is proposed in the ground floor of the office building. Other amenities will be delivered in later phases of development.
Ground floor should maximise its potential for mixed use development particularly food and beverage to activate its frontage and connect it to the park	
I would recommend commercial units at the ground level with glazed facades to improve active frontage and visual connections through.	
Make sure you retain a welcome public space at ground floor level for sure inclusion of the public.	
New office space is vital for growing the city's economy, so I'm very pleased to see it come forward in the first phase. Active frontages and ground floor uses are important to creating an area used by all at all times.	

The height of the office development is fine. I would recommend having commercial spaces at ground floor level such as cafes or local independent stores. The roof space should be utilised as outdoor breakout areas for the office tenants.	
Design	
Again you have forgotten the rainfall so why no covered porticoes? Why not put a piazza on the roof; open and closed. Eric Parry architects are doing this with London offices.	The concept design included in the consultation is an intitial work in progress focusing on achieving the right balance of massing and scale to complement the surrounding Mayfield development, and provide good daylight access to the new park. The proposals have now been further developed to consider how the design to be different to typical office developments, with a strong consideration to look, feel and materials that reflect the distinct character of Mayfield.
Designs look great	
Great design, open and allowing all to enjoy the space and design without feeling intimidating or too over developed	
Great looking scheme.	
Hard to tell from the images presented. It looks a bit run of the mill commercial building as opposed to inspiring/landmark architecture	
I like the design, particularly as it's not a high rise tower so will fit in and not dominate the immediate surroundings	
I really like the design	
If this is the one near the car park, seems totally fine.	
It's difficult to get a sense of how it will look with the limited range of designs that are currently available. Most developments of this kind are very mundane and I hope that the Mayfield office blocks can deviate from that trend!	
It's in Harmony of design planning I really like.	
Looks fine. Could be a nice place to work	
Looks like Spinningfields. It needs to look like the surrounding area. I don't mind the height but it's like two Weetabix boxes.	
Love how it's been designed and proposed	
Would prefer a higher building to maximise the location adjacent Piccadilly. Low rise is not appropriate for the location.	
The height is small but sometimes high witch I prefer high	
More office development. The site could support taller development	
Need to be careful the buildings don't have a 1970's look about them.	
Nice strong design	
No issues with height	
Nothing in particular as this would not directly impact myself. But I do like the design	
The design is more interesting than most new builds	
Too many 1950s soulless Soviet Union era type buildings already exist	
Market demand for office space	
Do we really need more offices	There is currently an evidenced shortage of high quality office space in Manchester. Mayfield is a commercially led neighbourhood and will deliver much needed Grade A office space for Manchester, in this prime location adjacent to Piccadilly Station and the proposed HS2 terminus.
A lot of the current buildings being constructed in Manchester are either flat or office complexes, so I'm indifferent about another one.	
Have enough office space here	
Hold be a better use if the space Manchester is already full of empty office space	
I wonder how much office space is required when the cultural shift is towards home and mobile working.	
Lots of offices already!	
Manchester has an absurd volume of office spaces. I cant help but feel this effort is largely to appease private interests to get the park green lit. Park is the priority,	
Nothing specific about this particular office development, but there is simply far too many 'office and mixed use' development in the region of Greater Manchester which has caused significant impact on cultural heritage and therefore losing our unique factor to attracting tourists from nationwide and overseas.	
Personally I think there is a abundance f office space in Manchester	
Residential	
Good that not just all resi	The Mayfield area is a commercially led neighbourhood. Residential development will come forward at a later stage depending on a number of factors, including other phases of Mayfield and market. The housing delivered at Mayfield will aim to attract a wide range of residents.
Looks a bit traditional office-space heavy but can see intention of a good balance of uses. Can't picture what living here would be like. Actual homes seem not to have a high profile as yet in the thinking.	
Maintenance	
Great idea to fund maintenance	Ongoing operation and maintenance costs of the park will be funded by a combination of revenue from commecial occupiers and residential ground rents and service charges.
Make clear what proportion of net will go toward maintaining the public space.	
Homelessness	
How is it going to support the Manchester dream - reduce if not remove homelessness	The Mayfield design team have consulted with Barnabus, a Christian Homeless Charity which has been present in Manchester for over 25 years. Barnabus will provide support for any potential rough sleepers.
Materials	
I hope that they will avoid to build another cladding/glass box with no character. Is an opportunity to finally build something decent. Avoid design and build contracts	
I like the red brick and the shared space.	
I like to see modern offices. We need to attract new businesses to Manchester.	

Let’s make sure the materials don’t get cost optimised!	<i>Strong consideration is being given to the design and appearance of the development, with careful thought being given to the look, feel and selection of a complementary material palette that both makes the building distinctive and reflects the unique character of Mayfield.</i>
Love the fact that you want to use similar brickwork	
Needs to be innovative design using predominance of glazing and red brick.	
Should not try and make too much of a statement, focus should be on the park. Not too bland either, mind 😊 Mancunian details for sure, but don't 'over-Manc' it.....	
Space must be flexible, can’t go wring with brick	
Too much glass, would benefit from a more interesting materials palette.	
Would like to see further detail on the materials - i.e. how sustainable.	
Car Parking	
Parking should be limited	<i>The large majority of parking at Mayfield will be provided by the multistorey car park. The car park will potentially service 1,500 residential units, c. 150,000 sq.m of office development, and be available for visitors, therefore proportionally 545 car parking spaces is not high. Full justification for the car park is provided in the planning statement.</i>
Traffic	
Worried about traffic in particular, taxis.	<i>A strategy to address the taxis on Baring Street is proposed as part of this planning application. The Transport Assessment submitted with the application considers the full impact on traffic as a result of the development.</i>

Please tell us your views on the proposal for the multi-storey car park at Baring Street campus e.g. the proposed materials, the height, architecture

