

Mayfield Mobility Hub

Design & Access Statement Addendum

March 2026

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Executive Summary

Since the initial Planning Submission in 2019 and subsequent S73 Planning Addendum in 2023, Manchester and Mayfield have continued to evolve.

Manchester City Council’s commitment to become a zero carbon city by 2038 has focused the conversation at Mayfield. The updated proposals for the Mayfield Mobility Hub continue the strategic moves set out by the 2023 scheme; moving away from a single use car park and building towards a mixed use, place led development that offers less car parking.

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

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

Freight Depot and The Warehouse project have opened the site up to the city residents and attracted many visitors. Work has now started on the Republic which will provide 300,000 sqft of office space, and will be later joined by the Poulton, along with 879 new homes.

The Mayfield Mobility Hub will be a vital supporting piece of infrastructure for this new development, providing parking and cycle facilities for the people living and working at Mayfield. The proposed design will continue to express the stories of Mayfield. From the industrial history, literally unearthed under the park, to the contemporary stories being created every day.

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



Sketch showing view from Baring Street, to the West of the Mobility Hub



Project Timeline

The Mayfield Mobility Hub has undergone a number of design iterations, each responding to a specific adjustment to the brief. The images adjacent document the changes to the design and highlight the common language which underpin the intent.

Scheme A:

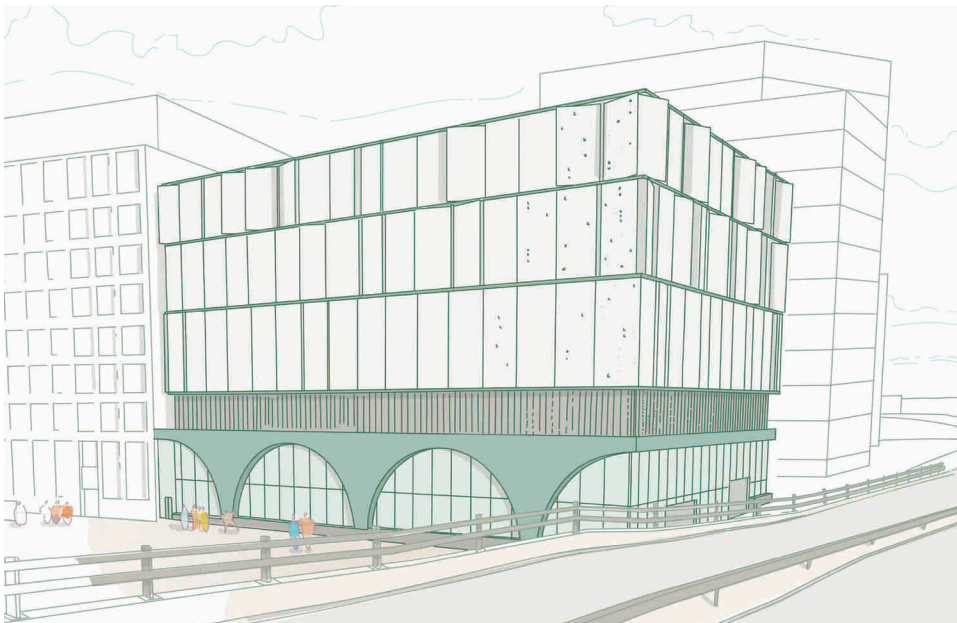
- Detailed Planning Application submitted October 2019 and granted in February 2020, LPA Ref: 124972/FO/2019.
- Planning Addendum submitted 2020.
- 581 spaces.

Scheme B:

- S.73 (variation of condition) Planning Addendum submitted 2020.
- Reduced parking numbers, enhanced sustainability and mixed use brief.
- Basement cycle hub including end of journey facilities.
- 488 spaces.

Scheme C:

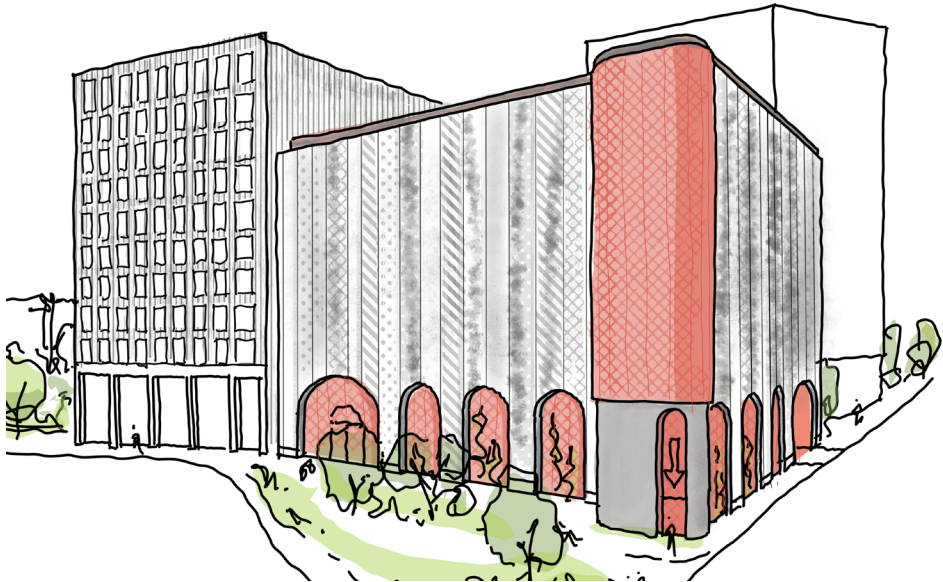
- Outlined in this document.
- S.73 (variation of condition) Planning Addendum to be submitted 2026.
- Design revised to address change in fire regulation and reflect material changes required to meet natural ventilation.
- Baring Street core is external to main body of the car park, addressing requirements of modular, system build structure.
- 482 spaces.



Scheme A: Planning Application 2019, with Addendum 2020



Scheme B: S.73 (variation of condition) application, 2023



Scheme C: S.73 (variation of condition) application, 2025

Introduction

Introduction to Submission

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

This document describes the design development since the planning addendum submission in 2019, and further planning addendum in June 2023.

The document should be read in conjunction with the submitted Mobility Hub Design and Access Statement, 2023 DAS Addendum, associated application drawings and all other information submitted in support of the planning application.

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

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

Mayfield Mobility Hub

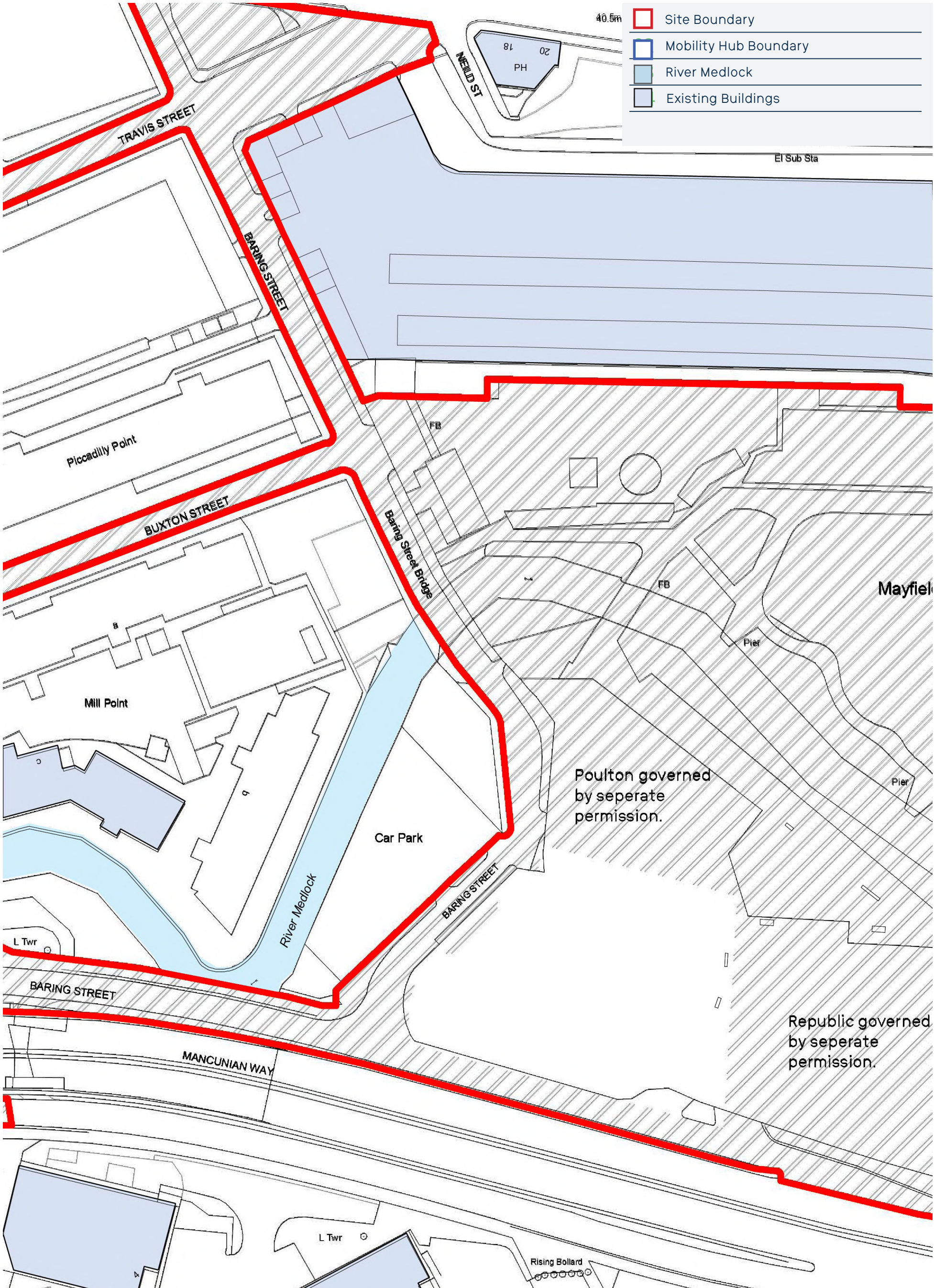
The building benefits from an extant planning permission for a 581 space multi-storey car park, reduced to 488 spaces in the 2023 S.73 (variation of condition).

This application continues to look to make positive changes to the design. This includes a further reduction of car parking spaces, relocation of cycle facilities from the basement to a more user friendly ground floor location, whilst retaining active frontage at key locations on the facade.

The proposed structure is a split-level car park; with a capacity of 482 parking bays; including 21 designated accessible parking and introducing 50 new EVCP bays.

The building will consolidate public vehicle movements to one corner of the site and reduce vehicular circulation, freeing up the streets of the new masterplan for pedestrian priority. The Mobility Hub will support future residential development as well as commercial uses across the entire masterplan.

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



Site plan in existing context and application boundary

Design Narrative

What it was...

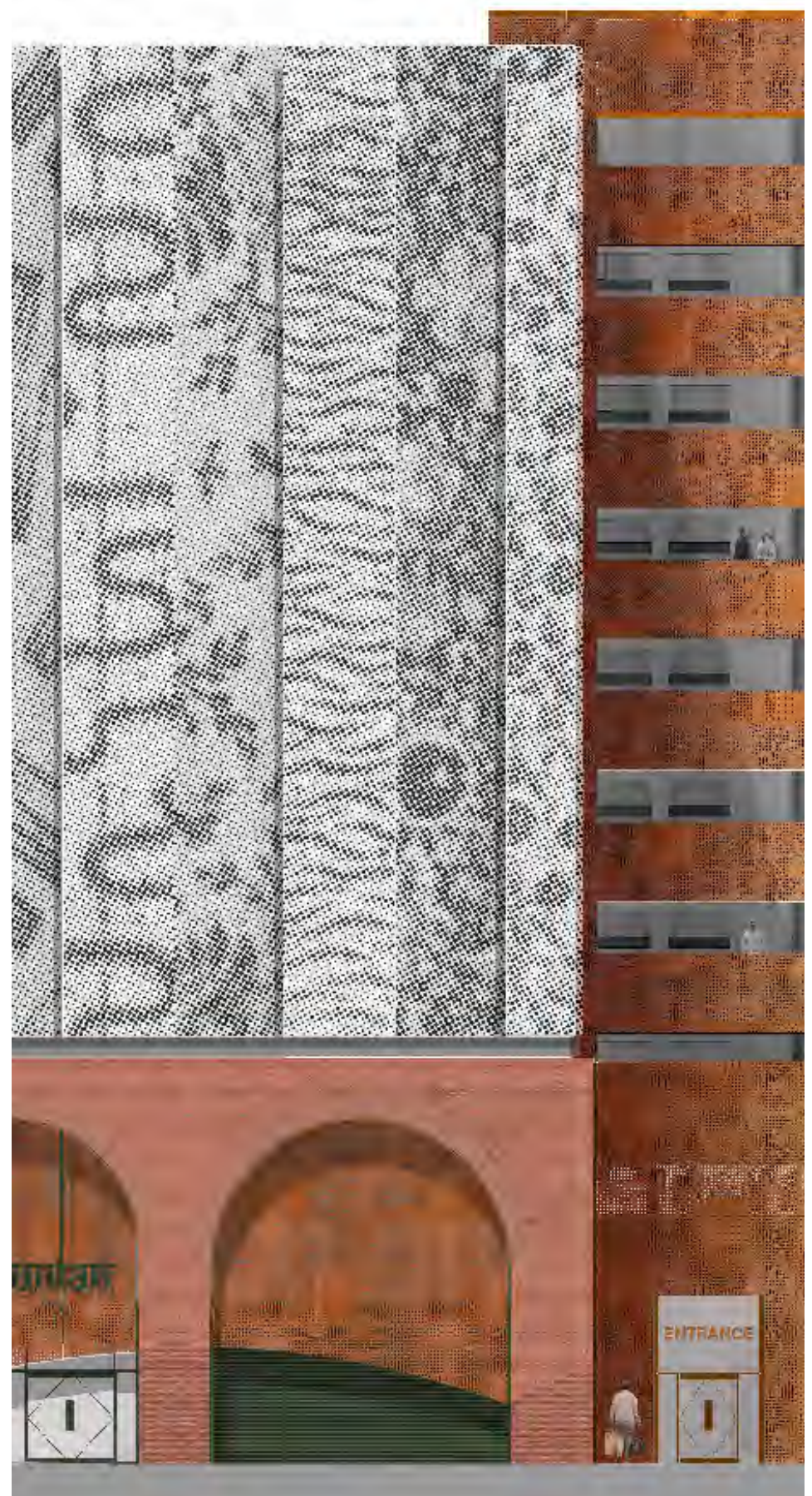
Consented Scheme

The 2023 consented scheme had a set of key principles forming the foundations of the design for which the proposed scheme looks to build upon.

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

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

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



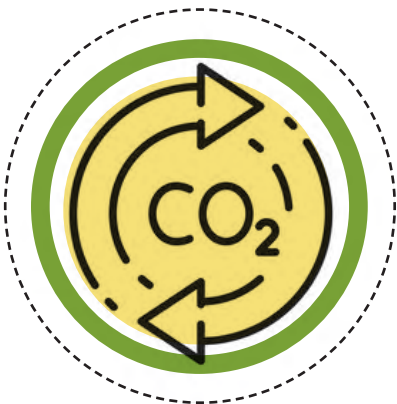
2023 consented scheme - Bay study showing approach to facade design



Considering New Opportunities

A holistic approach

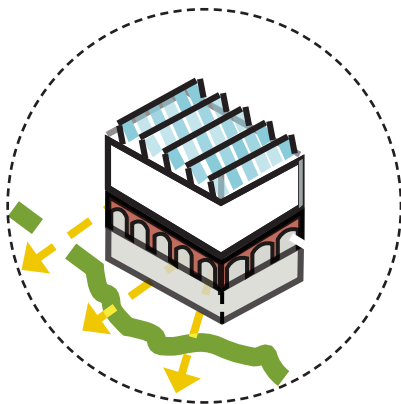
The below points are a summary of the strategies that have been applied to the design throughout the evolutions, and remain relevant to this iteration. It is rigorous in its approach to sustainability and connecting with the context. The new design reduces the impact of the car park and amplifies the social connectivity with the park.



Reduce whole life carbon



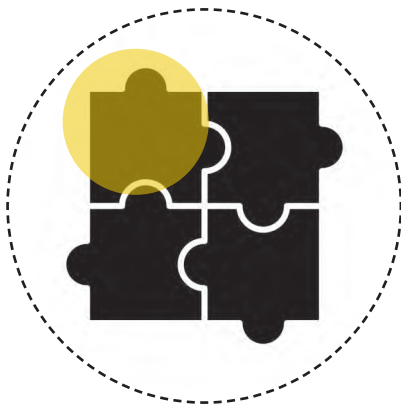
Activating Ground Floor



Engage better with the park and Baring Street



Develop a more authentic design narrative



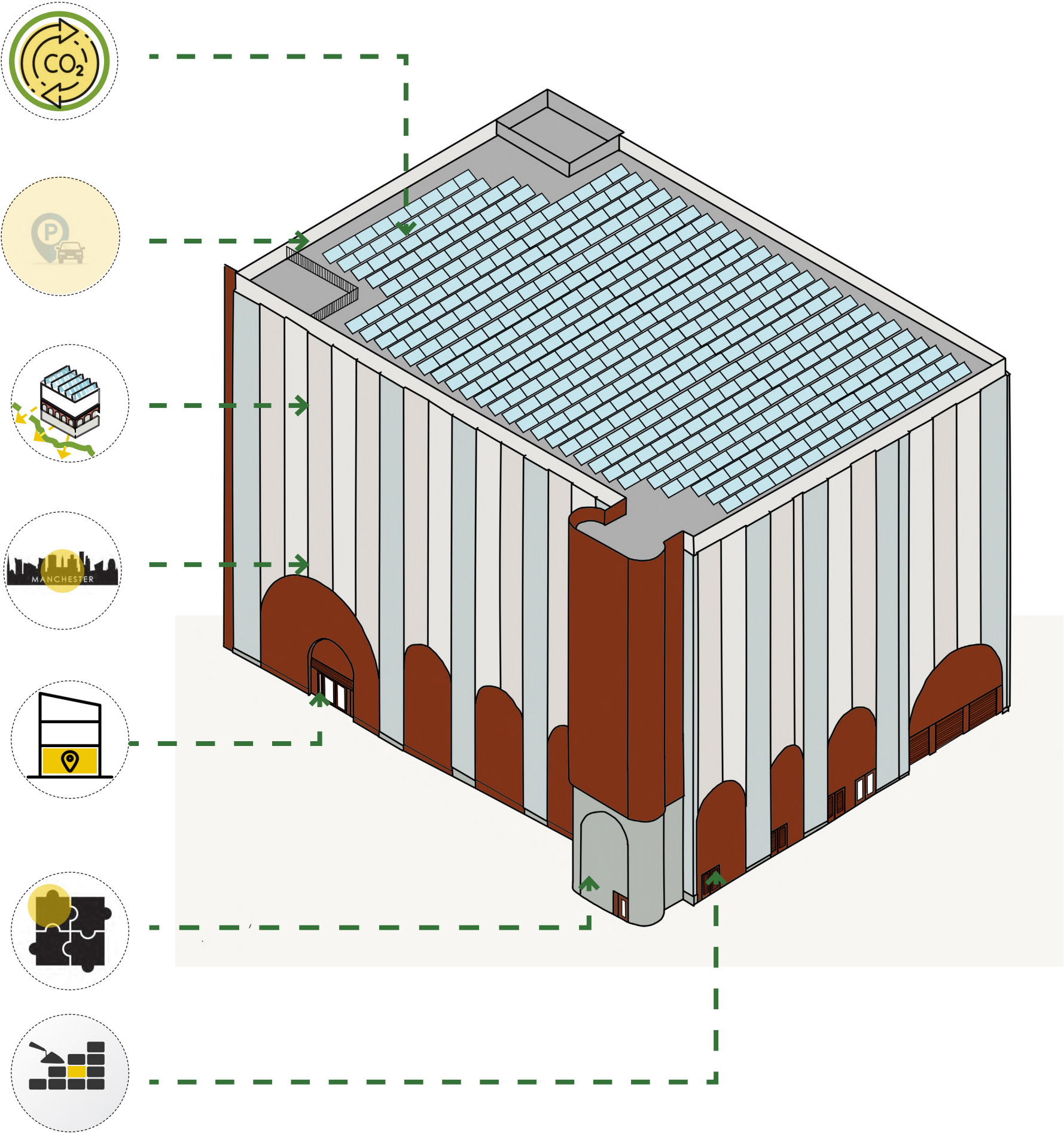
Simplifying design to become more buildable