Public Comment	Project Team Response
Materials	
A great design solution. Let’s ensure the materials don’t get cost optimised!	Further design development has been carried out to ensure that what we propose at planning will be deliverable. The datum line and strong reference to the existing industrial buildings remain a strong design concept. To break up the buildings solidarity we have developed a perforated façade pattern and also integrated opportunities for climbing plants to soften the built form. Creating an underground car park was not financially viable or practical due to high bedrock.
Again interesting architecture and a sympathetic us of brick	
Again to respect the master plan and the choice of materials for more important and significant buildings; housing and commercial	
Brick will certainly tie in with area ... a proposal that rivals the fcb car park on circle square would be awesome.	
As for the materials I agree with a perforated material strategy - an MSCP needs to be well ventilated (and if naturally ventilated, even better)	
I like the idea that traditional materials will be used. This ensures it fits within the historical context.	
I really like the brick treatment, it doesn’t look cheap	
Like the choice of materials	
Love designs and use of brick, links to heritage, sets a precedent for car parks	
Love the design and historical references. Hope this doesn’t get value engineered!!	
Probably makes more sense than underground parking in each building. Multi storeys are always an opportunity for interesting design.	
Texture of building walls would be a concern.	
The architecture is very good but it needs to be colourful	
This currently looks awful (whatever material is used for the upper storeys). Am not convinced by the argument against underground parking if it results in a big bland block like this...	
Other	
A necessary evil!	-
Definitely needed and a potential income for upkeep	-
Good idea if situated away from the park	-
Great!	-
I have no opinion	-
I think it is good because people who drive cars can park up and see what is going on.	-
I think that they will improve the area because there will be more space	-
It is a good concept but I do look forward to it being all encompassing	-
It is getting harder and harder to find parking in the city, another multi-storey which looks good is truly welcome.	-
It is good	-
It is good so people can park	-
Parking in CC being eaten up by development. New parking is needed.	-
Logical and well planned	-
Love how it’s been designed and proposed	-
More nature , humans take enough space with out more buildings , more natural , more nature	-
More. Urban areas for parking especially considering the growing population and more drivers on road	-
Necessary evil	-
Need to pay for it somehow	-
Needs to be somewhere and better not at gateway to rest of city centre	-
Nice	-
Previously mentioned. Will just allow more cars in the city. The street will still be used for parking	A car park will compensate for the removal of the on-street parking across the Mayfield site and allow us to provide parking for Mayfield immediately as the different phases come forward. The car park will potentially service 1,500 residential units, c. 150,000 sq.m of office development, and be available for visitors, therefore proportionally 543 car parking spaces is not high. The multi-storey car park plus spaces for disabled drivers across the development will address the requirements of today's market, with built-in flexibility to respond to changing transport trends, including falling car ownership. There will be electric charging points within the car park and the introduction of a car club is possible at a later stage. Full justification for the car park is provided within the planning statement.
Private transport should be strongly discouraged	
Increase congestion making people’s journeys take longer and lives worse 3. Sends he wrong message that we are supporting cars and driving in Manchester	
City centre 4. Loose a small part of Manchester’s rich heritage	
Underground car park would be less of an eyesore ,having a car park next to park would be a bit contradictory	
This is supposed to be a pedestrian centred development	
Why does a city centre office development need so much parking?	
There’s enough in Manchester already. What’s the point in spending money on car parks to look nice no one cares	
There shouldn’t be a need for a car park and increases traffic, The public space should be used by people on foot visiting or living in the city centre.	
Car usage in city centre should not be encouraged... while there needs to be some parking provision can that not be reduced to absolute minimum?	
Consideration if a car park is needed here? Is this part of a wider master plan to keep all multi storey car parks next to the Mancunian way and remove cars from inside the inner ring road?	
Is a multi storey car park necessary? Could car clubs reduce the need for a multi storey car park?	
In the modern day with desperate needs for sustainable transport now, let alone when the latter phase city come fwd.... such vast car parking.... what on earth?!	
Plain crazy	
Necessary evil. I’d prefer if cars were left out of the city centre but it seems that would be highly unlikely	

No more car parks needed in the city centre. By building this you lower the well being of the city centre residents at the expense of making it convenient for outsiders to come to the park. The priority should be the well being of the city centre residents not outsiders	
Parking is bad in that area	-
Will relieve traffic elsewhere in the city	-
You need places for cars.	-
You’ll need somewhere to park I guess	-
Highways	
Access from Manchester way slip road is good.	There are 3 main changes to highways, which will facilitate access to the car park: 1) Improvements will be made to the junction off London Road 2) The road adjacent to the skate park will be upgraded to provide direct access to the car park. 3) Baring Street will be made into a one way road. These changes will allow access to the car park from the Mancunian Way eastbound and from both directions off London Road. Access from the Mancunian Way westbound will be provided at the earlier exit and along Fairfield Street. Exiting the car park will be via Baring Street, Buxton Street and London Road.
I would fully support if done right. Current multi storey car park design proposals are at best mediocre and at worst costly to amend or improve, and compromises safe vehicular access to/from car park against pedestrian roaming including users of the Skate Park as well as users of student accommodation.	
Isn’t near much aside from the Mancunian way. Is going to be hard to get to though even if London intersection area is modified because that is hard to get also	
So long as traffic will not be an issue and totally free flowing. Eg Trafford centre is a pain for traffic and queues	
Affordability	
Affordable car parking is too limited in Manchester. We need extra affordable and safe parking areas.	The car park will be operated by a private company who will set parking prices.
Affordable city centre parking is always welcome	
Affordable city centre parking is welcome	
As long as it is well priced I welcome it.	
Good if it doesn’t cost a fortune	
Hopefully it will be reasonably priced	
The rates would need the be competitive to try and get people to stop using the waste ground carparks nearby.	
It will be good if it’s not expensive and drive people to park dangerously somewhere else	
The Council has a war agonist motorists and the charges will no doubt be astronomical	
Pollution	
Boring visually and will increase pollution.	An air quality assessment is submitted as part of the application will fully considers the impact on air quality.
Cars ca not be better than homeless manchunians We need to be reducing emission and promoting our fab public transport	
Do not think we should be encouraging more cars into the city	
I want fewer cars and better air quality	
No more cars in city centre. Reduce air pollution. Make it so people don’t have to drive	
Not needed and not environmentally friendly	
Terrible idea. It will encourage people to drive which will: 1. Increase air pollution resulting in more people getting cancer	
We should not encourage cars in city centre, destroying air quality	
Future-proofing	
Future proofing the car park I.e. elec charging points.	The Car Park will have facilities for electrical vehicle charging and the scheme is future-proofed to allow these to increase if required.
Like the fact that all parking spaces will be upgradable to electric charging which future proofs it.	
Limited long term use. If this is a multi-decade project, you may wish to consider the impact of self driving cars on inner city parking space demand.	
Make sure there are provisions for electric vehicle charging	
Must be possible to adapt this for other uses if no longer used as a car park	
Need to also future proof - what will habits be in future- electric vehicles, less travel to office	
Parking is essential in the city centre but this does not look like the average mscp. Being able to have an option to adapt the building in the future is also a great idea and will aid the development in the decades to come.	
The reduction of congestion should be welcomed, but space should be allocated to promote the use of electric cars and environmentally friendly transportation.	
We need less cars in town but agree there is a lack of parking for existing numbers. Electric charging is a must.	
Design	
But it needs to be hidden or screened by trees if it is to look like that.	To break up the buildings solidarity we have developed a perforated façade pattern and also integrated opportunities for climbing plants to soften the built form. The surrounding public realm has also been developed to incorporate more street tree planting to create a better streetscape environment.
An ugly but necessary evil?	
Not convinced with the form and articulation of the facade.	
Not exciting	
I don’t know how you make a multi storey car park any more interesting but we will need it	
It looks very ‘heavy’.	
Orange, please change	