Ensuring the visibility of the car park is minimized



Using materials local to the context



Overview of Main Changes

Design Evolution

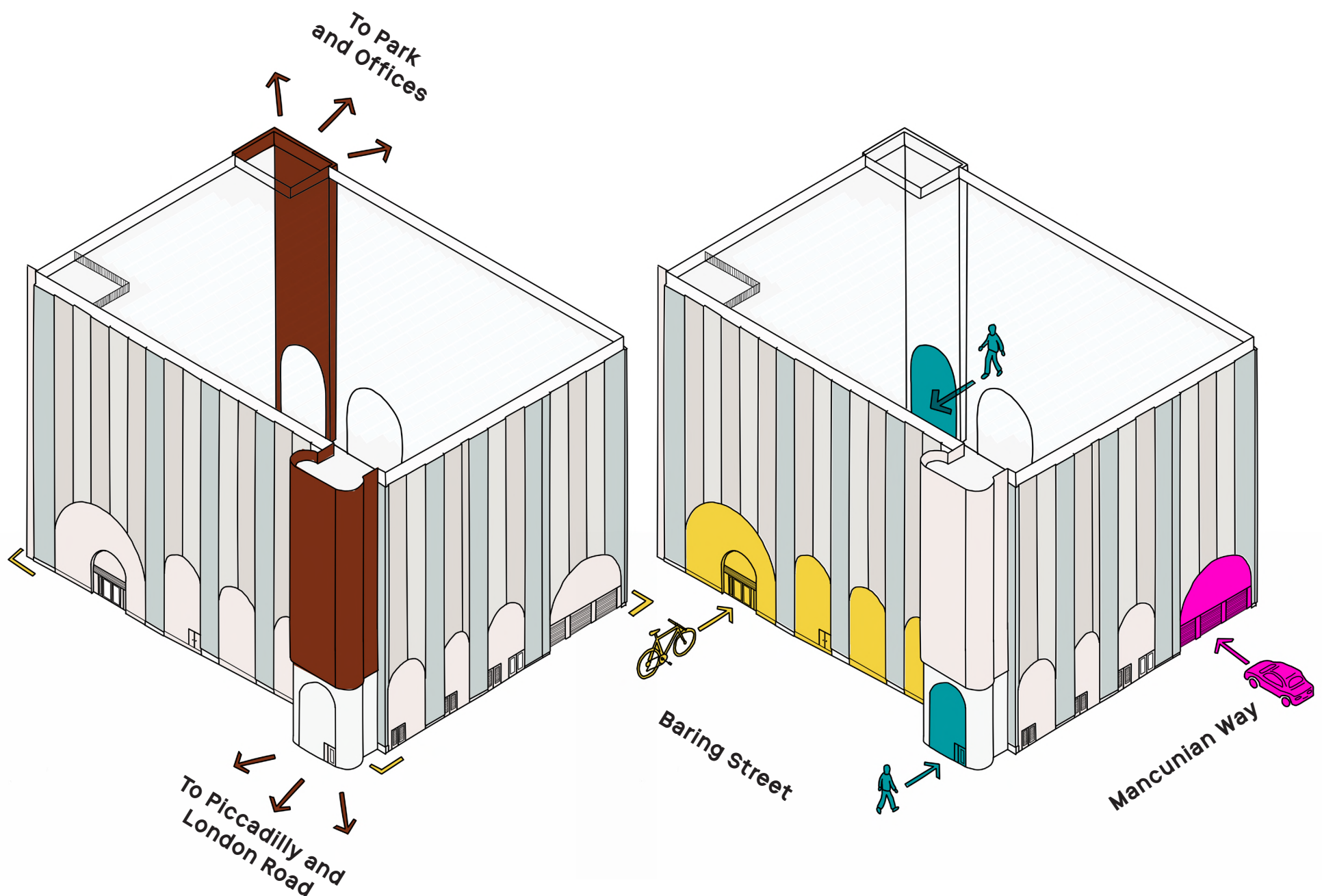
The design has evolved to simplify construction and operation of the car park.

The footprint of the building is now a simple rectangle, with a projecting core facing on to Baring Street. Contrast materiality on the cores allow for legibility and wayfinding.

Vehicle, pedestrian and cycle access are kept separate, ensuring safety and improved user experience. The cycle hub sits at ground floor, providing easier access and advertising active travel.

Retail has been focused to face towards the neighbouring office buildings, coordinating with the spatial requirements of the cycle hub.

Relocating the cycle hub from basement rationalises the circulation, and also reduces the amount of excavation required for the basement footprint.

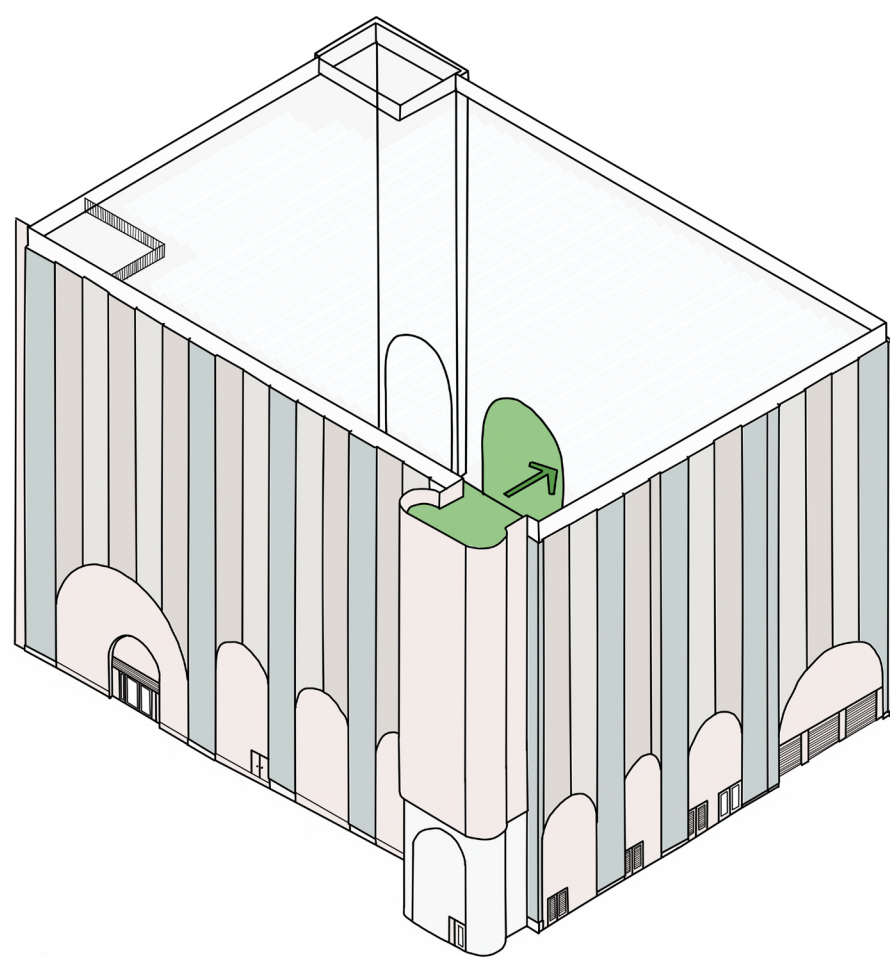
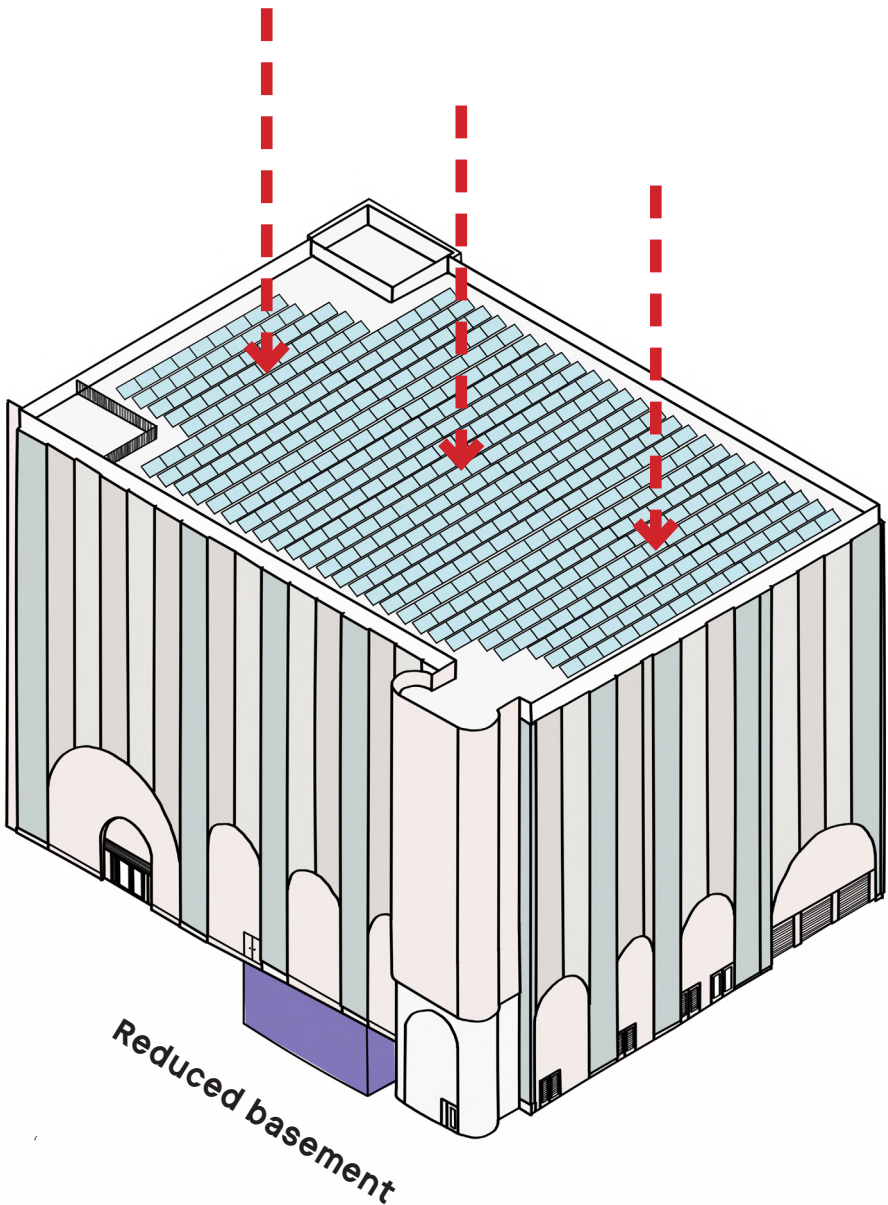


Rationalised Form and Circulation

- Simplified rectilinear building form which removes wedge shaped core and avoids spaces which could encourage antisocial behaviour.
- Projecting core and eastern core in contrast material provides wayfinding and legibility for people approaching the building.

Activating Ground Floor

- Cycle hub relocated to ground floor, making access more convenient and without need for ramps, lifts and stairs. Visual presence for active travel.
- Pedestrian entrance located on each core, allowing access from offices, the Park and Piccadilly.
- Vehicle access from Mancunian Way, kept separate from pedestrian and cycle movements.



Refined Retail

- Retail provision refined to face onto public realm shared with office buildings. Connects to wider network of retail spaces.
- Ground floor only location makes access and circulation easier.

Sustainability

- Simplified building footprint, improved material efficiency.
- Maximise PV array to increase on site electricity generation.
- Expansion of EV-charging capacity of up to 50% EV charging bays.
- Significant reduction in accommodation at basement level, reduction in excavation.

Reviewing Mayfield's Authentic Character



The identity of Mayfield

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

The Mobility Hub design amendments have drawn on the park's rich and authentic material palette. The design has built on the site's pivotal industrial heritage, by interpreting the railway architecture in a contemporary style and telling the story of historic enterprise on site.



Image of Mayfield Park



Image of internal spaces of Freight Island



Image of internal spaces of Freight Island



View of completed Mayfield Park



Image of external spaces of Freight Island



Aerial view of completed Mayfield Park

Layout

Site Layout

Building Footprint and Access

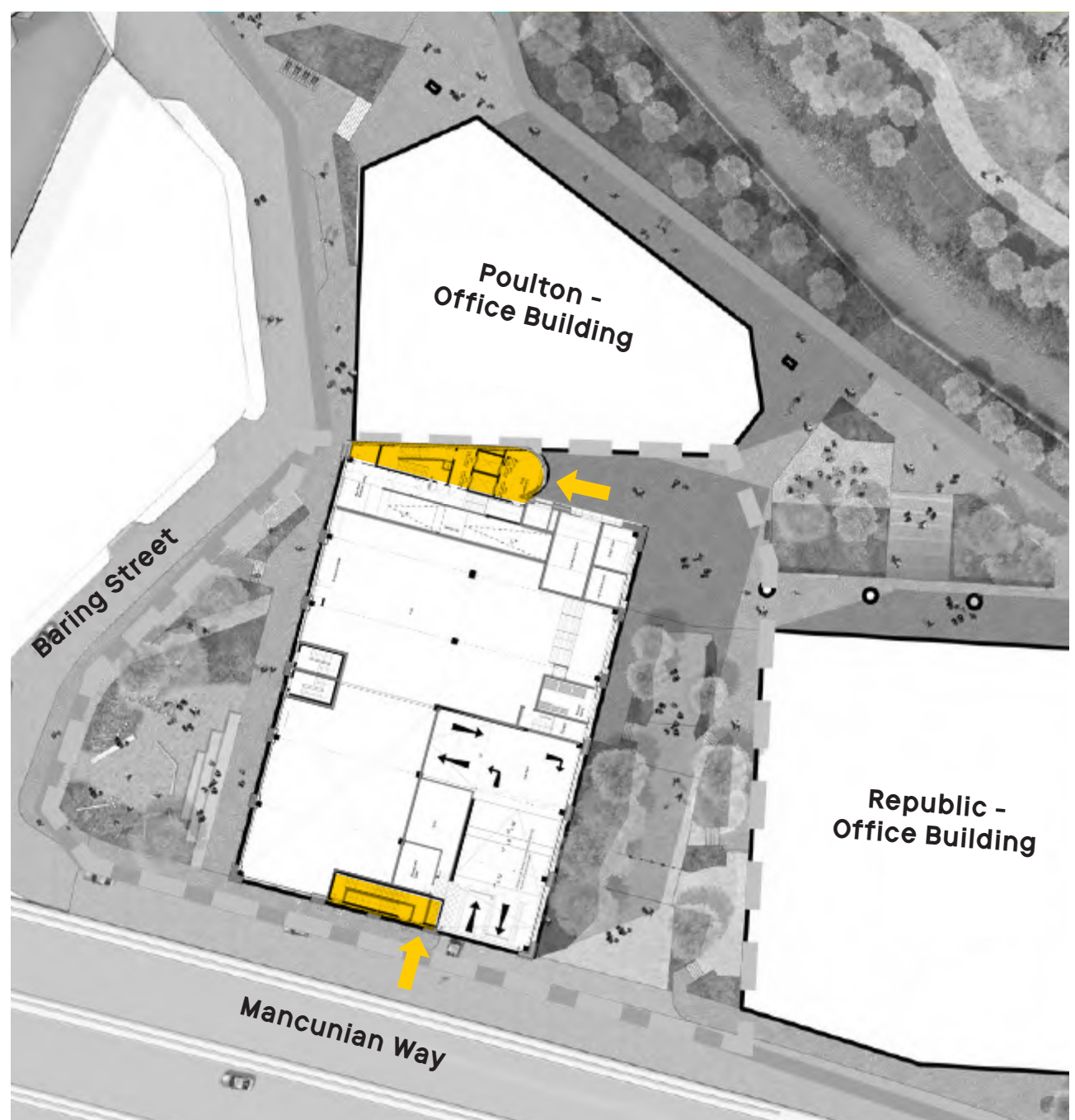
The 2023 design for the Mayfield Mobility Hub was a rectangular footprint with a wedge shaped external core occupying the space between the neighbouring office building to the north. A second core was positioned within the main building footprint, accessed from Mancunian Way from the south.

The proposed updated footprint has been rationalised to be rectangular with the north eastern core now inbound to the main body of the building. This resolves buildability and structural challenges associated with the Mobility Hub and the Poulton being connected by and sharing a flank wall.

Potential risk of antisocial behaviour in the set back space between the Poulton and the Mobility Hub which had limited natural surveillance has also been reduced.

To maintain the target parking provision, the Baring Street core was relocated externally. This side of the site benefits from greater flexibility within the landscape zone, allowing the stair core to be positioned externally without compromising the wider site arrangement. This adjustment helps to recover a number of parking spaces and improves the overall efficiency of the deck layout.

The rounded rectangular shape of the external core is a more simple arrangement compared to the previous wedge shaped design, which had inefficiencies caused by less usable awkward shaped spaces.



2023 consented scheme - Ground floor site plan

2026 Proposed Scheme

Key

- Car park entrance and core
- Cycle hub entrance
- Access for maintenance only



2026 proposed scheme - Ground floor site plan

Ground Floor Layout

Mixed Use Mobility Hub

Relocating the cycle hub to ground floor gives more priority to those arriving by sustainable transport modes, and avoids the need for vertical circulation to basement.

The result is a reduced retail offering but which is strategically located to face towards the Park and connects to a wider network of retail spaces in the ground floor of the office buildings.



2026 proposed scheme - Ground floor site plan showing office buildings and park



Ground Floor



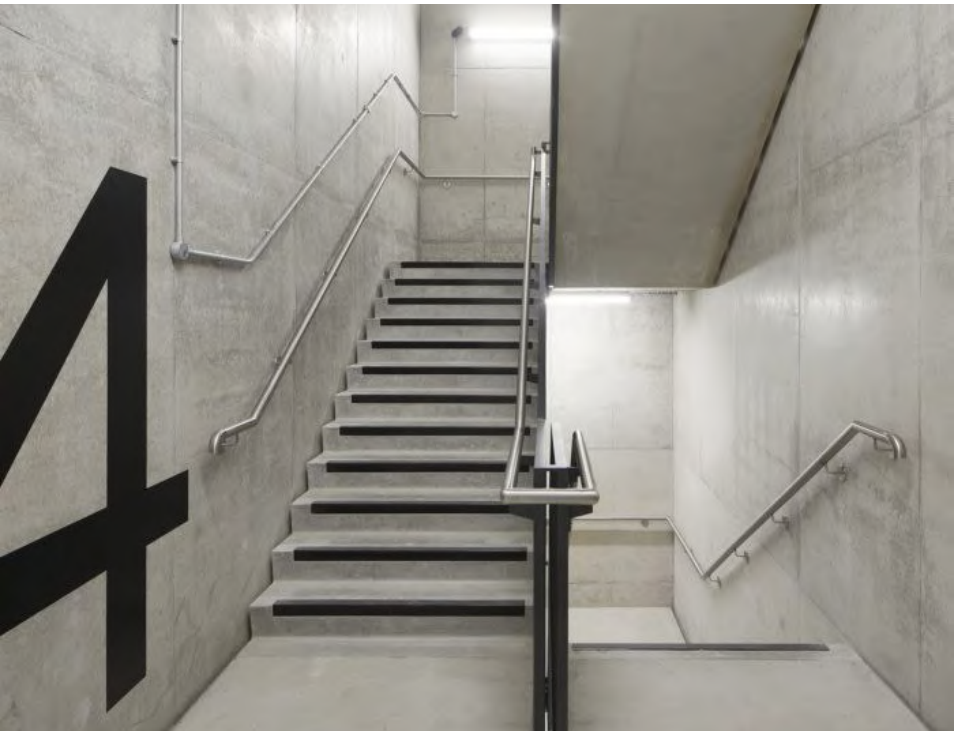
Activating the ground floor with additional uses

The cycle hub has more prominence on the ground floor, whilst still allowing for a retail space opening on to the eastern facade.

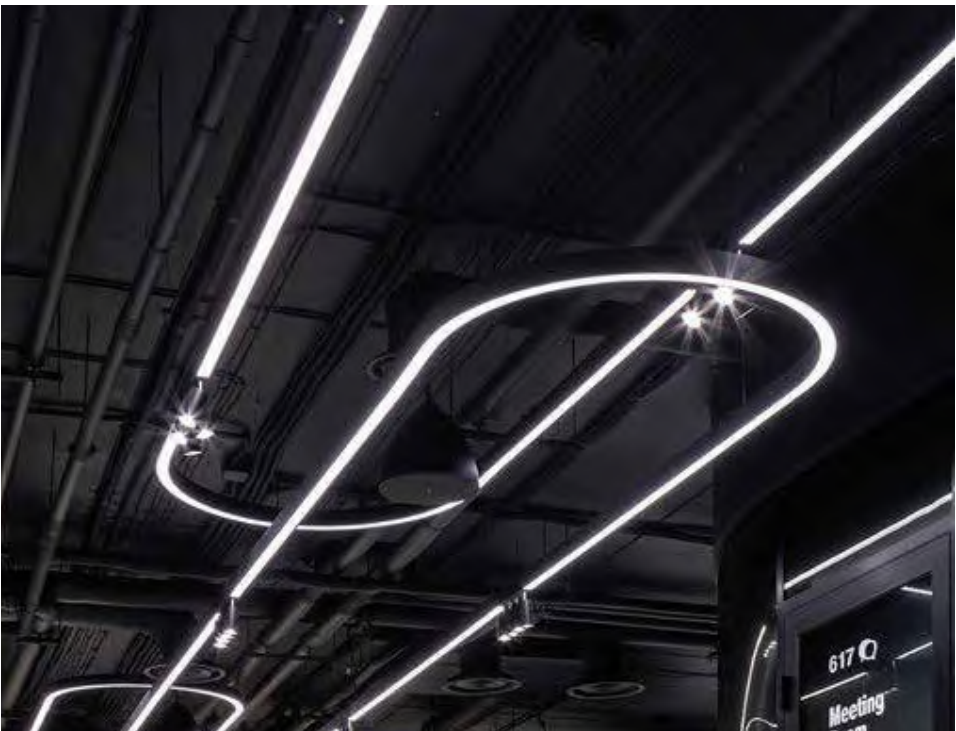
The main circulation core can be accessed from both Baring Street and the park side, providing access to all split levels via 2 x through lifts, as well as direct access to the cycle hub in the basement. Fire escape stairs provide access to upper levels and basement.

- 01** Grid - varies between 2.5m and 5m spacing on east and west (long) elevations, and 5m and 6m on the north and south (short) elevations.
- 02** Facade - cladding and door positions coordinated with the column grid.
- 03** Projecting core - west core is located outside of the main body of the car park, allowing for better coordination with system build structure. Acts as visual marker for entrance and circulation.
- 04** Cycle hub entrances - primary entrance via Baring Street, secondary entrance to east.
- 05** Car Park entrance - Baring Street entrance through the new projecting core, with good visibility on approach from the west. East entrance gives access to office buildings.

- 06** Stairs - stairs located at opposite ends of the building to provide two separate access points and meet fire escape distances. Removing accommodation at basement level has rationalised vertical circulation.
- 07** Car park vehicle entrance - entrance and exit consolidated on southern elevation, providing three lanes of which one will alternate during peak hours.
- 08** Management Suite - located next to the vehicle entrance to the Mobility Hub providing natural surveillance and quick assistance to any users at the barriers.
- 09** F+B/Retail use - activating frontage and public realm in front of office buildings.
- 10** Transformer room - sized to allow for EV charging.



Circulation core interior precedent.



Example lighting for vehicle entrance



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





2026 proposed scheme - Ground floor plan

Cycle Hub



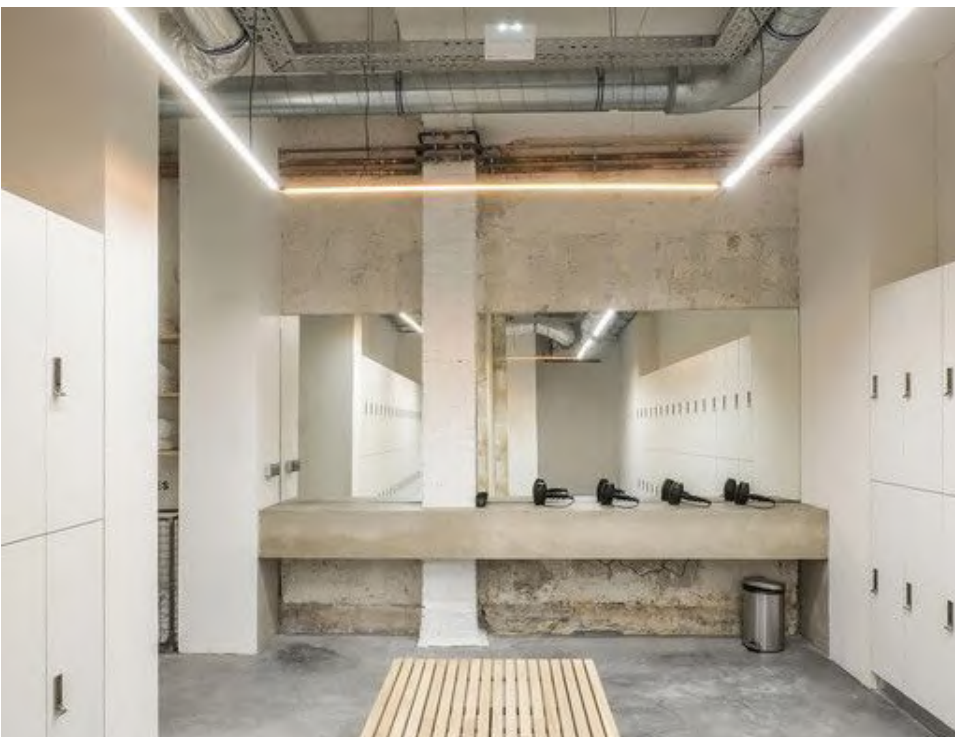
Creating an inter-modal mobility hub

Relocating the cycle hub from basement level to the ground floor results in a more accessible space, not reliant on ramps or vertical circulation. The cycle hub is primarily accessed from Baring Street, and has improved visual presence from the public realm, therefore encouraging use and making it a more integral part of the building.

Access to the showers and changing areas is via the cycle storage, with a short internal ramp to address the level change. Users then exit via the cycle storage, to either the door onto Baring Street or the core to the east which leads to the neighbouring offices.

Plant space is also consolidated at ground floor, with only a small basement proposed for the sprinkler tank. This reduces the amount of excavation required.

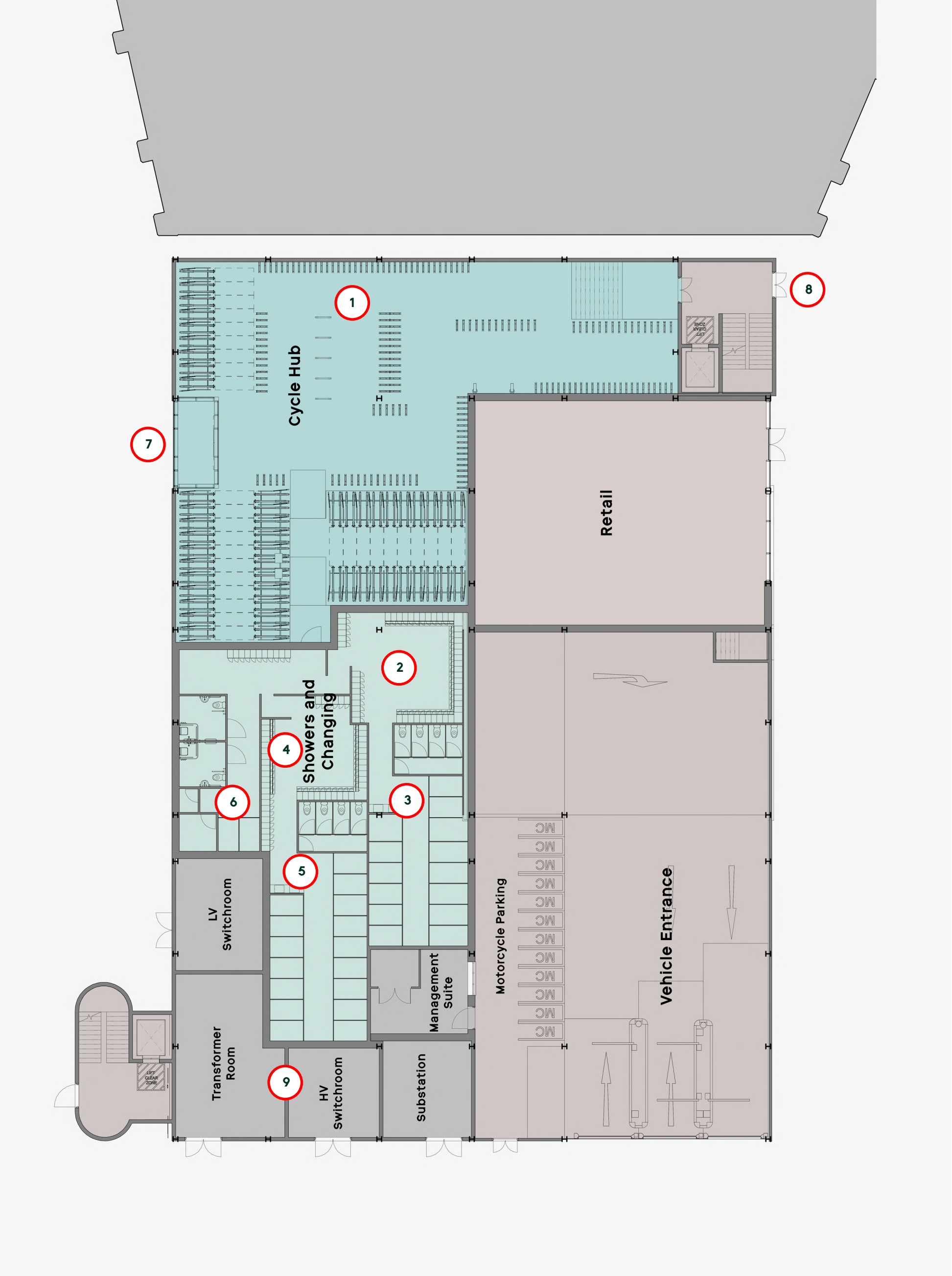
- 01 Cycle Hub - Provision for 396 cycles and 12 accessible cycles
- 02 Female lockers
- 03 Female WCs, changing room and shower facilities
- 04 Male lockers
- 05 Male WCs, changing room and shower facilities
- 06 Gender neutral WCs, changing room and shower facilities
- 07 Cycle Hub entrance, connecting to Baring Street and the Park
- 08 Secondary Cycle Hub entrance, leading to office buildings.



Images showing design intent for interiors of cycle hub



Images showing design intent for interiors of changing areas



2026 proposed scheme - Ground floor plan

Ground Floor Uses



Inter-modal hub

The Mobility Hub is accessed from two circulation cores, one to the west on Baring Street, and the other to the east. Relocating the core from Mancunian Way means that vehicles and pedestrians are kept separate. The cores also serve as fire escapes from upper levels.

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

A separate secure access on Baring Street allows cyclists to enter the cycle hub, which is now located at ground floor and therefore avoids the need for ramp or lift access. Entrance and exit to the cycle changing facilities are via the cycle hub, with access to the offices to the east via the stair core entrance.

2023 Consented Scheme

Key

●

 Fire escape cores

➡

 Vehicle movement up

➡

 Vehicle movement down

➡

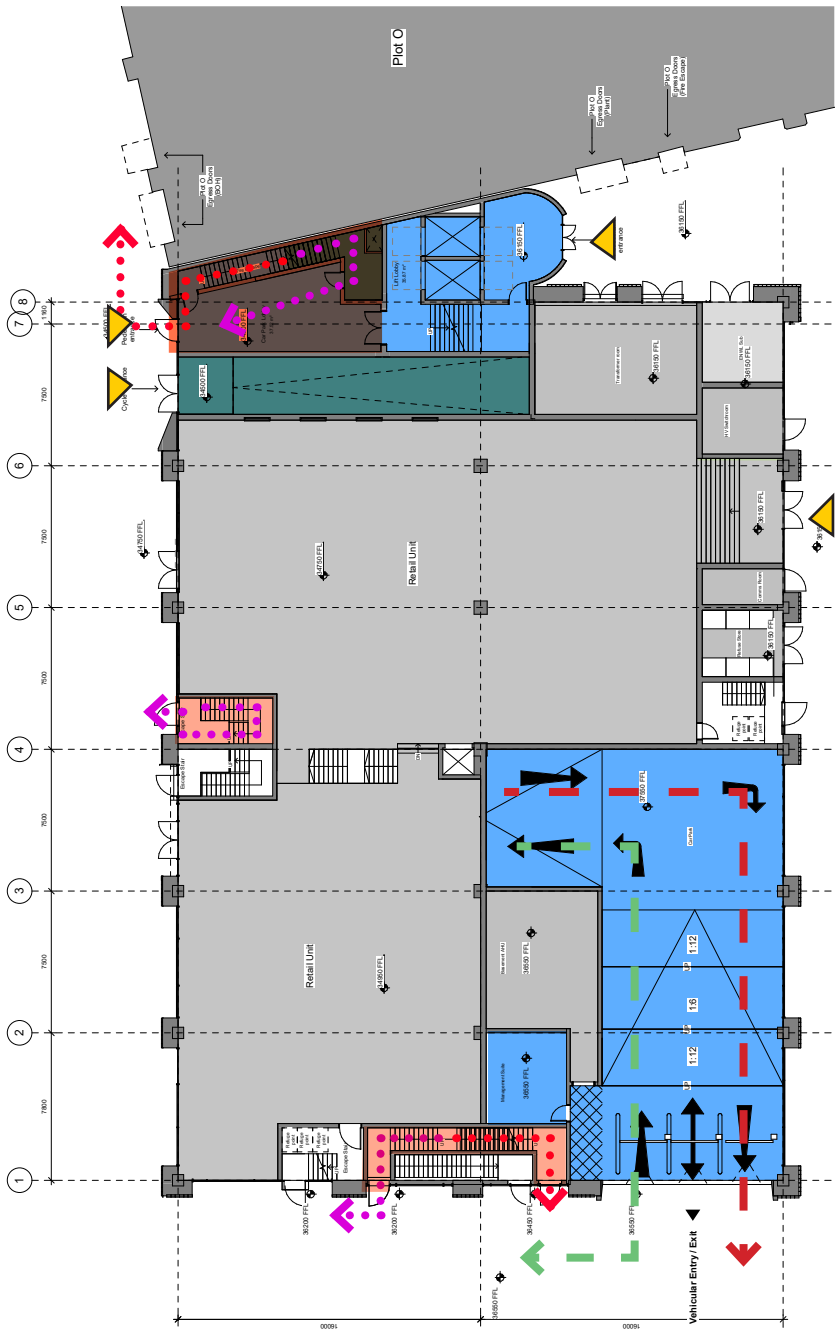
 Escape routes

➡

 Basement escape routes

➡

 Entrances



2023 consented scheme - Ground floor plan

2026 Proposed Scheme

Key

●

 Fire escape cores

➡

 Vehicle movement up

➡

 Vehicle movement down

➡

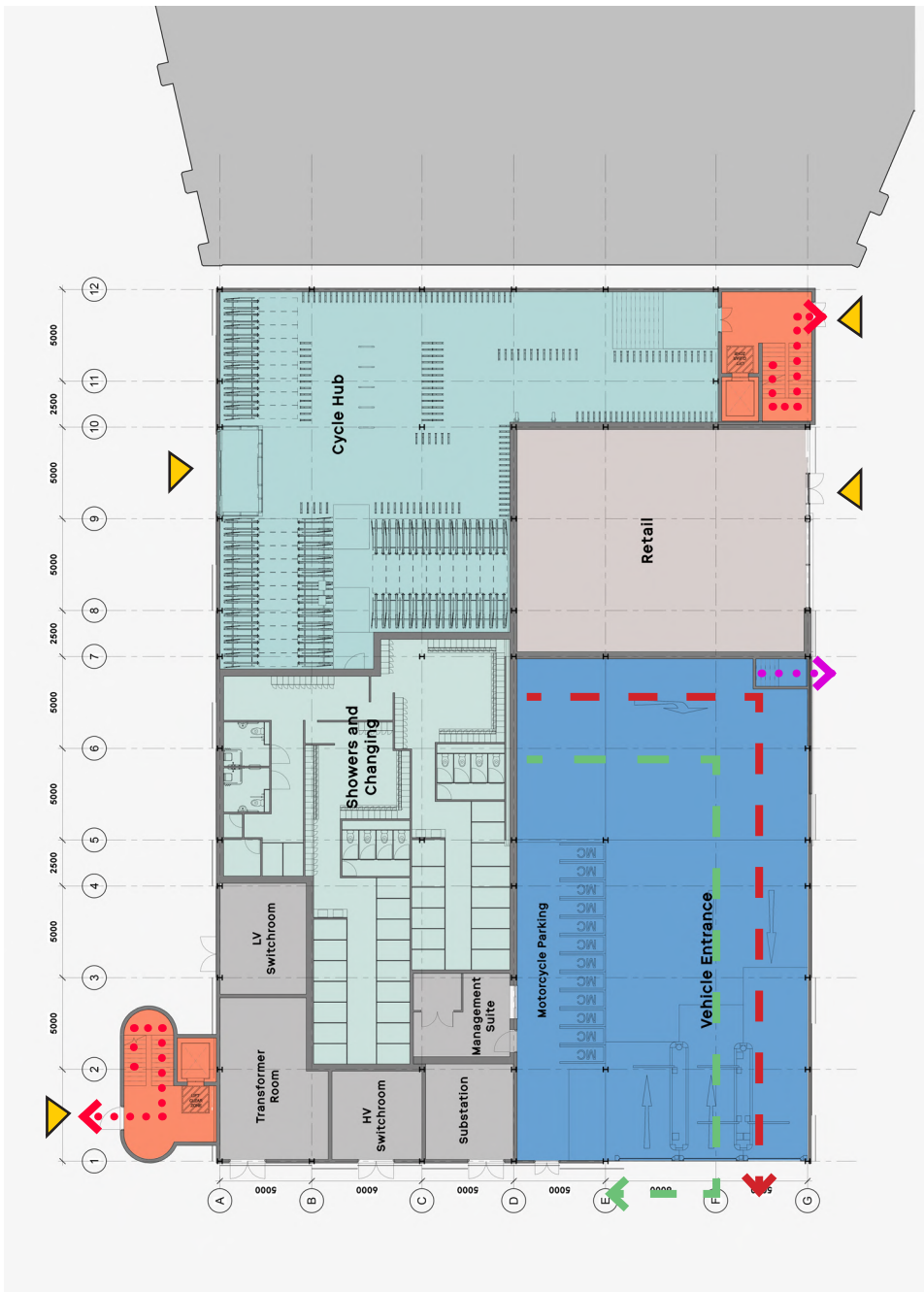
 Escape routes

➡

 Basement escape routes

➡

 Entrances



2026 proposed scheme - Ground floor plan



Retail/F+B

A single retail space is located to the east, facing the new public realm between the Mobility Hub and office buildings.

Removing retail and event space from the basement has simplified the escape strategy and reduced the number of staircases required. The retail space instead has level access from main entrance, which will also form the means of escape in the event of a fire.

Refuse collection will be via a managed system.

2023 Consented Scheme

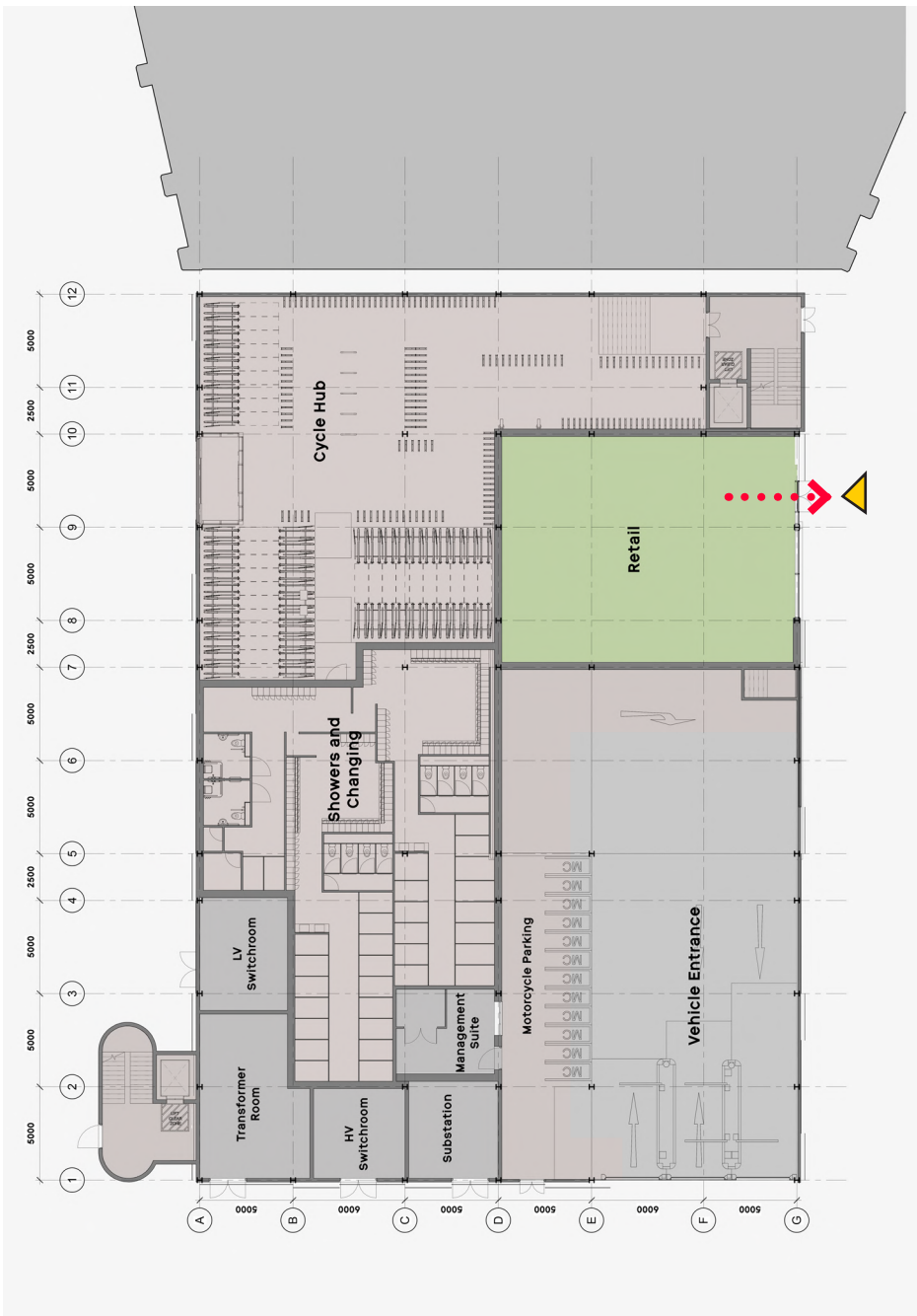
- Key
- Fire escape cores
 - Escape routes
 - Basement escape routes
 - Refuse
 - Pedestrian Entrances
 - Refuse Store



2023 consented scheme - Ground floor plan

2026 Proposed Scheme

- Key
- Escape routes
 - Refuse
 - Pedestrian Entrances
 - Refuse Store



2026 proposed scheme - Ground floor plan



Waste Strategy

Manchester City Council’s (MCC’s) Waste Storage and Collection Guidance for New Developments document provides waste arising benchmarks for calculating commercial waste in new development. Table 1 below details the relevant benchmark used to calculate commercial waste at Mayfield Mobility Hub.