A not particularly attractive necessity	
With an interesting design would potentially work in streetscape terms.	
The multi-storey car park makes sense. It will be much cheaper to build and provide flexibility. The design also looks good.	
Ground floor uses	
Care to make the car park look good and consider whether can introduce street level interest to one aspect of the building	Active ground floor usage is part of the design for the office development, however it will not be included within the design for the car park, however the ground floor façade has been carefully considered in this regard.
Get the ground floor right. Don't kill the adjacent streets	
Cycle provision	
Ensure cycle provision	High quality cycle parking will be provided for residents, employees and vistors to Mayfield on a phased basis as the development is built out. The quantum of cycle parking proposed will meet or exceed MCC's requirements. All cycle parking will be highly accessible via safe and legible routes, and will be safe and secure.
I would prefer not but if it encourages people to use the space. I would prefer and hope that the space will encourage cycle use	
Should be supporting cycling more than driving	
Public transport	
Have enough car parking, and we want to encourage people to use public transport anyway	The Site benefits from excellent connections to public transport and vistors at Mayfield will be encouraged to use these whenever possible. Piccadilly Station, Manchester's main transport termuinus, provides local, regional, and national rail connections alongside access to the Metrolink network. These connections will be further enhanced through the proposals established in the Piccadilly Strategic Regeneration Framework. Access to the bus network is achievable from both Fairfield Street and London Road with wider facilities available at Piccadilly Gardens which is less than 1km from the site. The city centre Metroshuttle - a free bus service - is also accessible from Piccadilly Station. A car park will compensate for the removal of the on-street parking across the Mayfield site and allow us to provide parking for Mayfield immediately as the different phases come forward. The car park will potentially service 1,500 residential units, c. 150,000 sq.m of office development, and be available for visitors, therefore proportionally 543 car parking spaces is not high. The multi-storey car park plus spaces for disabled drivers across the development will address the requirements of today's market, with built-in flexibility to respond to changing transport trends, including falling car ownership.
I wonder how much parking is required in the city centre as we are being encouraged to use public transport to ease congestion in the city. As it will be a little further away I guess it would serve those who currently struggle to use public transport.	
Increasing car traffic in this area is unsustainable. Can links to public transport not be enhanced instead?	
Indifferent about more cars in the city centre but understand that they can't be excluded from the city centre all together would be good to see more emphasis put on sustainable forms of transport ideally	
Like the rationale for not including underground parking. Prefer peripheral parking to central city sites.... encourage free buses to link to city centre...and stick a hotel on top!... 🏨	
Make transport cheap then no need for boring parking facilities	
No parking - get the train	
Oh Jesus, Manchester still in the 1960s. New York does car racks by the High Line. Copenhagen banning cars. If you build a self sufficient village with clinic school, shops and restaurants then the residents are living on a Piccadilly/Victoria Deansgate hub, they have trams and can get to an airport in 20 mins. Build a little town and put a school in this soon to be obsolete structure. Were you never children once? Allow only for road deliveries. Sell them without parking. The whole point of inner city is that it does not need car owning suburban habits	
Parking is needed but would be better to make better public transportation links to discourage driving in with cars. Save parking for bikes is needed and also better cycle lane connections leading into and out of the city. Cycle lanes should be properly separated from main road by a high raised wall/step and be well signaged to encourage proper use like Copenhagen.	
Should not be encouraging more cars, traffic in the city centre. The park is next to the train and tram station.	
Should we not be encouraging other forms of transport?	
This is kind of defeating the object of building a natural park - let's not encourage people to drive into th city centre. The public transport network in Manchester is more than adequate. It should be an area for residents and locals, not draw tourists in by cars.	
Unsure about this, I'd really love Manchester to reduce its reliance on the car and get better public transport. Pedestrianising the inner ring road would be incredible. And a joined up public transport system like London would be incredible. I don't really like the thought of more car parks if I'm honest. You'd have to really convince me that this is actually a good idea	
We don't need a car park next to the train and tram station. The money would have been better invested in improving public transport links into the city to help reduce congestion and air pollution within the city centre	
We have a very good public transport system into the city centre so should be discouraging car parks	
We should aim to be moving away from car use Manchester City need investment n public transport rather than supporting car use	
We should be focusing on public transport not encouraging cars in the city centre.	
Whilst probably needed, people travelling into Manchester should use public services to reduce carbon emissions. With mayfield being located next to Piccadilly station, it's easy enough to reach via alternative methods such as the tram.	
Would like to see more emphasis on public transportation, walking and bicycles	
Security and safety	
Looks fine. Car parks need good security	The car park will be privately managed by an operator and they will ensure that the car park is secure.
Probably essential to have this. Like some of the suggested materials. Concerned that parking not being provided in residential block basements as this is a major factor allowing residents to feel safe late at night.	The area will be well lit and privately managed to allow future residents and users of Mayfield to feel safe at night.