Based on proposed commercial retail land use areas, and waste generation benchmarks detailed above, estimated quantities of commercial waste arising are summarised in Table 2.

The total estimated volume of commercial waste to be generated at the Mayfield Mobility Hub once operational is 945 litres per week. Of this total estimated volume of weekly waste arising, approximately 40% will be general waste, 25% will be mixed recycling, 30% will be paper and cardboard, and 5% will be food waste.

Waste generated in the commercial land uses at Mayfield MSCP will be segregated into a minimum of four streams. These streams include the following:

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

Land Use	MCC’s Benchmark
Commercial Retail	5 litres / m ² / week

Table 1 Waste generation benchmark

Unit	Estimated Waste Generation (litres/week)				Total (litres/week)
	General Waste	Mixed Recycling	Paper/Card	Food Waste	
Commercial unit 1	378	236	284	47	945
Total	378	236	284	47	945

Table 2 Waste generation estimates



Point of generation bins will be located within the retail unit at MSCP to accommodate one full days' worth of waste.

Bagged waste from point of generation bins within MSCP will be transported by the retail unit staff to the Republic Building waste store at the end of each operational day. Waste will be collected from the Republic Building by waste operatives. Collection will take place four times per week, as per the Republic Building's waste management strategy.

An assessment was undertaken to assess the spare capacity of the Republic Building's final waste storage room to accommodate the Mobility Hub waste. It was concluded that the additional 945L per week of waste generated from the retail unit would be sufficiently accommodated within the Republic Building's final waste storage room comprising of 20 X 1,100L bins and 5 X 240L bins. This assessment was based on the 2023 addendum report and plans for the Republic Building.

2023 Proposed Scheme

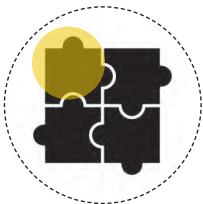
Key

- Refuse Store
- > Bin route



Mobility Hub retail unit to Republic Building waste store route

Simplified Parking Layout



Key changes

The upper levels of the car park have been designed as a continuous ramped slab, which allows for efficiency by combining ramped areas with parking areas.

Level landings are provided at each corner of the building and at the end of each central ramp, allowing for access into the cores and a flat location for accessible bays.

In order to coordinate with overall site dimensions the structural grid varies from 2.5m to 5m on the east and west elevations. This grid ensures efficient compatibility with either traditional or system build structures.

There are 54 parking spaces on a typical floor, increasing to 55 on the penultimate level 8, and reducing to 49 on the top floor level 9.

Stair cores are located in opposite corners of the plan to allow convenient access to either the offices to the east, or Piccadilly and the Park to the west.

- 01 Building footprint - simplified to rectangular shape to better work with system build construction.
- 02 Grid - varies between 2.5m and 5m spacing on east and west (long) elevations, and 5m and 6m on the north and south (short) elevations.
- 03 Facade - 2.5m panel width to aligns with either structural grid. Allowance for 1m panel on south elevation.
- 04 Ramps - Continuous ramped slab layout.
- 05 Level landings - Located a junction of ramps and around cores.
- 06 Baring Street core - moved outside the building footprint to better work with system build. Acts as visual marker for car park entrance.
- 07 Eastern core - within rectilinear building footprint.
- 08 Risers - Within parking area



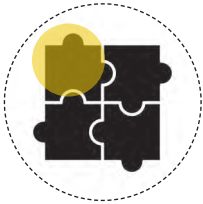
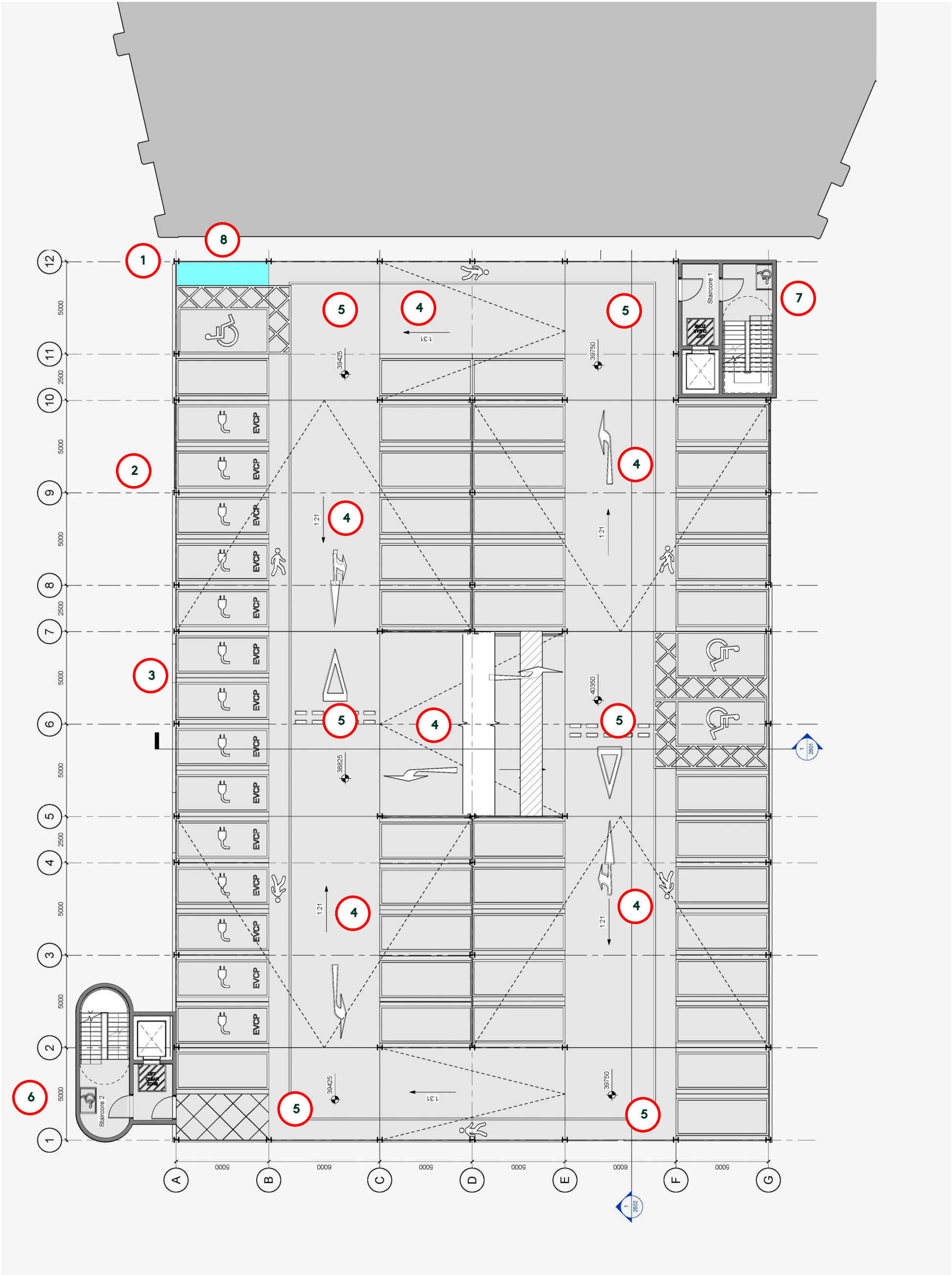
Image showing design intent for internal signage



Music Box - The Old Vinyl Factory - Hayes

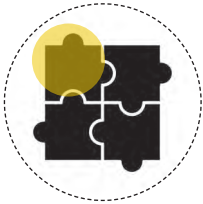


Music Box - The Old Vinyl Factory - Hayes



2023 proposed scheme - Typical floor plan

Consented scheme - Typical floor plan



Typical Floor

The layout works around a 2.5m / 5m structural grid. A continuous 7.5m grid was not considered appropriate from a structural and construction perspective. Both traditional and systematised car park construction methods generally operate efficiently with modular grids based on 5.0m or 2.5m increments, which allows for better structural repetition and construction tolerances. The adopted grid therefore reflects both the site constraints and the practical requirements of the construction system.

There are 54 parking spaces on a typical floor, including 3 accessible bays. 14 EVCP spaces are included on level 1-3.

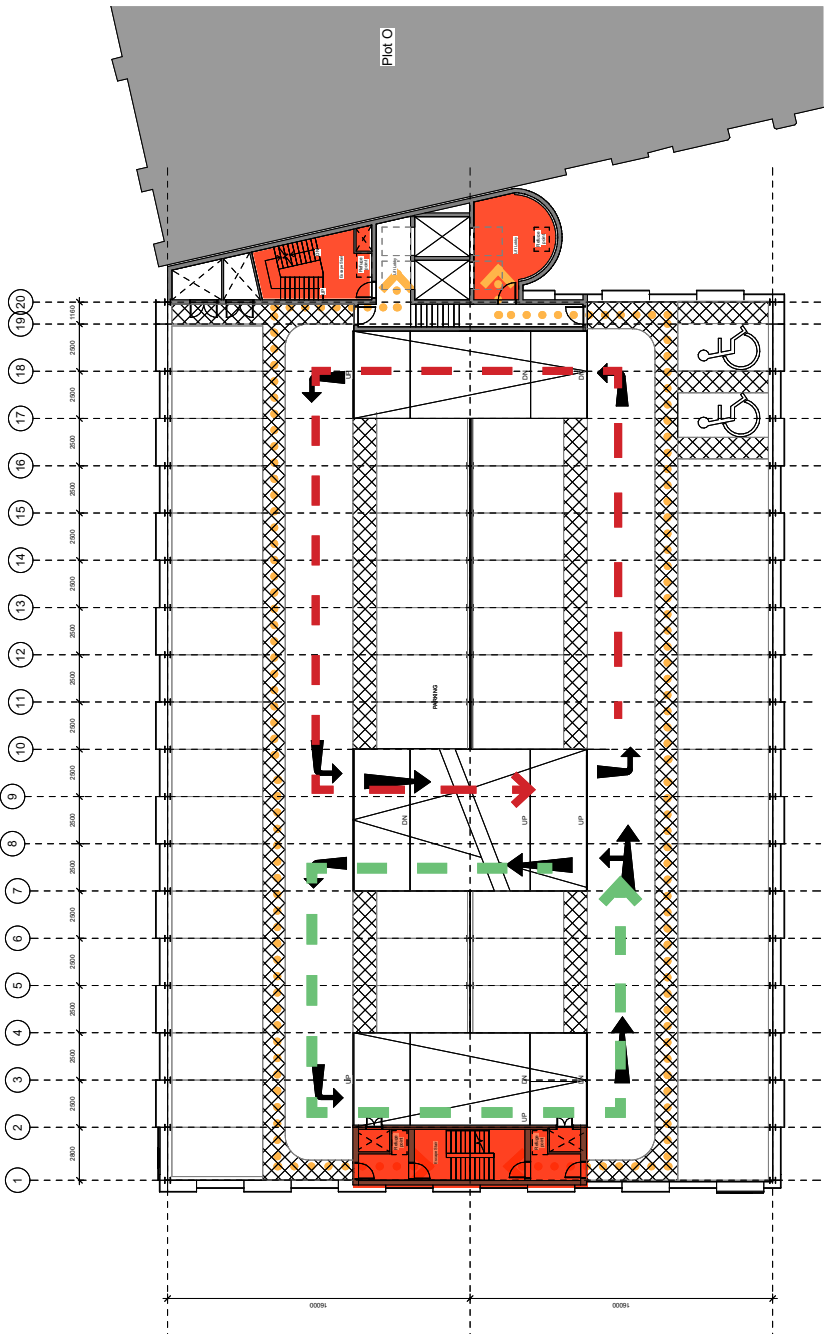
Due to the continuous ramped slab design, accessible bays are located on the flat ramp landings and next to the main staircore to ensure level access.

A 1200mm walkway runs around the perimeter of the vehicular route, demarcating a safe route from vehicle to lift / stair core.

2023 Consented Scheme

Key Caption

- Fire escape cores
- ➡ Vehicle movement up
- ➡ Vehicle movement down
- ➡ Pedestrian escape routes

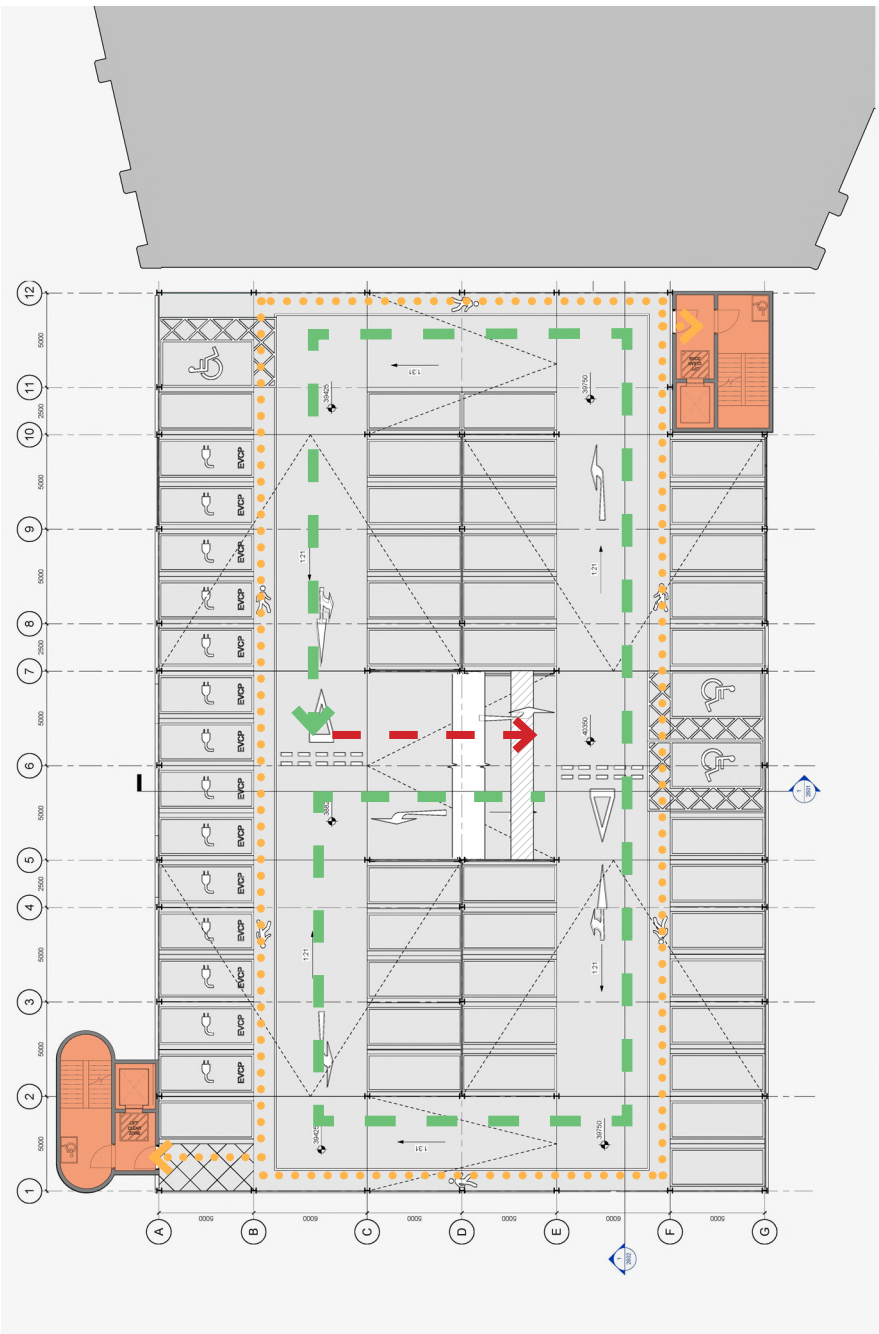


2023 consented scheme - Typical floor plan

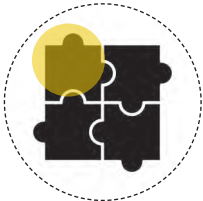
2026 Proposed Scheme

Key Caption

- Fire escape cores
- ➡ Vehicle movement up
- ➡ Vehicle movement down
- ➡ Pedestrian escape routes



2026 proposed scheme - Typical floor plan



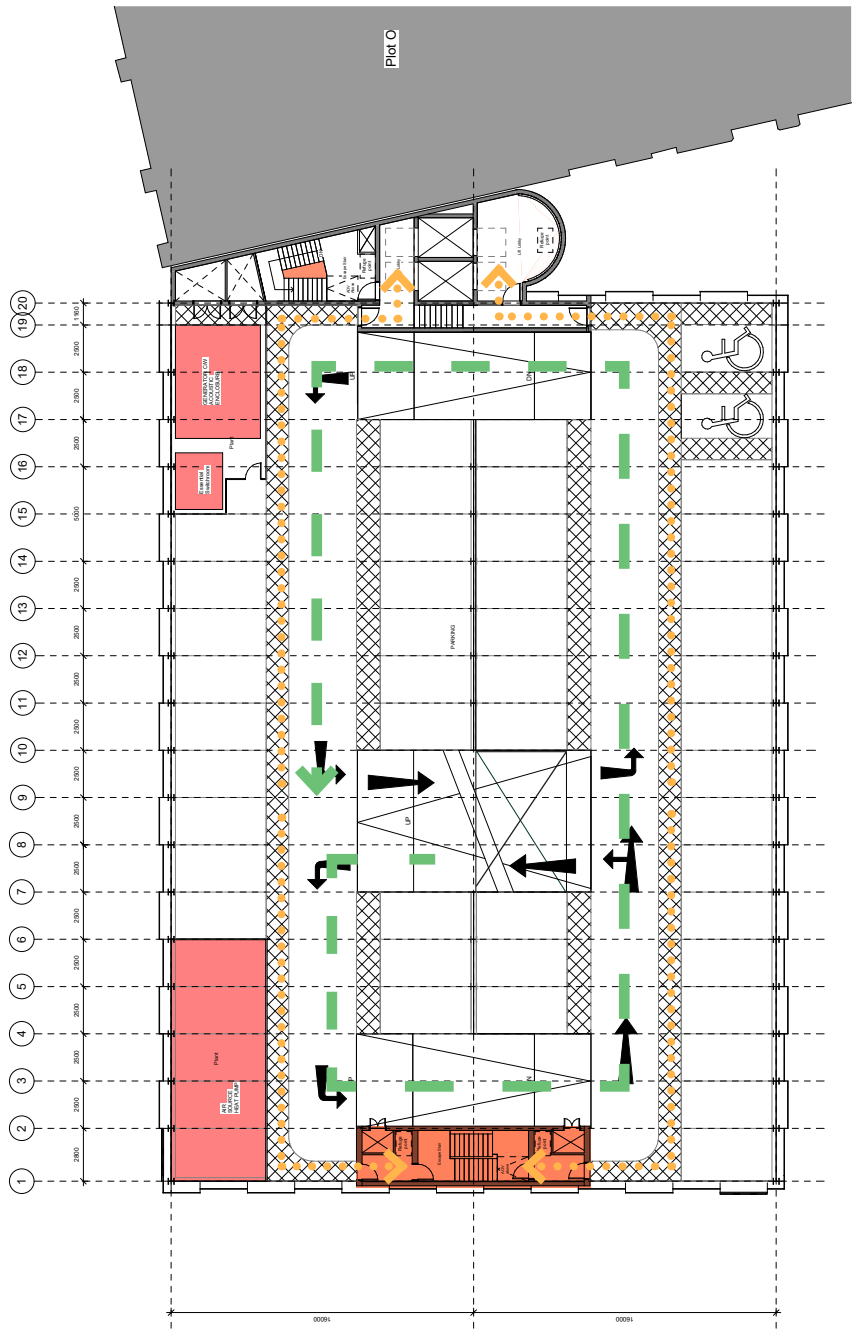
Top floor

Generator plant is located on level 9 and will be screened to obscure the equipment, as well meeting the security and acoustic needs of the plant zones.

2023 Consented Scheme

Key Caption

- Fire escape cores
- ➡ Vehicle movement up
- ➡ Vehicle movement down
- ➡ Pedestrian escape routes

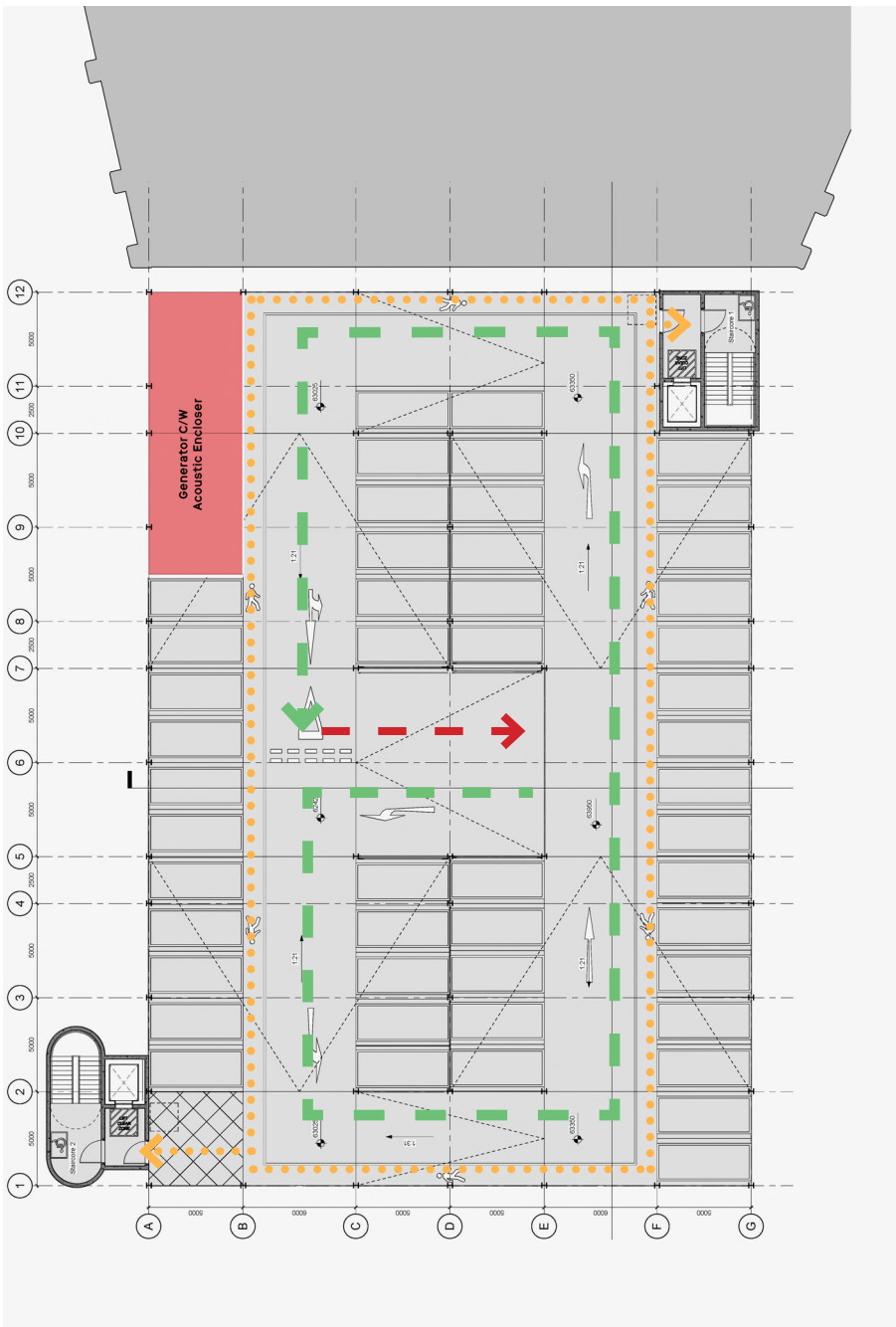


2023 consented scheme - Top floor plan

2026 Proposed Scheme

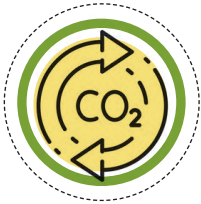
Key Caption

- Fire escape cores
- ➡ Vehicle movement up
- ➡ Vehicle movement down
- ➡ Pedestrian escape routes



2026 proposed scheme - Top floor plan

Maximising PVs



Roof

790 m² of PV will be provided at roof level.

Access to the roof level will be provided via two roof hatches with retractable ladders. These are located adjacent to the stair cores at the ninth floor level and will provide maintenance access to the roof structure and PV installation above.

2023 Consented Scheme

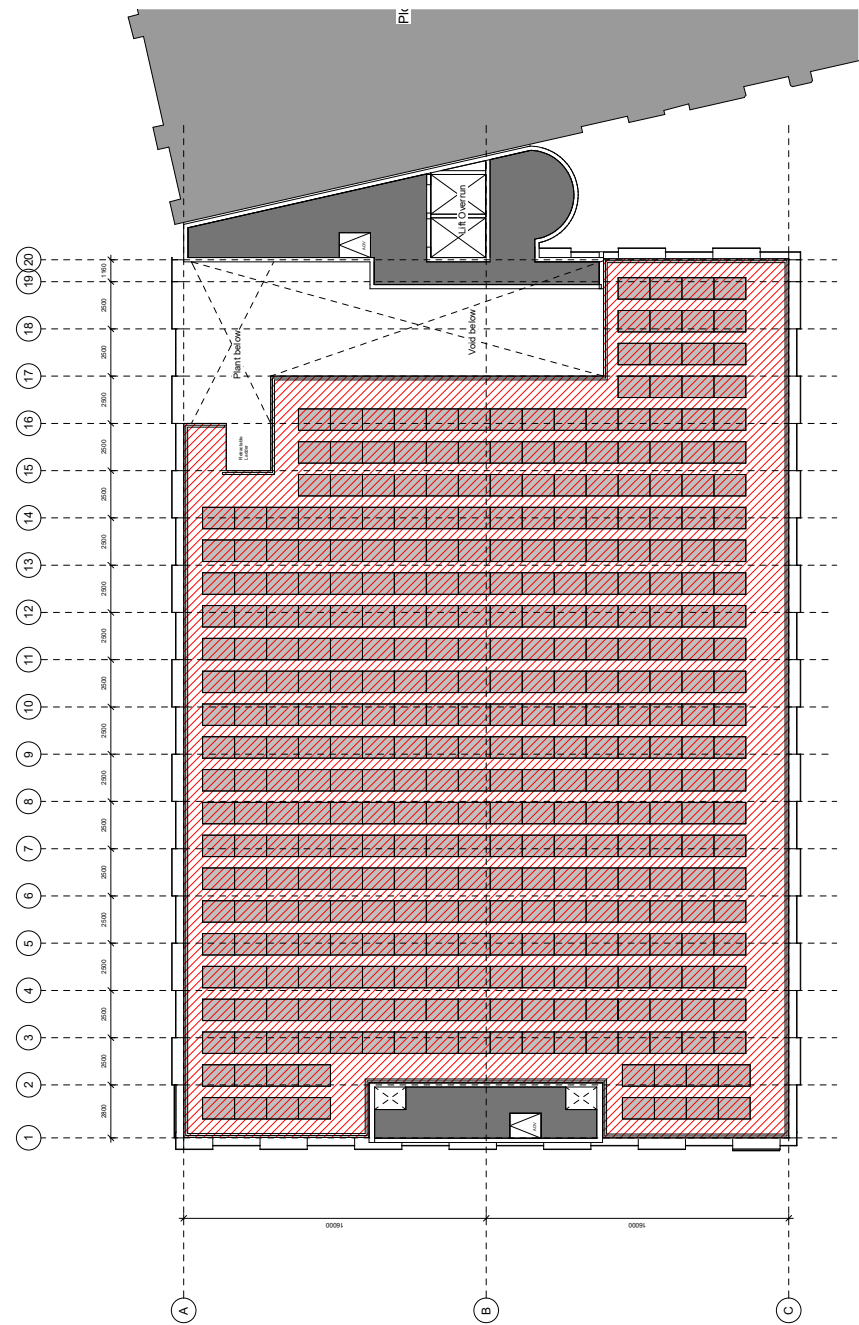
Key Caption

● PV accessible deck

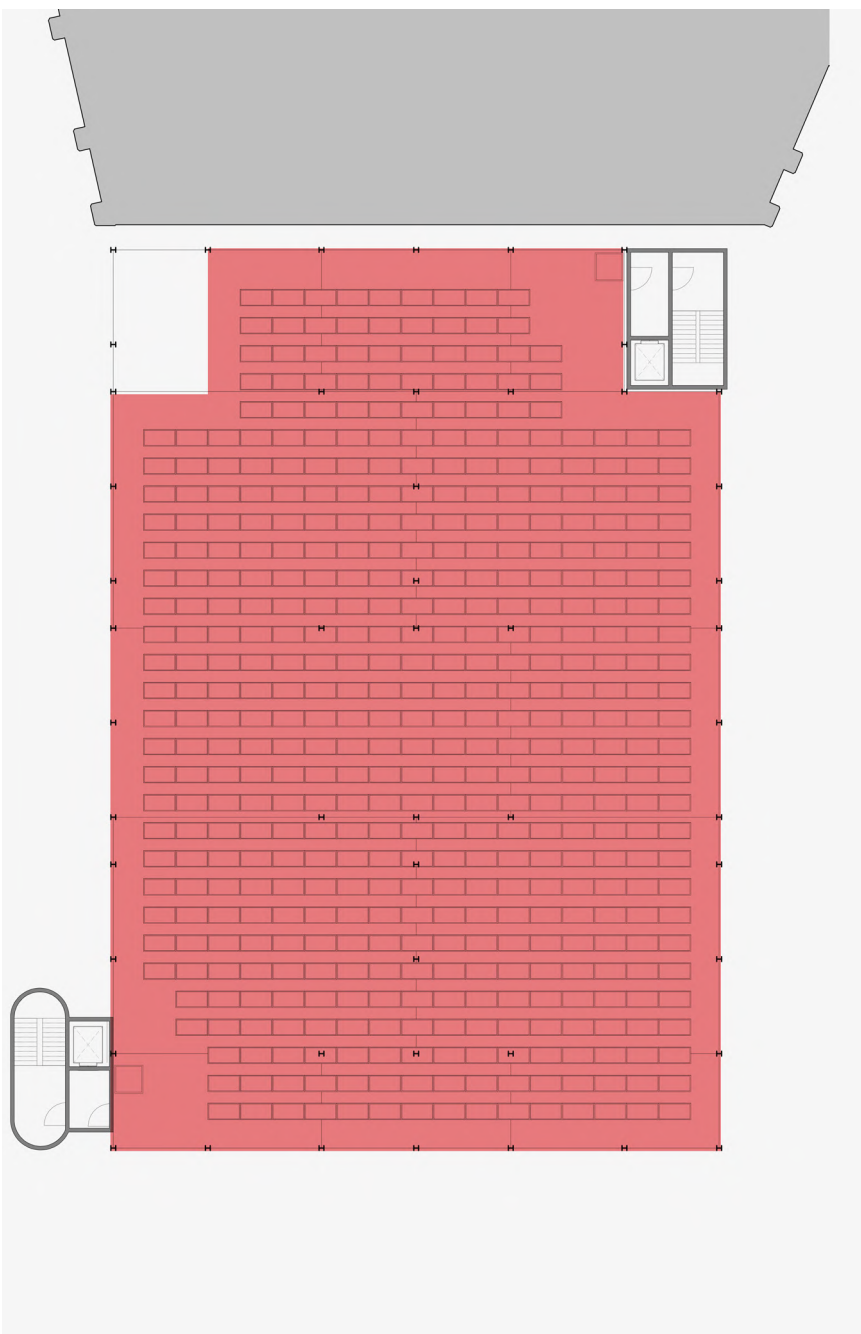
2026 Proposed Scheme

Key Caption

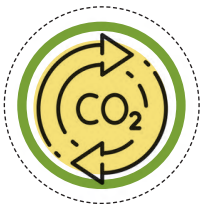
● PV accessible deck



2023 consented scheme - roof plan



2026 proposed scheme - roof plan



Use and Amount

Area Schedule

See below for comparison of allocated areas between consented and proposed schemes.

2023 Consented Scheme

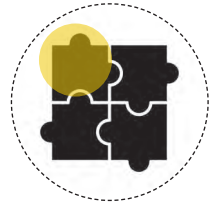
Whole Building GEA Schedule		
Name	Comments	Area
NN_Level B1		
Mobility Hub	Including circulation	1018.79 m²
Plant	For retail	327.96 m²
Retail		392.62 m²
NN_Level 00		
Mobility Hub	Including circulation	602.13 m²
Plant	For retail	119.40 m²
Retail		890.21 m²
NN_Level 01		
Mobility Hub	Including circulation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

2026 Proposed Scheme

Whole Building GEA Schedule		
Name	Comments	Area
N01_Level B1		
Plant	Sprinklers and services	256.5
Staircore		21
N01_Level 00		
Mobility Hub	Cycle hub, Shower and circulation	1160
Plant	Services	125
Retail		190
Staircores		84
N01_Level 01		
Mobility Hub		1476
Plant	Services	6.5
Staircore		84
N01_Level 02		
Mobility Hub		1476
Plant	Services	6.5
Staircore		84
N01_Level 03		
Mobility Hub		1476
Plant	Services	6.5
Staircore		84
N01_Level 04		
Mobility Hub		1476
Plant	Services	6.5
Staircore		84
N01_Level 05		
Mobility Hub		1476
Plant	Services	6.5
Staircore		84
N01_Level 06		
Mobility Hub		1476
Plant	Services	6.5
Staircore		84
N01_Level 07		
Mobility Hub		1476
Plant	Services	6.5
Staircore		84

Massing

Addition of Basement Level



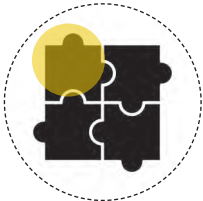
Reducing basement area

Relocating the cycle hub from basement to ground floor significantly reduces the size of the basement, and therefore the amount of excavation, including bedrock, that is required.

The proposed basement housing relevant plant equipment and a sprinkler tank to serve the building in a fire situation. Structurally, the basement is to be constructed from reinforced concrete retaining walls and founded on a thickened concrete slab, utilising the underlying bedrock as a suitable formation level.



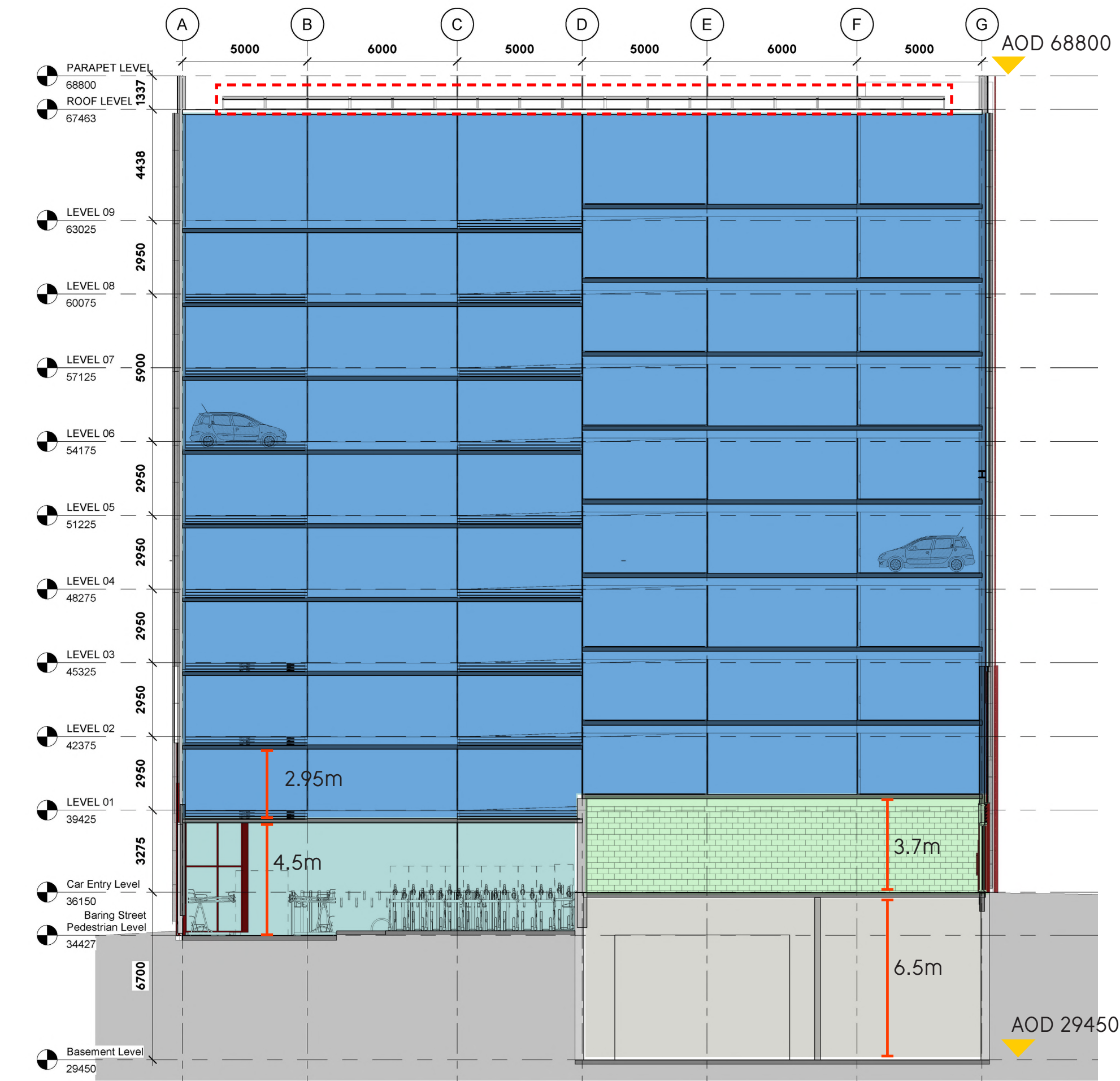
Concept sketch showing south elevation looking west along Mancunian Road



2026 Proposed Scheme

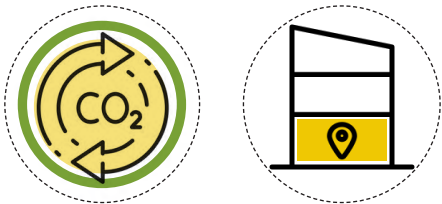
Key Caption

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



2026 proposed scheme - Section AA

Adjusting heights



Accommodating mixed-use

Due to the ramped slab, retail ceiling heights vary throughout the ground floor. The retail space to the east is at circa 3.7m and the cycle hub at 4.5m

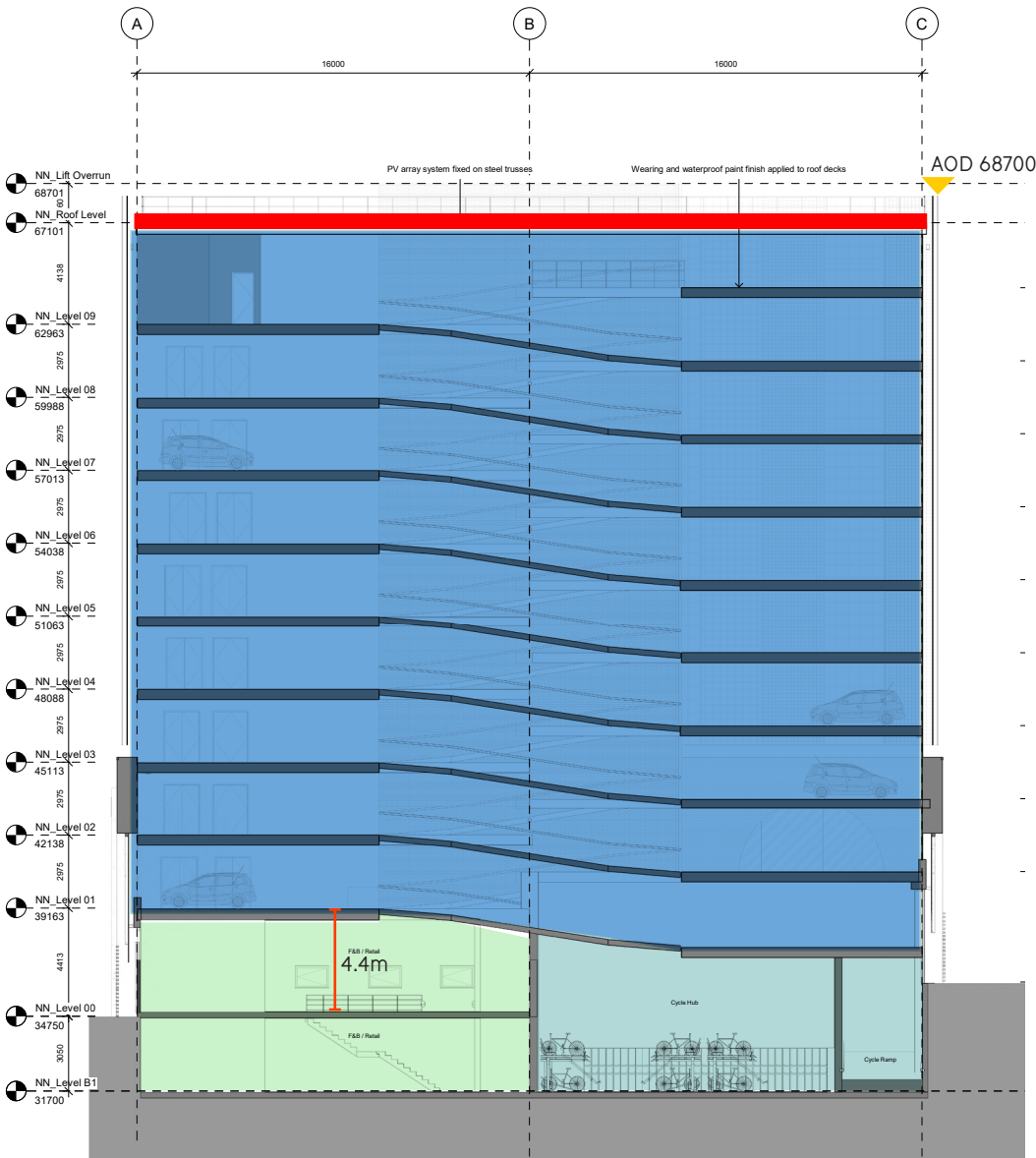
The building is sprinklered, with public access below 30 metres. On this basis, the primary structure can achieve a 60-minute fire resistance rating with the support of the sprinkler system.