Finally, do you have any other comments that you wish to make about the development of Mayfield?

Public Comment	Project Team Response
Other	
100% support	-
About time!	-
All looks great. Hope it’s not emperors new clothes	-
An exciting addition to Manchester. Continue to be bold	-
As a local resident who attended your 1st event at Medlock School in 2018 I have still not heard back to issues raised.	<i>Please refer to the consultation report for the Strategic Regeneration Framework which can be found on Manchester City Council's website. The report contains responses to all issues that were raised. The Strategic Regeneration Framework comments were used alongside the comments from this consultation in the design of the proposals.</i>
Bring it on! It’s so long overdue	-
Can we have clay that we made	-
Can you do lots and more fun things	-
Can’t come soon enough	-
Can’t wait for it to be a reality	-
Don’t gentrify - make room for all Mancunians	<i>Accessibility for all is a priority for the Mayfield area. The vision for the Mayfiend area is to create inclusive through routes and connection with the wider city which will be accessible to all those visiting, living and working in Mayfield, regardless of age, ability and economic status.</i>
Fantastic idea and essential park/public space needed..!! Hopefully there are plans for future and long term up-keep also. Thanks	<i>The park will be privately managed but will be publically accessible in its entirety. The park will be managed carefully by the Mayfield landowners to ensure that it is an enjoyable and accessible place for everyone. This will involve keeping the park clean, well maintained, curated, and safe and secure 24-hours a day.</i>
Get it built ASAP !!	-
Good luck, think big!!	-
Good luck. As a local resident I am excited by the idea of a new park.	-
Good use of earlier consultation, this was good to see. Thank you for that.	-
Great idea, excited to see how it all looks!	-
Great plans I look forward to seeing emerging as time goes on.	-
Great start to the development of this world important area of the city.	-
Great to see this area regenerated with thought	-
Great work on public engagement and pop ups. Nice illustrations and branding of master plan	-
Guy I spoke to on the exhibit was very well informed	-
Hope the changes current properly sal for the park is accepted and work can begin next summer	-
Hoping Star and Garter will have easy access.	<i>The Star and Garter is an important heritage asset an is being retained as part of the proposals for Mayfield, and we would like to see its existing use as a music venue continue. Ongoing engagement will continue in this respect.</i>
I wondered about the proposed Skywalk suggested a while back	<i>This was an earlier iteration of the Masterplan and is not being taken forward at this time.</i>
How can we contribute?	<i>All feedback received as part of the consultation process has been taken on board with updates made to the proposals as necessary. There will be an opportunity to make further comments through Manchester City Council's formal consultation process. The Mayfield Partnership will continue to enagage with the public through consultation on planning applications for future phases.</i>
I want a big big slide and a jacuzzi	-
I am really pleased that the main points I made in previous consultations seem to have been shared by lots of other people, particularly the primacy of the park. Thanks. I would have liked to see more about the boundary with the Mancunian Way as I personally hate the divisive nature of it. I hope ways are being considered to mitigate its effects. In general though, I really love what’s planned. Well done to all concerned and I hope so much that it comes to glorious fruition!	<i>The connections to Ardwick (and other surrounding areas) are extremely important to ensure that the regeneration benefits of Mayfield are as widespread as possible. A connection from Mayfield to Ardwick will provide social, economic and environmental benefits to the residents of Ardwick, particularly through their ability to access the new Park; leisure, cultural and amenity uses on site; as well as jobs within Mayfield and beyond. The importance of this connection is recognised in the Mayfield Strategic Regeneration Framework (2018).</i>
I feel I made all my points in the first box	-
I like the activities	-
I really really like this	-
I think maybe try and make it in a building so people are not cold and maybe chairs so people can sit on and not have to walk with no rest at all beside that it was amazing	-

think quite a lot of thought has gone into this project. My concern is the cost of this enterprise .	<i>The cost of the project is split between the Mayfield Partnership. LCR, MCC and TfGM have provided the land and half of the initial investment funds required. U+I have provided the remaining funds. The funding required to deliver the park is built into the overall financial model for Mayfield. It is essentially funded by the Mayfield SRF development surrounding it. Ongoing operation and maintenance costs will be funded by a combination of revenue from commercial occupiers and residential ground rents and service charges.</i>
I think that they will have more people coming to the area and that I think there doing a good job	-
I think this is a great idea and more waste space should be used for public space and green spaces	-
It would be great to redevelop older areas like Piccadilly gardens and perhaps revitalise these areas for future business generations	-
It would be nice to see communal workspaces and creativity embraced within the area	-
It's great to see that an area that's been left for so long is finally going to be used for something more positive for the citizens of Manchester.	-
It's great to see this happening in Manchester	-
It's pointless investing money in the city centre when the Council is turning it into a lawless slum	<i>The cost of the project is split between the Mayfield Partnership. Mayfield Park will be privately managed, but will be publically accessible in its entirety. This will involve keeping the park clean, well maintained, curated, and safe and secure 24 hours a day.</i>
It's refreshingly different from all the other developments in town. The park looks lovely and will provide some badly needed green space. Looking forward to seeing proposals for later phases of development and how housing will be integrated into the whole scheme.	-
Keep grub, don't bother with new developments. Give the money to charity.	-
Keep up the great work.	-
Looking forward to enjoying the space in the future	-
Looking forward to see this move on and will continue to visit.	-
Looking forward to seeing it	-
Looking forward to the plans being executed	-
Lots of green	-
Love the green space	-
Love the idea of asking ppl's opinions, save the nature save the animals, save the earth before it's too late	-
Loving the consultation. Good luck with it all.	-
More leisure and less commercial growth.	<i>The Mayfield area is a commercially led neighbourhood. The Mayfield Strategic Regeneration Framework (2018) proposes a mix of uses within the framework area. These uses are predominately residential, office, hotel and retail uses. The mix of uses will generate an inclusive community for people to live, work and play in Mayfield, as well as creating a destination of choice for visitors to enjoy the park and independent retail units on offer.</i>
More please.	-
Please make it happen. Don't let the ambition slide. Be bold, stay strong and deliver it.	-
Publicly funded and community led projects are better. Public consultation is just used as a confirmatory mechanism to claim that these projects have broad support.	-
Really exciting. The proposals seem to capture the needs of the people.	-
Redevelopment of this area is long overdue. please crack on. The park will be a welcome addition to the city centre.	-
So happy to see this happening. I did my final major project at university 4 years ago on the Mayfield depot so have been interested in the space for a while	-
Some people who live or use the area at different times are almost invisible in society and this proposal, there is a going to be a tension between sex working, for instance, and businesses if not carefully considering the needs and rights of both. How this is done democratically and sensitively is still to be seen.	<i>The Mayfield Partnership will work in conjunction with the relevant bodies who support these groups and will offer their assistance where practical.</i>
Speed is of paramount importance	-
Thank you for choosing to put your time, energy and money into this project, it looks set to be a transformative addition to Manchester and I am very much looking forward to exploring it once complete	-
Thank you for opportunity to comment - hope you can take into account especially need for above ground car park, out's design and need for certainty re rest of overall scheme.	-
Try to do what is good for the city and good for the people, make profit but not at the expense of good values.	<i>The Design Team has consulted with many stakeholders and interested parties as well as the public to ensure that the development is suitable for the city.</i>
The architectural alone cannot solve the political. You are responsible for this city in all its components.	
The site can sustain high density, mixed-use development. I like it :)	-
Think of what this could be. Do not turn this area into office and car parking space which will be made redundant by other development which is finished before this.	<i>The Strategic Regeneration Framework (2018) states that Mayfield will be a commercially led mixed-use area. Later phases include residential, leisure and retail uses.</i>
This afternoon has been great I love it because it's sensible and fun for kids to play. I love Mayfield I support them for teaching kids new things that they didn't know.	-
This area has the potential to be very exciting....for me these proposals can't come soon enough...well done	-
This is transformational and exciting!	-

Toy ship that can size a person	-
Travel to places and in English schools	-
Very excited!	-
Very positive development	-
VR to understand the scheme better would be great	-
Water park slide	-
Water park slide swig	-
Water pool race course	-
Well done	-
What do you normally do and what do you spend money on and also what is this for us	-
You should go to other schools in England as well because we all have a chance to try experiment	-
You should let other schools tryout this experiment	-
You things were great	-
Maintenance	
I can't wait for the park . I hope it is managed and kept clean regularly . The canal and river trust are worked to the bone and ancoats is minging. Private company cleaning only way it will be kept nice	Mayfield Park will be privately managed, but will be publically accessible in its entirety. This will involve keeping the park clean, well maintained, curated, and safe and secure 24 hours a day. Better access to the water's edge is proposed as part of the works for the park. This will help to improve maintainance of the river itself.
The green space would require serious management to avoid becoming a crime/vice hotspot	
Ensure good maintenance if the public spaces	
Nature	
More nature stuff the better :}	-
Office	
The office blocks could be taller	The scale of the office building has been developed to complement the height of surrounding developments and allow good daylight access to the new park, minimising overshadowing.
Park	
Green space and leisure facilities for the city centre.	-
Green space is needed as soon as possible	-
Green spaces are always welcome	-
I love the idea of opening up the river and creating a beautiful habitat space as well as a nice place for the public to use and to draw in more attention to the area	-
I really hope this project is a success. Having a vast green space and Manchester's interpretation of the high line would be spectacular	-
Manchester needs a beautiful park	-
Please finish the green space first	The park has been carefully designed to ensure that it does not impact the development of later plots. The park will be delivered in line with where the activity is located on site to ensure safety and security on site.
Please make sure that the public area is actually green. With trees and proper grass. Paved public sac s don't give the same feeling of wellbeing. This city is in strong need of green	Mayfield Park will establish a strong sense of nature in the city centre. The park will include 146 new trees, 11300m2 of soft landscape including 5000m2 of riverside habitat. The proposals will also open up the previously culverted River Medlock and create a strong ecological/habitat corridor through the site.
Think it's important to honour the green space promise, not let it be sidelined by the other uses of the area	-
The potential addition of new green space around the River Medlock is very welcome.	
Residential	
Affordable housing	Residential development is not proposed as part of this application. The delivery of affordable housing will be reviewed as planning applications for residential areas are being prepared. The housing delivered at Mayfield will aim to attract a wide range of residents.
I hope it won't be full of luxury homes. We need good quality affordable housing and we need to stop the social cleansing going on in the city centre. We need nurses and police and retail assistants and all the people who make Manchester work able to live in this regenerated area. This could be such a great development for the social fabric of Manchester which is so lacking. But it's what makes Manchester the amazing city it is and I'd love to see Mayfieldk championing that approach	
It's essential that more affordable and social housing is created on the site.	
Where is the social housing or affordable housing?	
Depot	
Amazing project of scale , great to see the depot retained	-
Park uses	
Build a free skatepark for skating and BMX	There are many potential park uses. Mayfield Park is designed to balance and accommodate a holistic array of different uses to deliver an interesting place for all. The limited scale of the park means that some uses are not able to be accommodated through the design. We have undertaken research to understand nearby parks and public spaces and the types of play and activities these spaces support. Mayfield Park proposes a range of uses that will complement the city wide provision.
Could we please have an animal sanctuary or something like this included in the park. I work full time but will volunteer to clean or contribute to up keep.	
Overall fantastic initiative Hope it's as good as it looks on paper	
An open air performance space would severely help the city's struggling arts scene too!	
Gaming area	
A secure playground that is only for children with a carer can access - like the Princess Diana Memorial Playground in London.	
I want slides SLIDES	
Monkey bars	
Playground Little house	