The stair cores are designed to achieve a 120-minute fire resistance rating, and the north elevation wall will also be constructed to provide 120 minutes fire resistance, in line with the fire strategy requirements.

2023 Consented Scheme

Key Caption

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

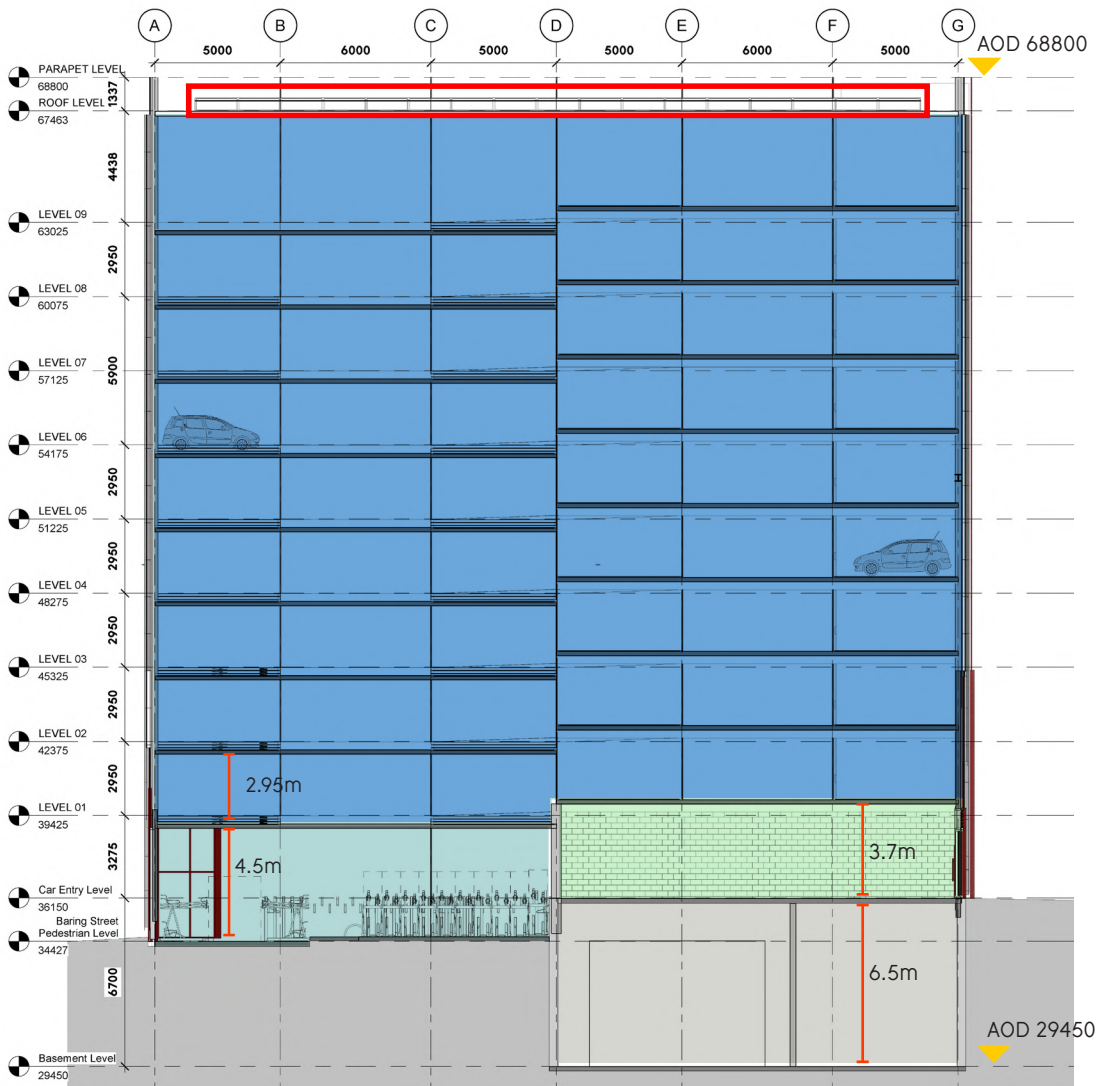


Consented scheme - Section AA

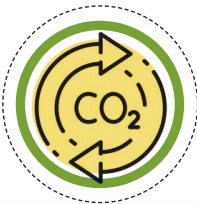
2026 Proposed Scheme

Key Caption

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



2026 proposed scheme - Section AA



2023 consented scheme - Illustrative view from Logik site looking east along Baring Street



2026 proposed scheme - Illustrative view from Logik site looking east along Baring Street

Appearance

ee

A Building in a Park, or a Park on a Building?

Weaving Hoyle's story

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

Hoyle was an early proponent of cylinder printing and between 1842 and 1870 alone registered some 17,000 patterns with the Patent Office Design Registry. The technology had revolutionised the production of colour, and one of the key motifs represented in Hoyle's patterns were native and exotic species of flora.

Thomas Hoyle once imagined his factory set within a park, as shown in this textile fragment from Hoyle's 'the Mayfield Pattern Book', 1887. It depicts a building with the sign 'THS' set in rich botanical surroundings and the railway viaduct visible behind.

Inspired by the floral designs of Thomas Hoyle, the proposed facade will see large format flowers printed onto the building envelope, extending the park onto the building. The Mayfield Mobility Hub will sit on the edge of the Mayfield Park, which will extend to the edge of the building.



Mayfield and Hoyle Print works buildings - late 1700s



Textile fragment from Hoyle's 'the Mayfield Pattern Book', 1887

Defining Datums

Historic Use and Vernacular

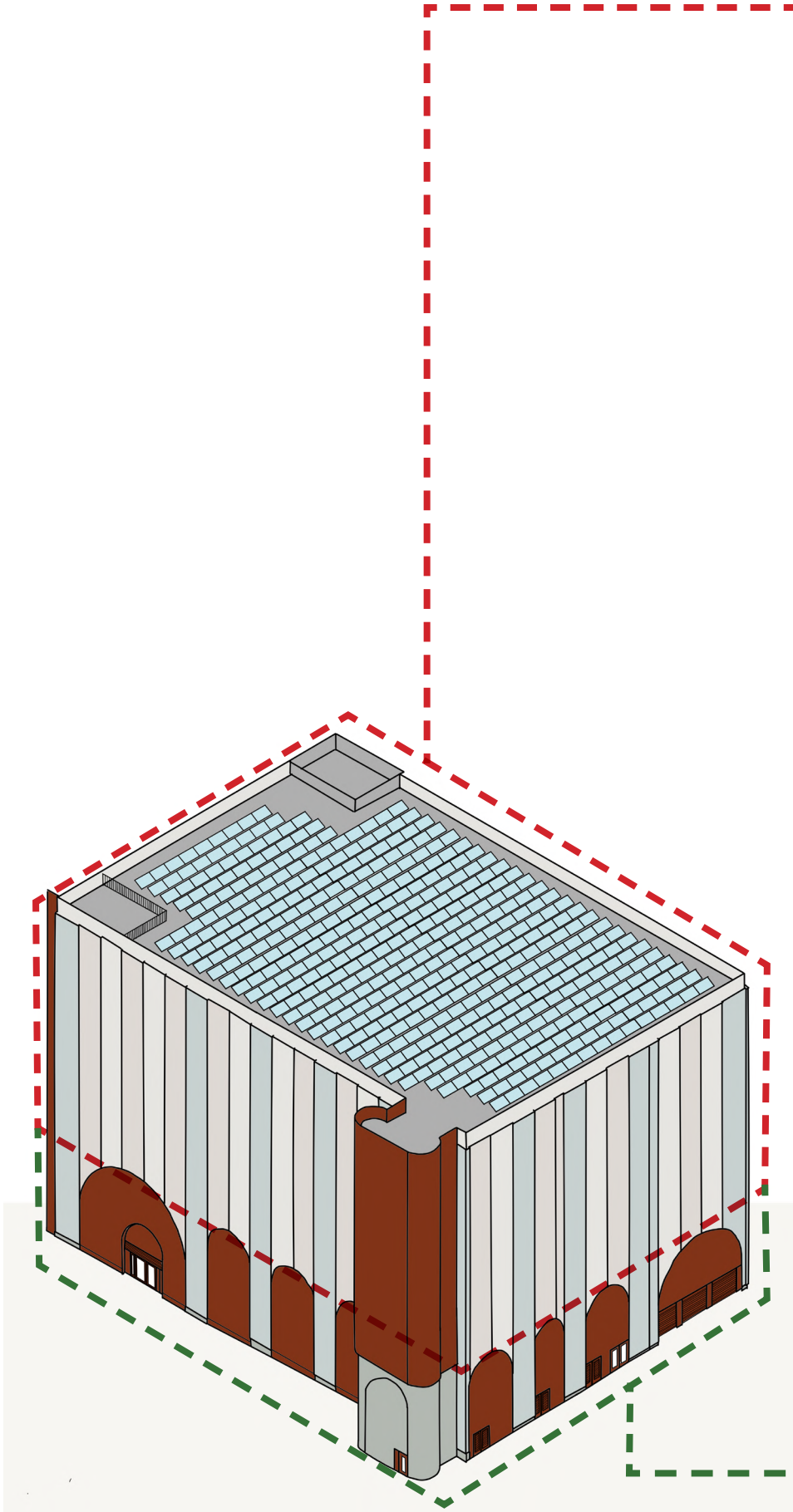
The proposed design captures the historic use on the site whilst also reflecting the neighbouring viaduct arches.

The upper level tells the story of Thomas Hoyle’s print works which historically occupied the site. This is overlaid with botanical prints which capture the spirit of the park, and place the park on the building rather than placing a building in the park.

The lower datum reflects the proportions of the existing brickwork arches of the viaduct, creating a link between the historic vernacular and the new architecture. It aligns with the Mayfield Datum which is expressed on the new buildings in the Mayfield masterplan.



Historical image showing drying room at Hoyle Calico Printworks



Axo diagram showing 2026 proposed scheme



View from park to Mayfield Depot

Approach to Car Park Design

Learning from Built Examples

Reviewing examples of car park facades which have been recently constructed has informed the approach to the Mayfield Mobility Hub design.

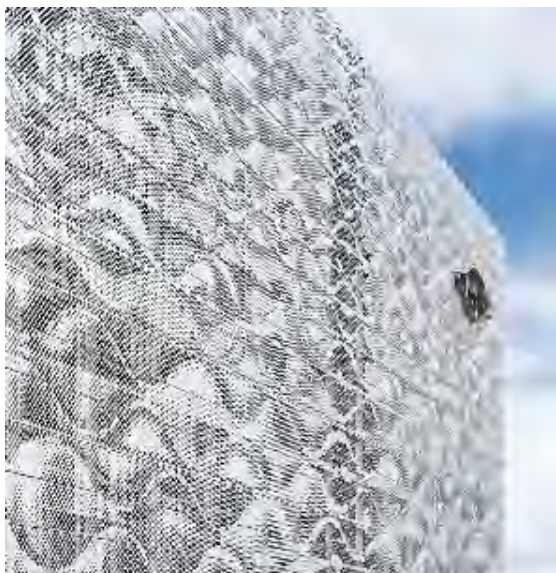
Each of these examples show different ways in which to bring depth, detail and interest to the cladding of a car park structure.



Hit and miss panelling:
First Street, Manchester
Car Park, Leeds, ACME

Benefits:
Creates variation across the facade.
Achieve natural ventilation requirements.

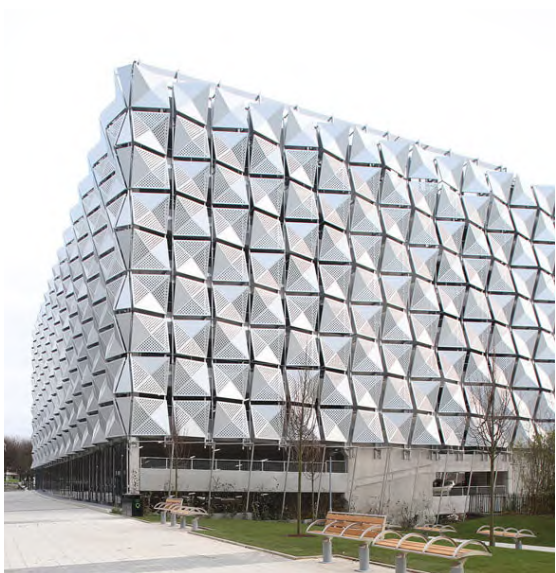
Challenges:
Car park structure is visible in the open areas.



Fully wrapped material and imagery:
The Music Box, Hayes, Studio Egret West
Sundersea, Sunderland, Tonkin Liu

Benefits:
Tells a story with place specific design.
Opportunity to create abstract patterns and variation.

Challenges:
Balancing perforation levels required for ventilation with visibility.
Particular challenge at night when material is less opaque when backlit.



3D facade elements:
Leeds University, CJCT
Queen Elizabeth Park, London, Haptic

Benefits:
Creates depth in a typically flat facade typology.
Sculptural quality to design.

Challenges:
Cost.
Facade depth and site constraints.



Fully wrapped material and imagery:
Sundersea, Sunderland, Tonkin Liu
Sky Park, Australia, May + Russell

Benefits:
Careful lighting after dark avoids the car park structure being visible when the internal lights are activated.

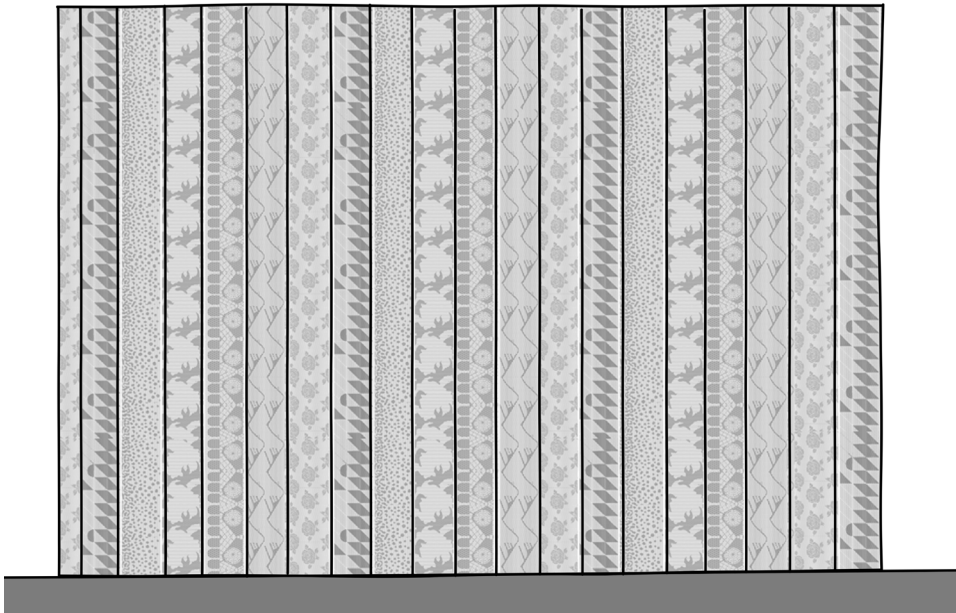
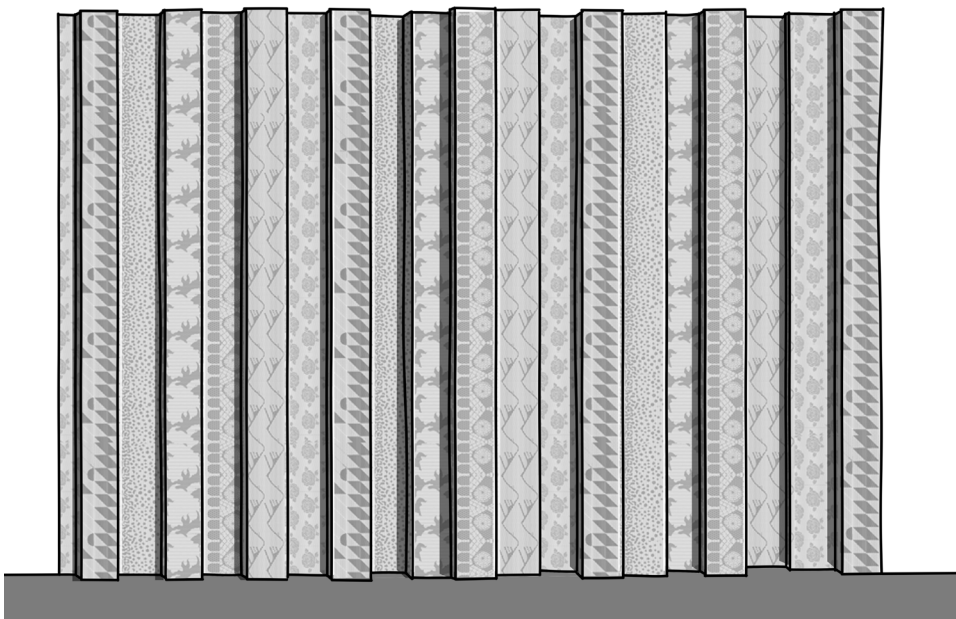
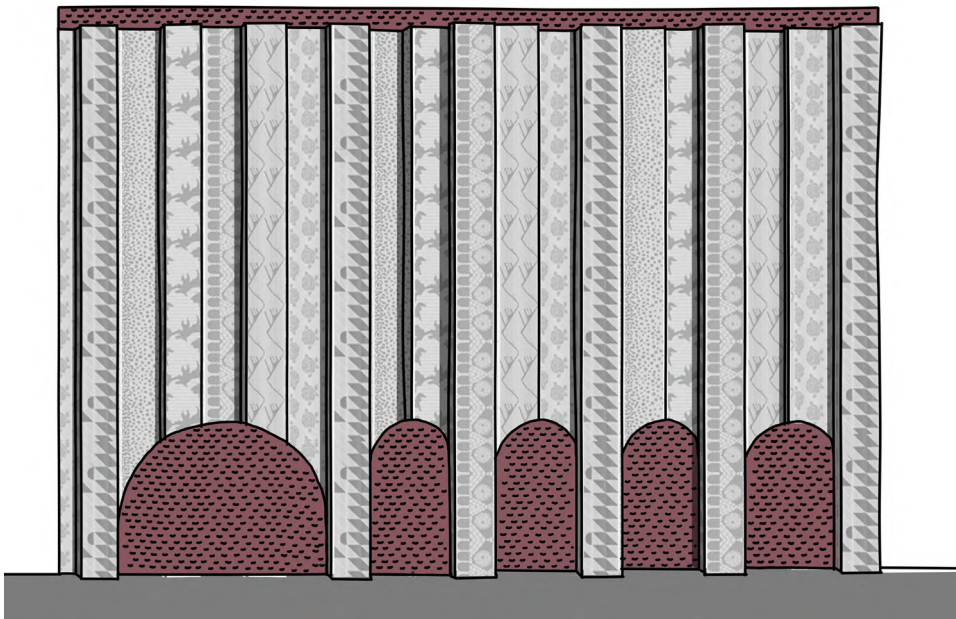
Challenges:
Providing lighting whilst avoiding light pollution.

Facade Principles

Upper and Lower Datum

The proposed design captures the historic use on the site, whilst reflecting the historic architectural vernacular of the railway viaduct and the arches.

The upper level tells the story of Thomas Hoyle’s print works which historically occupied the site. This is overlaid with botanical prints which capture the spirit of the park, and place the park on the building rather than placing a building in the park.



The Lower datum reflects the proportions of the existing brickwork arches of the viaduct, creating a link between the historic vernacular and the new architecture.

Full wrapped material:

Covering the building in perforated panels with re-interpret Thomas Hoyle prints.



3D facade elements:

Using varied panels depths to represent undulating rolls of printed fabric.



Defining the base:

Arches at the base highlight the Mayfield Datum.