Slide and swing and water	
Would love to have pull up bars and other callisthenics machines for use in the park area	
Construction	
Don't start the construction too early in the day! Manchester noise pollution is bad enough as it is.	As far as possible, mitigation measures will be used to minimise disruption caused by construction. For example, for construction activities we will seek to use where possible low noise options and noise attenuation techniques and carry out certain activities during agreed hours of the day. In accordance with building requirements, all activities which generate noise will take place only during working hours.
Cars	
We should be discouraging cars in the city and focusing on improving our public transport	A car park will compensate for the removal of the on-street parking across the Mayfield site and allow us to provide parking for Mayfield immediately as the different phases come forward. The car park will potentially service 1,500 residential units, c. 150,000 sq.m of office development, and be available for visitors, therefore proportionally 543 car parking spaces is not high. The multi-storey car park plus spaces for disabled drivers across the development will address the requirements of today's market, with built-in flexibility to respond to changing transport trends, including falling car ownership. Mayfield is a commercially led mixed-use development in a city centre as a result buildings will be adjacent to the Park. Full justification for the car park is provided within the Planning Statement.
Please don't put car park or building near park	
Security	
I advise security should be part of the partnership	Mayfield Park will be privately managed, but will be publically accessible in its entirety. This will involve keeping the park clean, well maintained, curated, and safe and secure 24 hours a day.
Diversity	
I also suggest that the concept should embrace Manchester diversity	Accessibility for all is a priority for the Mayfield area. The vision for the Mayfiend area is to create inclusive through routes and connection with the wider city which will be accessible to all those visiting, living and working in Mayfield, regardless of age, ability and economic status.
Keep it nice - really make it different and welcoming and multicultural please !	
Materials	
I really welcome the use of materials that belong here, like brick and tiles. Manchester is being ruined by building developments that make no reference to our own history, so I see this as a positive thing about the plans for development I'm less keen on huge tower blocks.	Our approach is to capture Mayfield's spirit through material choice and simplistic detailing. We have looked at how these traditional materials can continue to be the prevalent dialect of the sites landscape and architecture .
The use of as many traditional materials as possible would be amazing. Let us remind ourselves of our heritage.	
Star and Garter	
The impact on the Star and Garter should be minimised.	The Star and Garter is an important heritage asset an is being retained as part of the proposals for Mayfield, and we would like to see its existing use as a music venue continue. Ongoing engagement will continue in this respect.
History	
The depot is an interesting historic building and as much of the structure should be retained as possible. It would be excellent if it could continue to be used for events.	The SRF consultation demonstrated how passionate the public are about heritage with many comments on this subject, therefore this has been considered during the design process. The Baring Street Bridge is being retained as part of this phase of development and the park design team have referenced the remaining historic features within the design of the park. The materials for new buildings have been selected in reference to the local context, particularly red brick. We are also passionate about the history of the site and commissioned Jonathan Schofield to undertake detailed research which has been used alongside detailed archaeolgy reports when considering the potential for historical and archaeological interpretation.
Linking to surrounding areas	
The link between the Mayfield development and the city centre needs to be resolved in order for this development to reach its full potential and as a integral part of the city centre. Although this part of the development is a later phase the proposals for this should be looked at now.	The connections to Ardwick (and other surrounding areas) are extremely important to ensure that the regeneration benefits of Mayfield are as widespread as possible. A connection from Mayfield to Ardwick will provide social, economic and environmental benefits to the residents of Ardwick, particularly through their ability to access the new Park; leisure, cultural and amenity uses on site; as well as jobs within Mayfield and beyond. The importance of this connection is recognised in the Mayfield Strategic Regeneration Framework (2018).
I'm in interested to see how the proposals overall will connect to north campus and Ardwick green. Traffic calming Mancunian way.	
Would like to see strong connections with the train stations, particularly Ardwick train station	
Future proofing	
Think about more electric charging points	

Would like to see mention of renewal energy - wind, solar etc and maybe the inclusion of rooftop gardens or even farms like they are doing in Brooklyn NY - bee hives, water filtration systems - general emphasis on sustainability	<i>The car park will have facilities for electrical vehicle charging.</i> <i>A bespoke sustainability solution is being explored for the office building, taylored to incorporate selected elements of BREEAM, WELL Building Standard, Fitwel, RESET and Wired score. This approach provides greater potential to focus on important health and wellbeing, energy and efficiency standards. An accessible roof terrace with planting is also being delivered, offering outdoor social space for occupants with connection to the park and views of Manchester.</i>
Cycling	
Ensure more cycling provision	<i>High quality cycle parking will be provided for residents, employees and vistors to Mayfield on a phased basis as the development is built out. The quantum of cycle parking proposed will meet or exceed MCC's requirements. All cycle parking will be highly accessible via safe and legible routes, and will be safe and secure.</i>