The Mayfield Datum

The Mobility Hub as a Transition Building

The Mayfield Datum is set by the historic Depot building, and subsequently wraps the new buildings which face the park.

The location of the Mobility Hub means that it is set back from this strict datum.

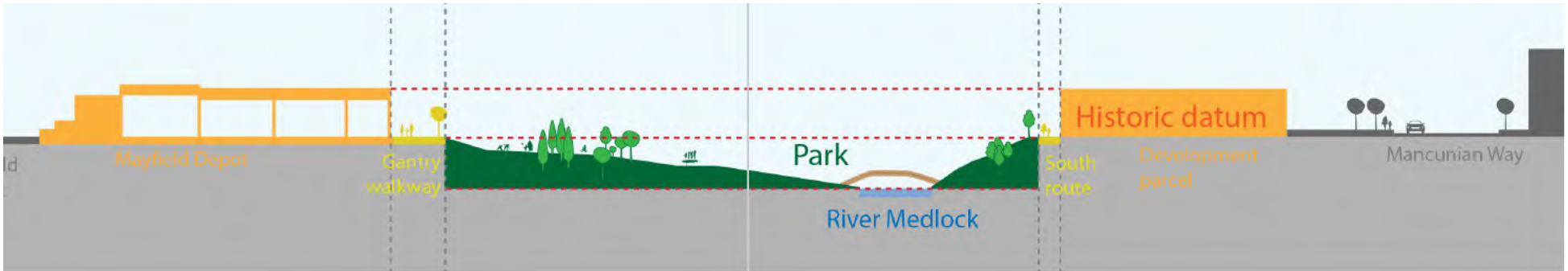
Instead it can act as a transitional mediator, before the datum is no longer present on building facades which face Mancunian Way.



Datum on the Republic and Poulton office buildings.



Datum on Plot J and K residential buildings.



Historic datum from the Depot and how it reflects on the proposed buildings.



Key plan of the Mayfield Datum

Less apparent datum on Mancunian Way

Facades which face the Mancunian Way, rather than the Park, do not need to relate to the datum set by the existing depot building.

This is apparent in the submissions for buildings including the Poulton and the Republic.



Eroded datum facing Mancunian Way



Key plan of the less apparent Mayfield Datum

Alignment of Buildings

Aligning the Mobility Hub with the Poulton

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

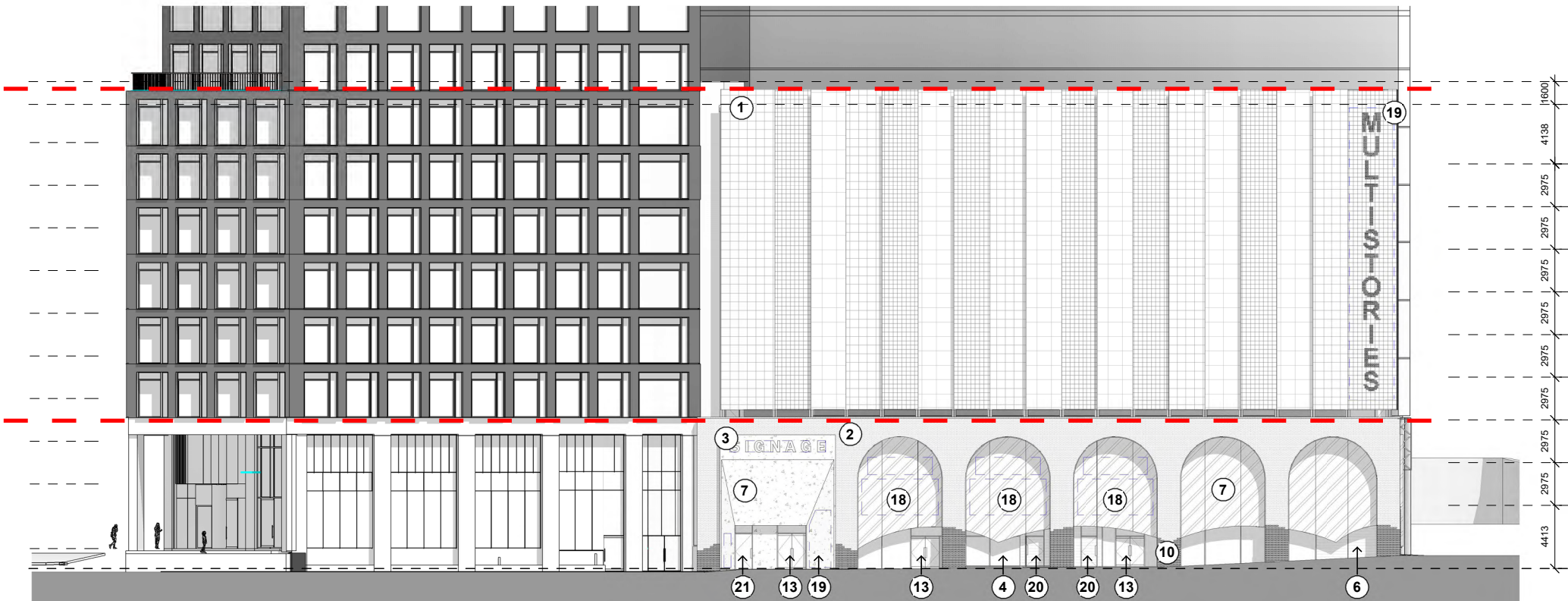
The Poulton faces on to the Park, and therefore expresses the Mayfield datum through a clear banding of stone. This marks a change in fenestration proportions, from large ground floor commercial glazing to smaller office windows.

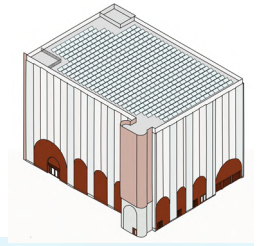
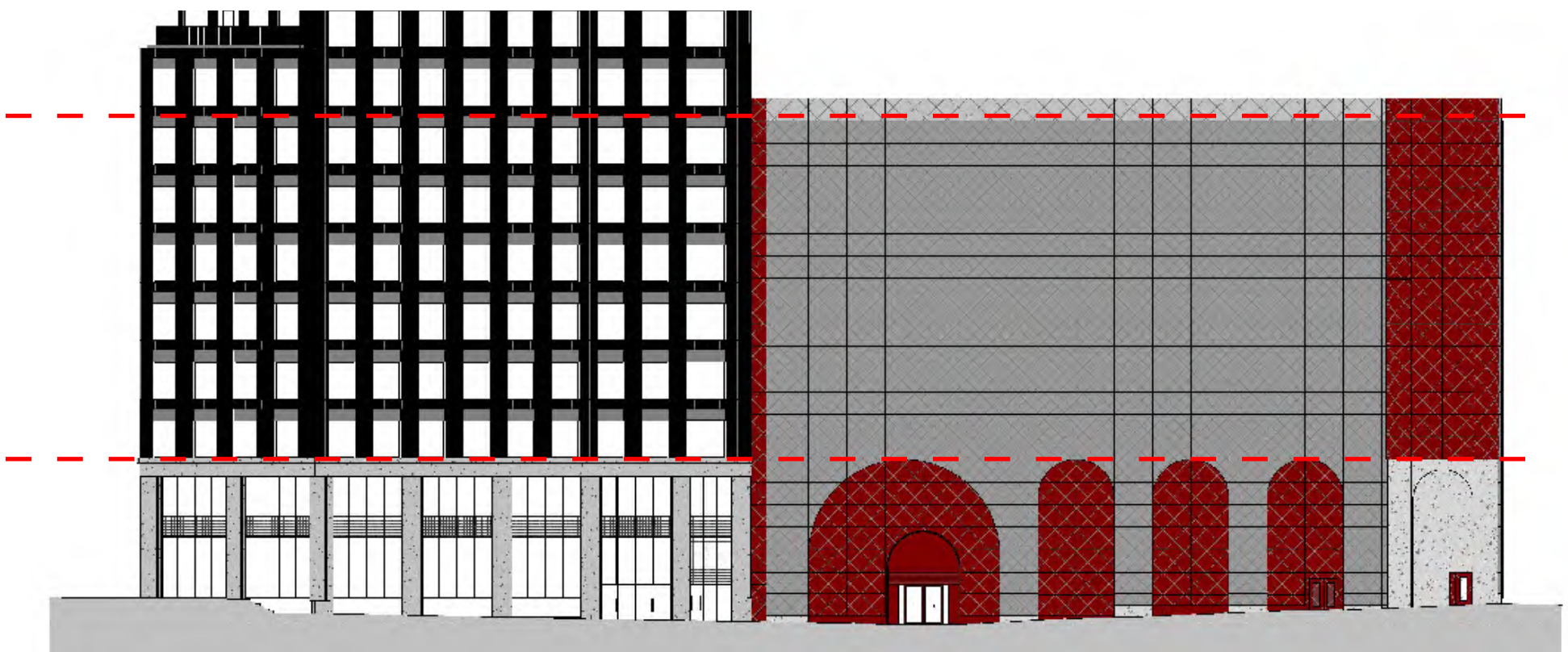
The Mobility Hub set back from the Park, so whilst the datum is referenced, it does so in a more subtle way.

Arches have been introduced at ground floor, responding to the vernacular neighbouring Temperance Street. The tops of the arches align with the Mayfield datum, and a contrast materiality is used to further highlight this.

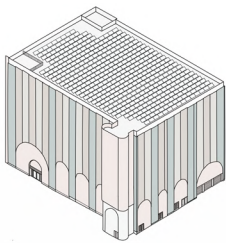


Illustrative view from Logik site looking east along Baring Street





Upper Datum



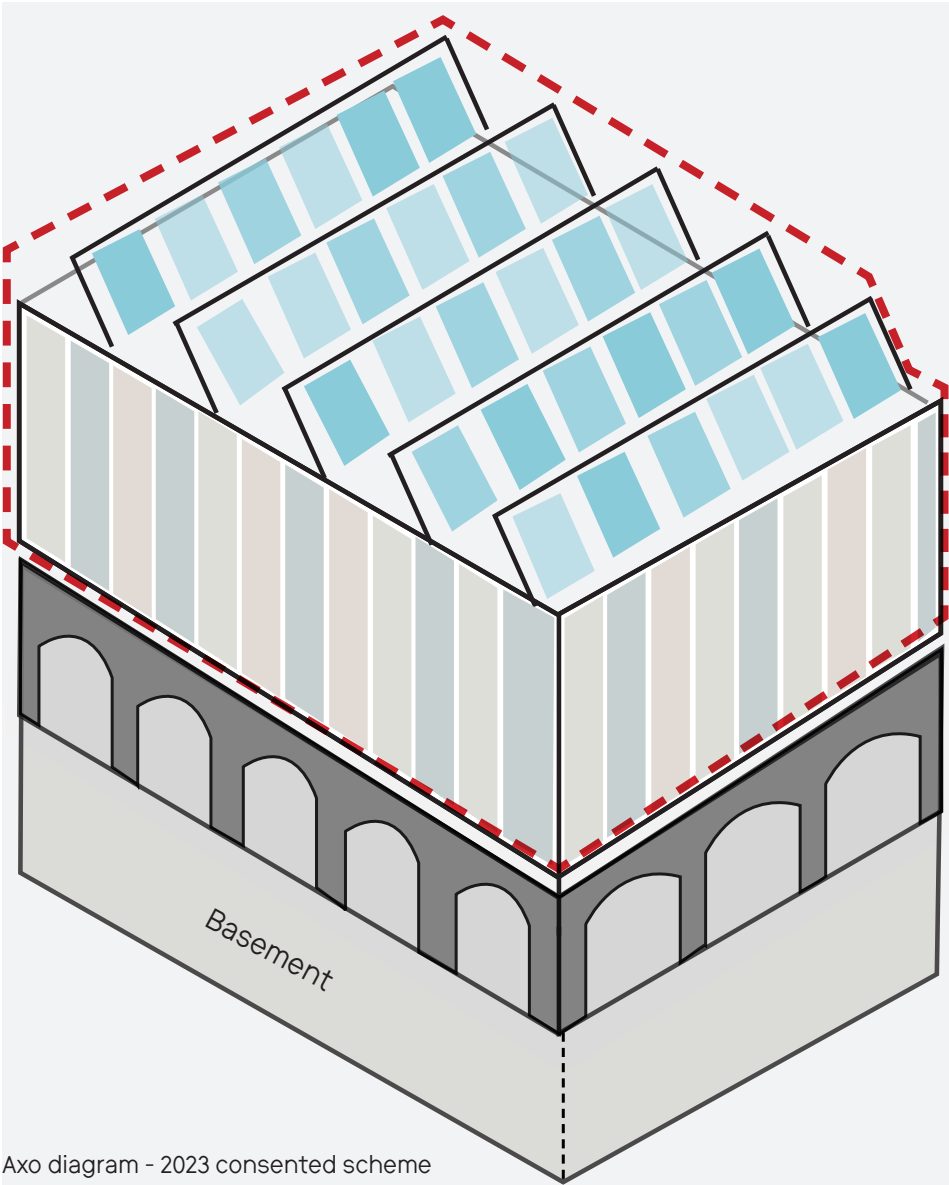
The Printed Facade

The proposed facade is similar to the consented scheme and uses of perforated aluminium panels orientated in vertical bands with reduced horizontal breaks to create a continuous vertical piece of material. This reflects the historic technique for drying the historic calico prints whereby they were hung from the ceiling in long strips.

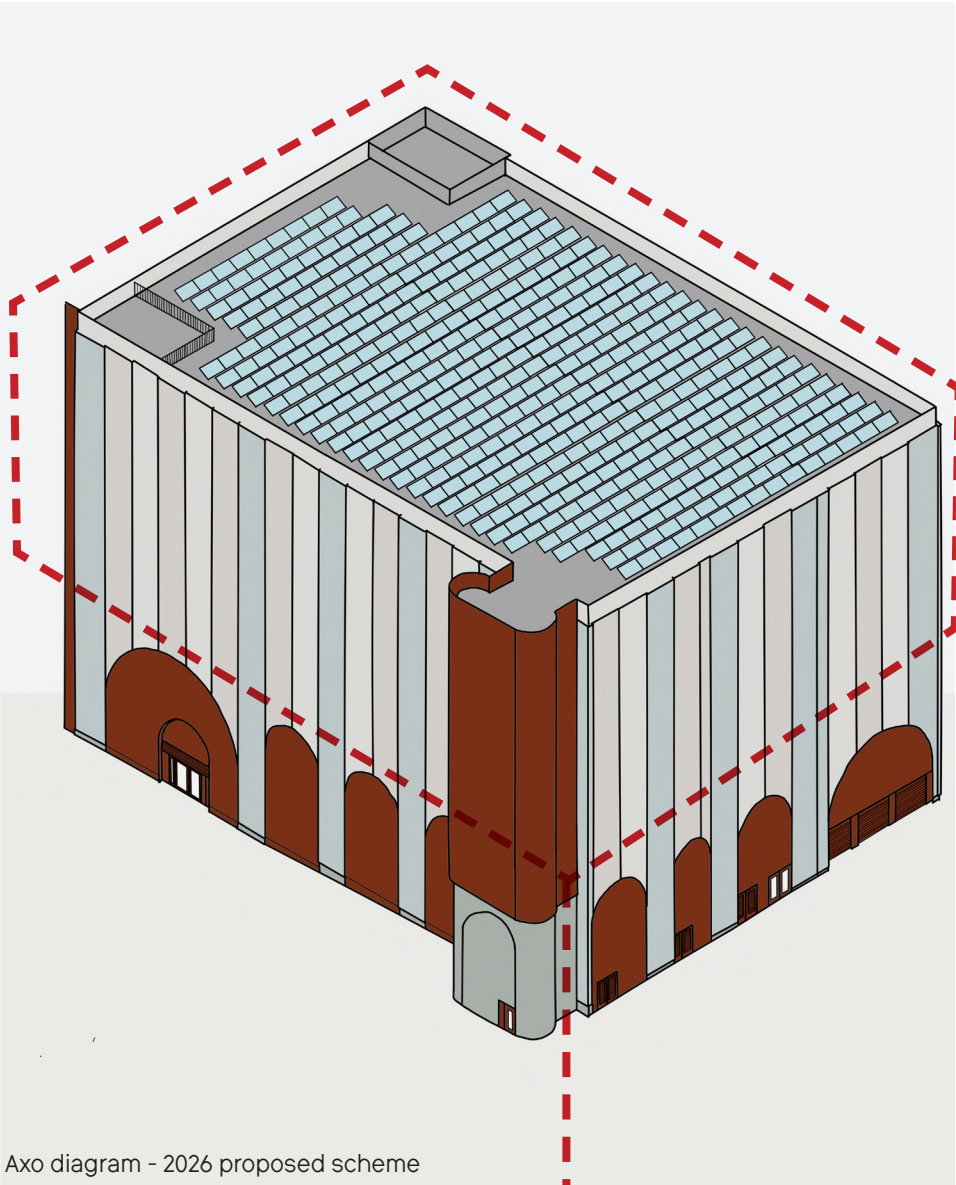
The perforations are required for the ventilation strategy of the mobility hub, and use patterns within the perforations to add visual interest to the facade. Initially inspired by abstracted versions of Hoyle’s floral designs, the illustrative patterns look to extend the planting of the Park on to the building facade.

There will be circa 6 alternating versions of the prints, allowing for enough variation across the facade and ensuring the different versions come to ground along each elevation.

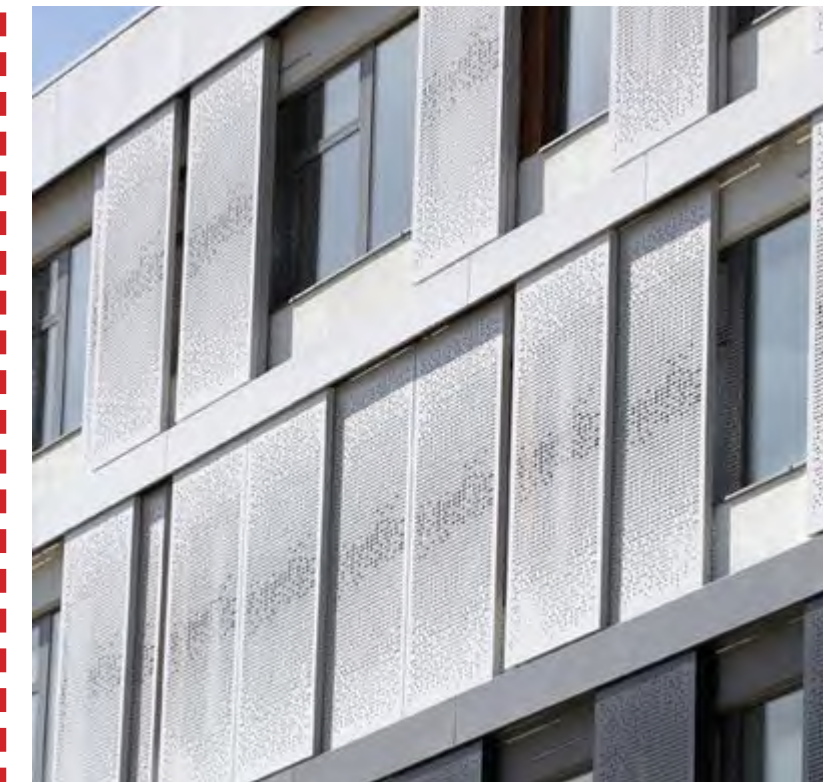
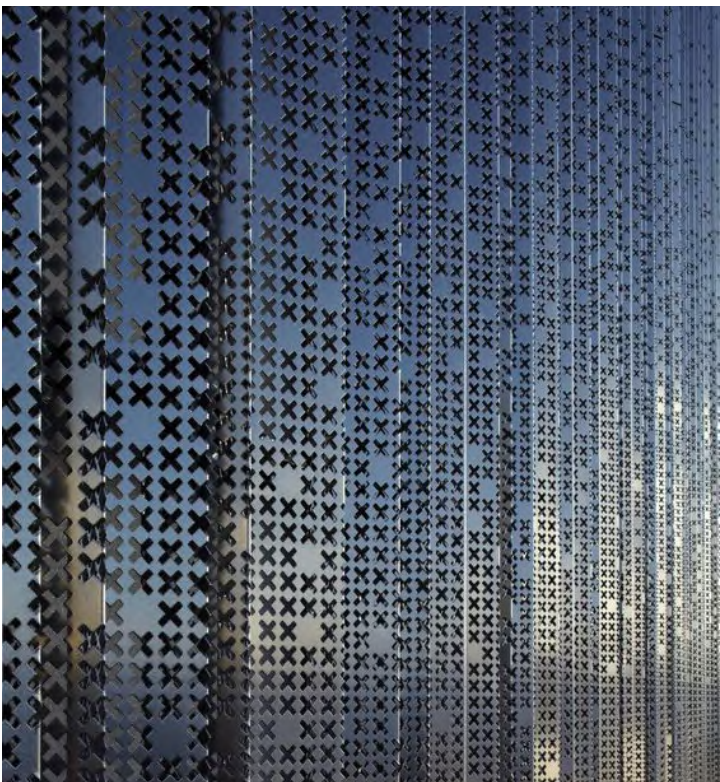
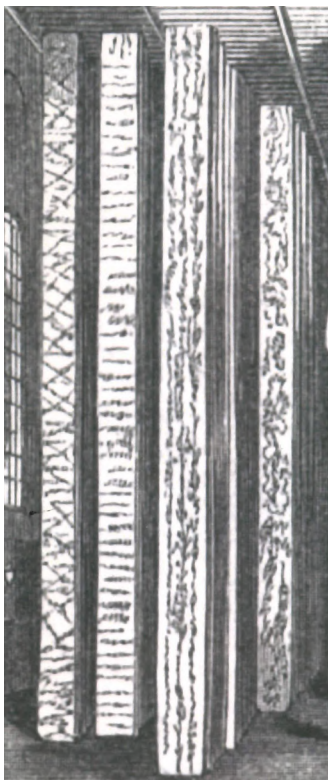
An embossed four digit number will be applied above the arches, subtly referencing the original Hoyle print design. This line of text further emphasises the line of the Mayfield datum.