Other comments submitted (through phone or email directly)	
Public Comment	Project Team Response
Traffic	
I wish to also add that if phase 1 stage 1 covers A6 Downing Street extending to Grosvenor street junction, that a two lane roundabout should be erected in place of the current traffic light phase which is not able to handle current level of traffic waiting to turn into Grosvenor Street.	<i>The highway proposals have been agreed with TfGM and MCC and do not extend to Grovensor St.</i>
Park	
The green space is hugely welcomed. Keep it a little wild and it will be easier to maintain. Nothing more frustrating than lawns being closed for repairs and keep off the grass signs! As far as I can see a lot of the park needs to second as a flood plain (unless united utilities can slow the water upstream by extending their planned ‘rewilding’ of the area by removing the brick culverts that run through Philips park all the way to your site)	<i>We intend to establish a strong sense of nature in the city centre. A big part of realising this ambition is by using planting that is inspired by the types of wildflowers and weeds that naturally colonise brownfield sites like Mayfield. This planting palette will also be focussed on the use of climate resilient species. The park has been designed to accommodate a number of flood scenarios. As a whole the park can accommodate a 1 in 100 year plus climate change flood scenario. In this scenario there will be no upstream or downstream impact. Day to day the river levels will be accommodated within the banks of the river. Flood scenarios up to 1 in 25 year events will be limited to the immediate river channel zone. This strategy will enable the park to remain fully operational and open during these infrequent flood events.</i>
History	
Recommend watching Martin Zero’s 6 YouTube videos on the Medlock river history (at least part VI) as it comes close to the city centre from pin mill brow through the vast arched culvert under temperance street. He could expand your history of Mayfield. He’s a brilliant communicator and passionate amateur historian with a deep knowledge of the site history of the area going back to the 1700s. He has photos of the area both before the railway station arrived and when ancoats good station and the Manchester art gallery existed nearby in the Medlock valley.	<i>The SRF consultation demonstrated how passionate the public are about heritage with many comments on this subject, therefore this has been considered during the design process. The Baring Street Bridge is being retained as part of this phase of development and the park design team have referenced the remaining historic features within the design of the park. The materials for new buildings have been selected in reference to the local context, particularly red brick. We are also passionate about the history of the site and commissioned detailed research which has been used alongside detailed archaeolgy reports when considering the potential for historical and archaeological interpretation.</i>
River	
I was concerned artists impression of proposal does not reflect the height drop from Mayfield station under croft to river level. The culverts are very deep! I don’t really see this gentle slope being feasible and can’t for example see how your terrace is not realistically going to be steps!	<i>The park level differences have been captured in plan, section and 3-D modelling. Illustrations also capture this complexity. Using a combination of planted banks, retaining walls, accessible footpaths, and steps we have been able to open up the river and create an accessible park.</i>
I would hope the river could be cleaned up throughout the site and a bit beyond (at least to underneath pin mill brow). I would be happy to help and organise the community in doing so.	<i>Mayfield Park will be privately managed, but will be publically accessible in its entirety. This will involve keeping the park clean, well maintained, curated, and safe and secure 24 hours a day. Better access to the water's edge is proposed as part of the works for the park. This will help to improve maintainance of the river itself.</i>
Trees	
You will have to move/destroy many mature trees on the existing site, it is not entirely industrial from my view on google maps and videos I have seen.	<i>Many of the green areas visible from google earth show self seeded species, some of which are growing out of brick walls and some of which include invasive weeds such as Japanese Knotweed. The site has been assessed and surveyed by a suitably qualified Arboriculturalist. There are no significant trees on site. The park proposals include 146 new trees, 11300m2 of soft landscape including 5000m2 of riverside habitat, all of which will result in a biodiversity net gain.</i>
Sustainability	
I was concerned that water conservation be considered in office and residential building design by use of rainwater and greywater recycling for flushing toilets. Easy to do at design stage not so easy to retro fit. One idea is to have water storage columns penetrating the building that you propose for on top of the Mayfield station front	<i>The overarching water resorce strategy for Mayfield includes water recycling. The designers of the plots have considered these as part of their detailed design proposals.</i>
Please try to exceed to current BREAAAM energy efficiency standards and innovate with your tenants.	<i>A bespoke sustainability solution is being explored for the office building, taylored to incorporate selected elements of BREEAM, WELL Building Standard, Fitwel, RESET and Wired score. This approach provides greater potential to focus on important health and wellbeing, energy and efficiency standards.</i>
Please consider electric car points in car park having V2G (vehicle to grid) technology, exactly the kind of future industry that Mayfield project seeks to attract.	<i>The car park will have facilities for electrical vehicle charging and will be future-proofed to allow the number of spaces to increase in future.</i>
Car park	
I am worried the multi-storey car park lacks any ground level interest for pedestrians. For example, Rudy’s Pizza place in ancoats is in the ground floor of a multi-storey car park with some rooftop apartments on top. Alternatively, a green roof or a green wall could be incorporated. If all 4 sides have no street level interest it will be very boring and act as another barrier to disconnect the site to the Ardwick community south of the Mancunian way.	<i>To break up the buildings solidarity we have developed a perforated façade pattern and also integrated opportunities for climbing plants to soften the built form. The surrounding public realm has also been developed to incorporate more street tree planting to create a better streetscape environment.</i>
Connections with surrounding	

How will the site connect south to Ardwick on the other side of the mancurian way and how do you connect to Piccadilly station? It risks becoming an island (perhaps an oasis but a difficult to access and little-known island. Will Fairfield street become a very busy and dangerous crossing point into Mayfield, or will there be a bridge from Piccadilly station, as there used to be? This point seemed very vague in the plans.	<i>The connections to Ardwick (and other surrounding areas) are extremely important to ensure that the regeneration benefits of Mayfield are as widespread as possible. A connection from Mayfield to Ardwick will provide social, economic and environmental benefits to the residents of Ardwick, particularly through their ability to access the new Park; leisure, cultural and amenity uses on site; as well as jobs within Mayfield and beyond. The importance of this connection is recognised in the Mayfield Strategic Regeneration Framework (2018).</i>
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Appendix 5 – Places Matter! Letter

James Heather
Mayfield Development Partnership LP

By email

18 April 2019

Dear James,

**Re: Mayfield SRF Phase 1, by SEW, Bennetts and FCBS
Fairfield Street, Manchester – 08 April 2019 at The Gatehouse, Mayfield**

Thank you for bringing this scheme back to Places Matter Design Review and for giving a series of very clear presentations of the SRF approach and your Phase 1 proposals.

The Mayfield area lies to the south of the City Centre, immediately below Piccadilly Station. It has been subject to a number of SRF iterations, the last of which for a comprehensive mixed use scheme, retaining the original Mayfield Station structures, was approved by the City in May 2018.

The scale and nature of the task presented to the Panel means that this is a headline Design Review, given the time taken to tour the site and absorb the many very useful and excellent presentations on the day. As such, it cannot be considered as a comprehensive Design Review of any one building or element of the Phase 1, but rather an initial assessment of the content and wider approach, with some more specific pointers included.

This first day focussed upon the key elements of Phase 1:

- 9,000 sq. m office space to 7 storeys;
- 650 space MSCP to 10 storeys; and,
- Mayfield Park

Design Review

The Panel was taken by your very clear intentions to make this truly 'of Manchester' and your creative interpretations of The Smiths and engagement of Argh Kidd were applauded in this respect. The Panel in its response should like to echo some relevant Morrissey lyrics. A small note of caution though, as there is "no debate, no debate, no debate" regarding the content of the song that you have quoted from and that it does not concern itself with the trees, wildflowers and water voles side of nature, but rather that of the birds and the bees!

The public consultation on the Mayfield Park raised the concern that this is an "urban park, not a country park" and the Panel concur with that and your emerging vision that this should

be the case. The intention to create a very clear route through the park and to incorporate adult play and to curate the series of public spaces was strongly supported. You should make this play as risky as possible and as contemporary as you can, for “there are brighter sides to life”, which we do not see very often.

Enabling the public realm to flow in to the arches and the depot will obviously address the key concern of what to do when the “the rain falls hard on (this) humdrum town”. By creating a commercial offering that pulls the outside in and connects the buildings so clearly with the spaces, you will create a place “where’s music and there’s people who are young and alive”.

The Panel urged you “not to let the details get in the way of the vision”, especially in respect of the opportunity to create a “gritty urban park”, which holds out a fantastical and enticing prospect as a place to explore. Whilst it was “under the iron bridge we kissed”, the removal of the initially proposed pedestrian bridge oversailing the Park was also supported by the Panel, as without it this does have the effect of creating a much longer site line and more open feel across the series of spaces and the newly revealed River Medlock.

The Panel noted that your approach to the urban park was to create an effective flood plain for the River Medlock, with all of the sustainability benefits that will bring. Central Manchester has long since bid “farewell to this land’s cheerless marshes”, so this will also require an approach that seeks to influence a wider strategy working to improve water quality much higher up-stream, before it enters the park, through the use of pollution interceptors and debris removal.

The ambition to connect fully with Piccadilly Station was explored and your longer term intentions to make the best of this, beyond the current Network Rail constraints, should be continually reviewed, to ensure that you draw people down from the station and connect them fully back to it. Your proposed temporary place making strategy for the meanwhile was supported and you were also asked to anticipate the long term need to connect to Piccadilly station, even if it takes 25 years plus you must continue to believe that “it’s going happen someday”. The Panel noted the example of Fenchurch Street Station, London, where the original secondary and temporary entrance points have since become the principal way in from Tower Hill.

The development of architecture that can celebrate the industrial past of the site, perhaps through the extrusion of the arches, was discussed as a key element of the future place. This will chime with your stated approach to make the place as Mancunian as possible and an “antidote to Spinningfields”. By making these two approaches go hand in glove, it will ensure that “this one is different, because it’s ours”.

The overall approach to the public realm was commended as being powerful, but you may need to work even harder to get people up the former platform garden, if it is to avoid any sense of it being for the ‘office elite’. You were also urged to ensure that access to it never developed any sense of the “Fawlty Towers staircase”, requiring people to leave “the North and travel South again”, to go up, just so that they could come back down again.

It was noted that generally people always find the best way to access a place and that some routes only become desirable, or possible, as development progresses. Your design therefore needs to be capable of accommodating all of the possible options, so go for a “best of, most of, satiate the need” approach now.

The Panel considered that your decision not to have podium car parking was a great boost to the form and shape of the overall development. Though large parts will be dominated by residential use, you could have a number of character areas to take you through the development. Indeed, “if you have five seconds to spare” you may need to explore unique typologies for living next to the Mancunian Way, potentially ones that allow you to enter from the North, but still fully address the road to the South.

A competition approach to this might prove fruitful, as everything facing the park will have a fantastic outlook, whilst those facing South will need to be able to “find a tiny house” that mitigates the noise and activity of the adjacent motorway. The proposed pedestrian crossing strategy to this six-lane highway was fully supported in principle. Reducing speed in this way through attractive crossing points – potentially at least two? – would help to connect with Ardwick Green.

Turning to the outline presentations of the MSCP and the office block Plot ‘O’. It was appreciated that these two buildings are at a very early stage and the Panel thanked you for bringing them so early in the design journey.

The Panel felt that whilst there was absolute sense in the diagrams and how these had been conceptualised, the connected crank will mean that these two buildings will read as one, so they need to speak more to each other in terms of their materiality. The use of brick was supported and the fritted mesh considered interesting, as it is not always the case that “only stone and steel accept my love”. Whether the materials and grid need to be the same, or just have a better relationship was debated with you. The references you have used of historic Manchester buildings show a real delicacy, whereas these buildings are far more linear in nature and scale.

You will want to create some tension here, but not a collision, so they need to be designed as one thing, if you are to avoid “no hope, no harm, just another false alarm”. It might be that you consider making a more dramatic connection, a ‘zip’ between the two? Draw the two buildings on the same street and look closely at the rationale and section of both and how they relate to each other and the exterior spaces. You might even consider asking the landscape architects to design the ground floor, if you are really seeking to bring the outside in and to truly make this the theme of the place.

The effect of shading on the park and over the river was also discussed with you. Whilst there are very few “dreaded sunny days” in the city, you were asked to fully test this and to make sure that the intended cuts to the building corners actually work in this respect, or whether a much larger, upper two storey setback is needed to make a significant difference to the solar shading on the main green space.

Both the proposed building terraces / external rooms face east and so will also be in shade for most of the day, so you might want to consider flipping one to another side. The manner in which they both currently address the park was felt to be very introverted. "Shyness is nice and shyness can stop you, from doing all the things in life you'd like too", so you may also want to consider taking the 'parapet' structure of the building around these two spaces down to address this.

In summary, the Panel thanked you for bringing the scheme to Design Review and supported your intentions to continually answer the question "what difference does it make" in your pursuit of something that just isn't "like the old days anymore". What we have seen is very encouraging and you were commended on a very comprehensive explanation of your proposals, which have the full support of the Panel in principle.

Whilst you may be tempted to think that "you've got everything now", you should continue to strive in the knowledge that "what makes most people feel happy, leads us headlong in to harm". In future we should encourage that more time is allowed for individual Design Reviews of each element of the development. We would have the option of Desk Review for returning parts of Phase 1 should you wish to consider this.

The quality and ambition of this scheme has the potential, in the best possible meaning, to create "panic on the streets of London" and you were commended for this. For a further reading, please refer to *Mozipedia, Goddard. S, 2006 (Ebury Publishing)*.

Yours sincerely



Richard Tracey
Panel Manager
for Places Matter

Cc: Lucas Lawrence - SEW
Duncan Paybody - SEW
Adrian Lonsdale - Bennetts Associates
Katie Wray - Deloitte Real Estate
Dave Roscoe - Manchester City Council
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