Axo diagram - 2023 consented scheme



Axo diagram - 2026 proposed scheme



Perforated panelling to clad the upper datum

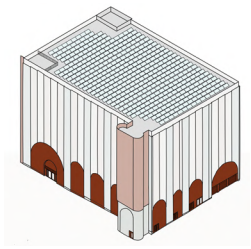


Hoyle references

Contemporary patterns (indicative at this stage)



Lower Datum



Active Arches

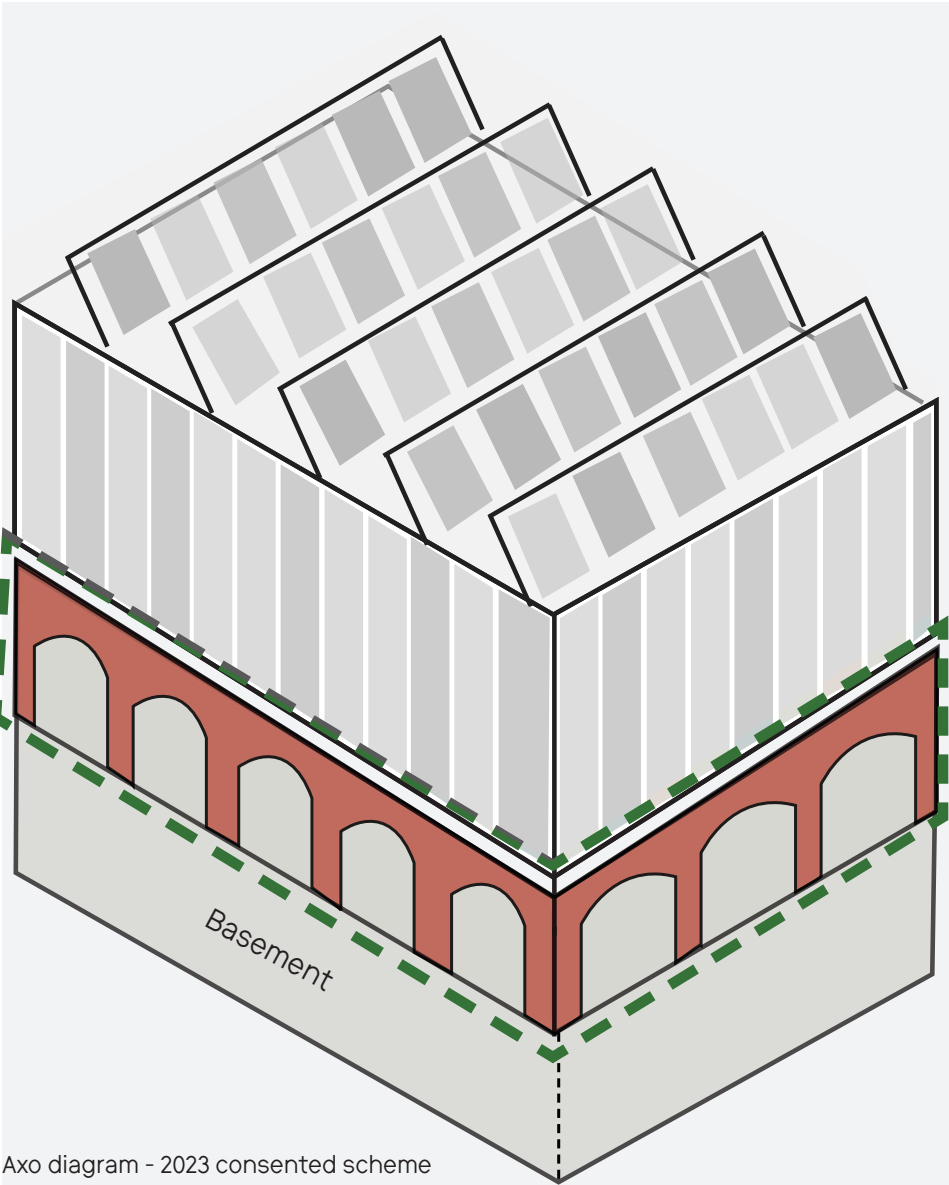
The previous scheme expressed the Mayfield datum with a change of material from metal to brick. This strategy did not work from a functional perspective as brick does not allow for the required free area for natural ventilation.

Instead, the lower storeys will be made up of arches which are inset with expanded metal cladding that continue to relate to the railway arches of Mayfield, but with a contemporary reinterpretation.

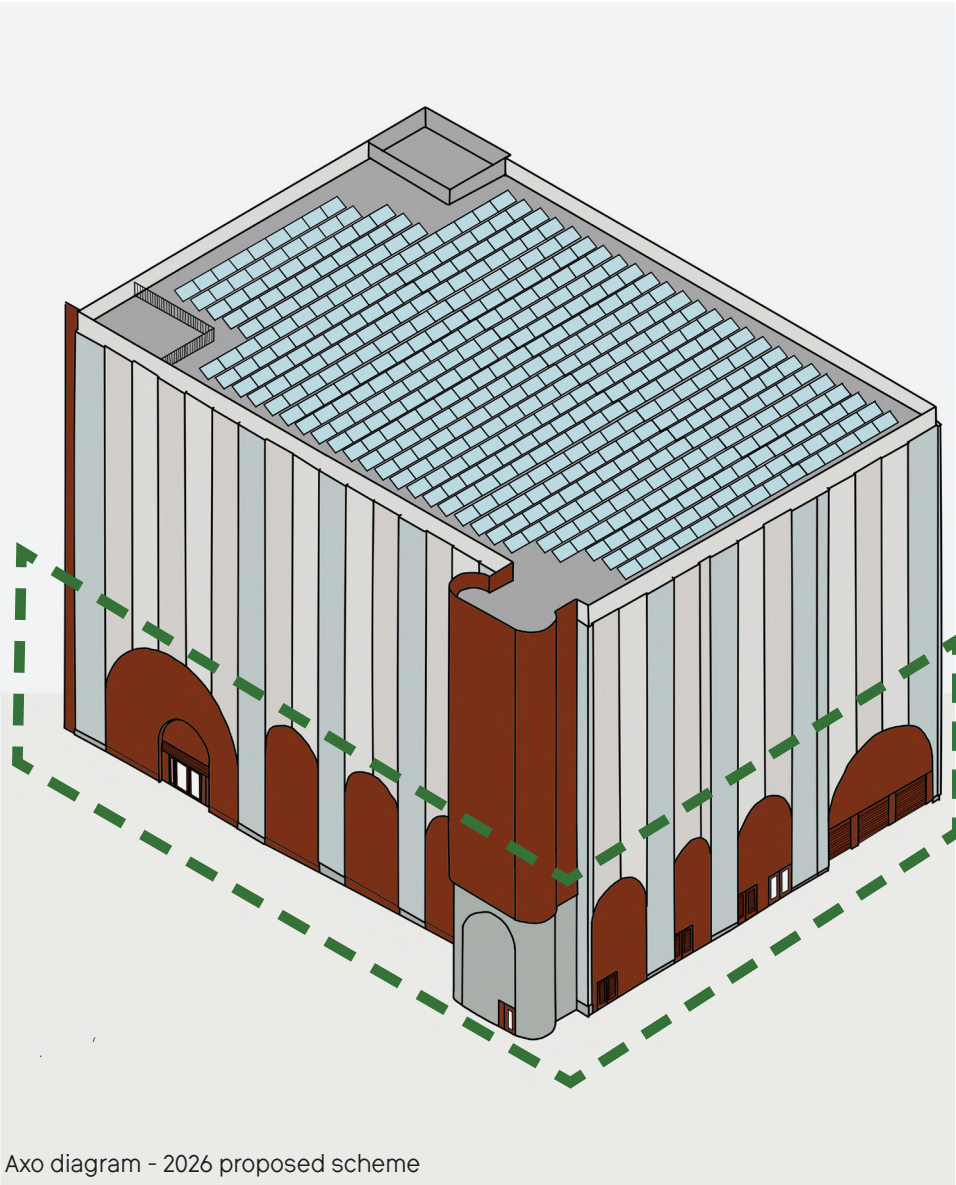
Continuing this language roots the building into its context and helps create coherency. The dimensions and rhythm relates to the structural grid set out above.

The arches will be framed by the upper level cladding coming to ground. This means that the details of the perforated panels and the patterns embedded in them will be closer and more legible to pedestrians passing the building.

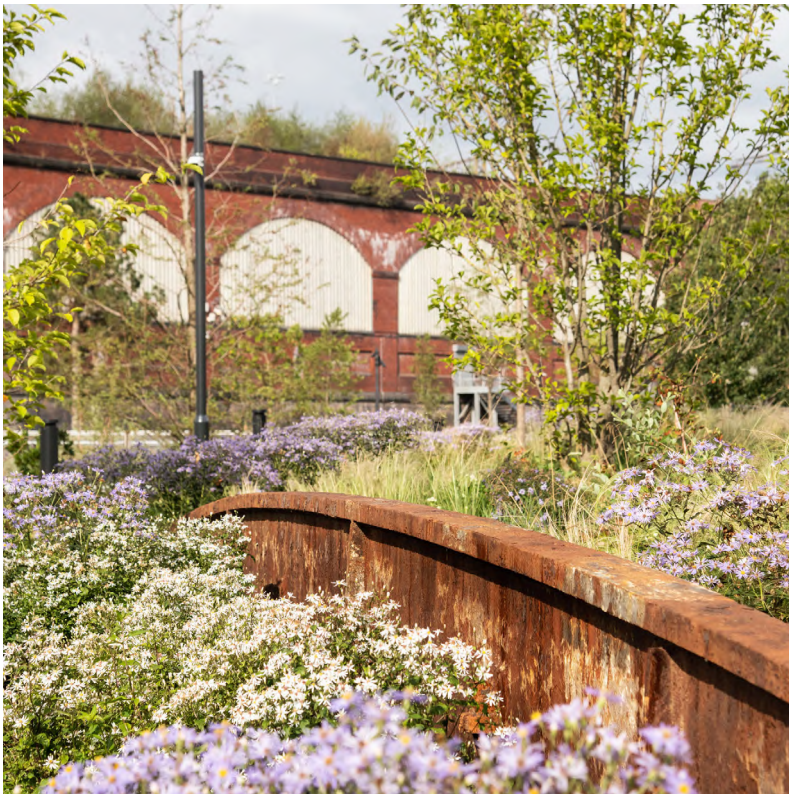
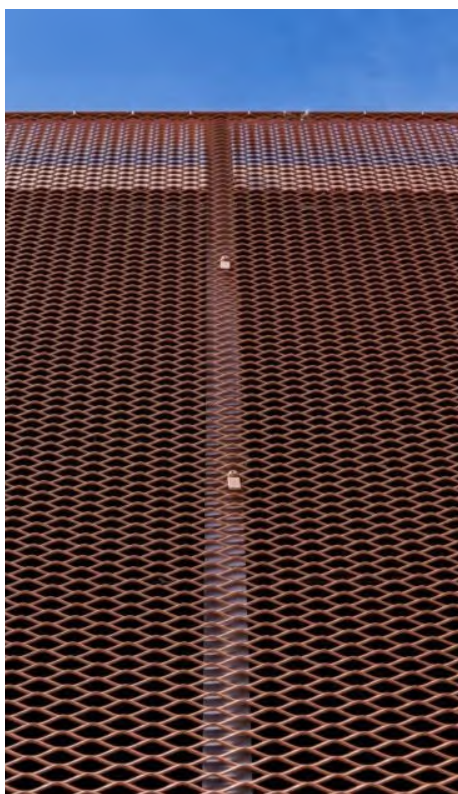
Expanded metal meets the ventilation requirements to naturally vent the car park, and will be a base in which to install doors and louvres. Openings will be avoided in the perforated patterned cladding to ensure that the arches are fully framed and read clearly.



Axo diagram - 2023 consented scheme



Axo diagram - 2026 proposed scheme

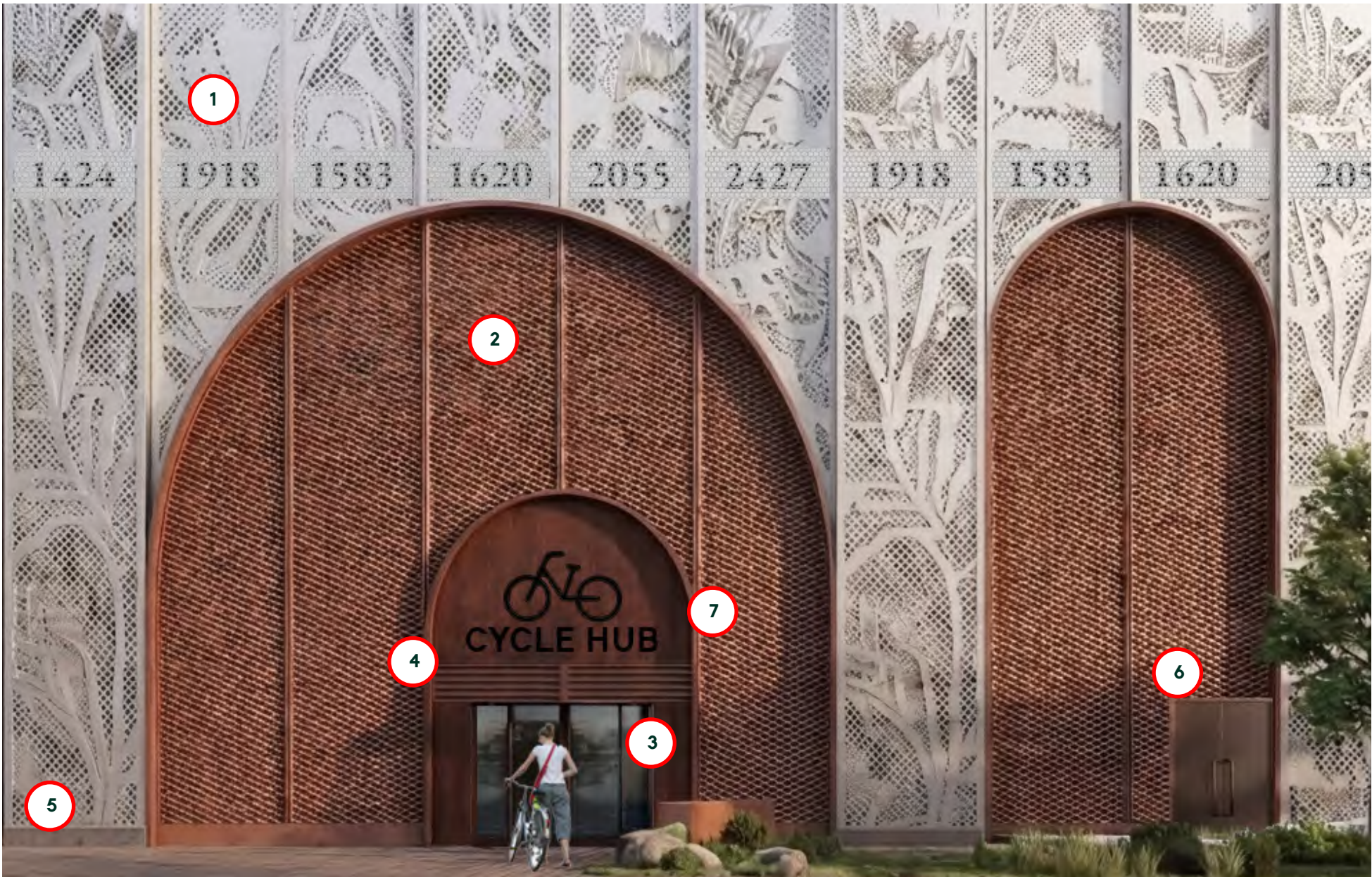


Inset arches with expanded mesh



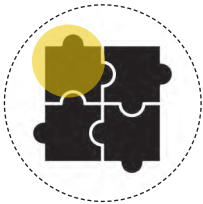
Concept sketch - view from Baring Street

- 01 Anodised silver aluminium panels with botanical perforated pattern.
- 02 Arches recessed and clad in expanded mesh, anodised dark red / brown
- 03 Glazed entrance to cycle hub
- 04 Louvres, colour to match surrounding cladding
- 05 Concrete upstand
- 06 Solid escape door
- 07 Signage zone



Lower datum design - square and rounded arches

Technical Design



Facade depth setting out

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

Difference between panel depths is maximised on the areas of cladding which fall either side of the arches, in order to give a greater sense of depth to the arches.

Facade depth key

- 250mm from structural grid line
- 175mm from structural grid line
- 100mm from structural grid line
- 50mm from structural grid line

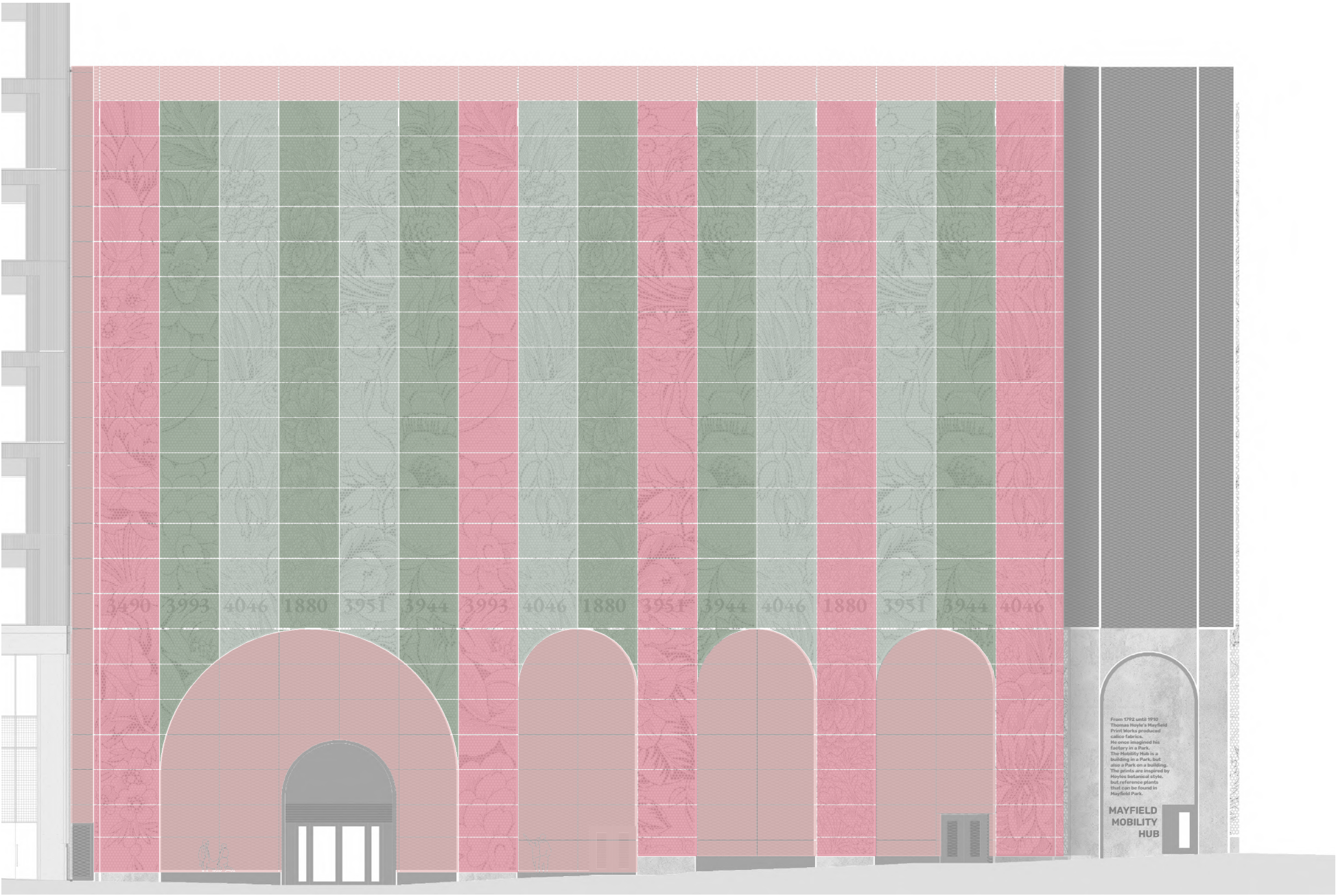


Diagram showing facade depth along west elevation

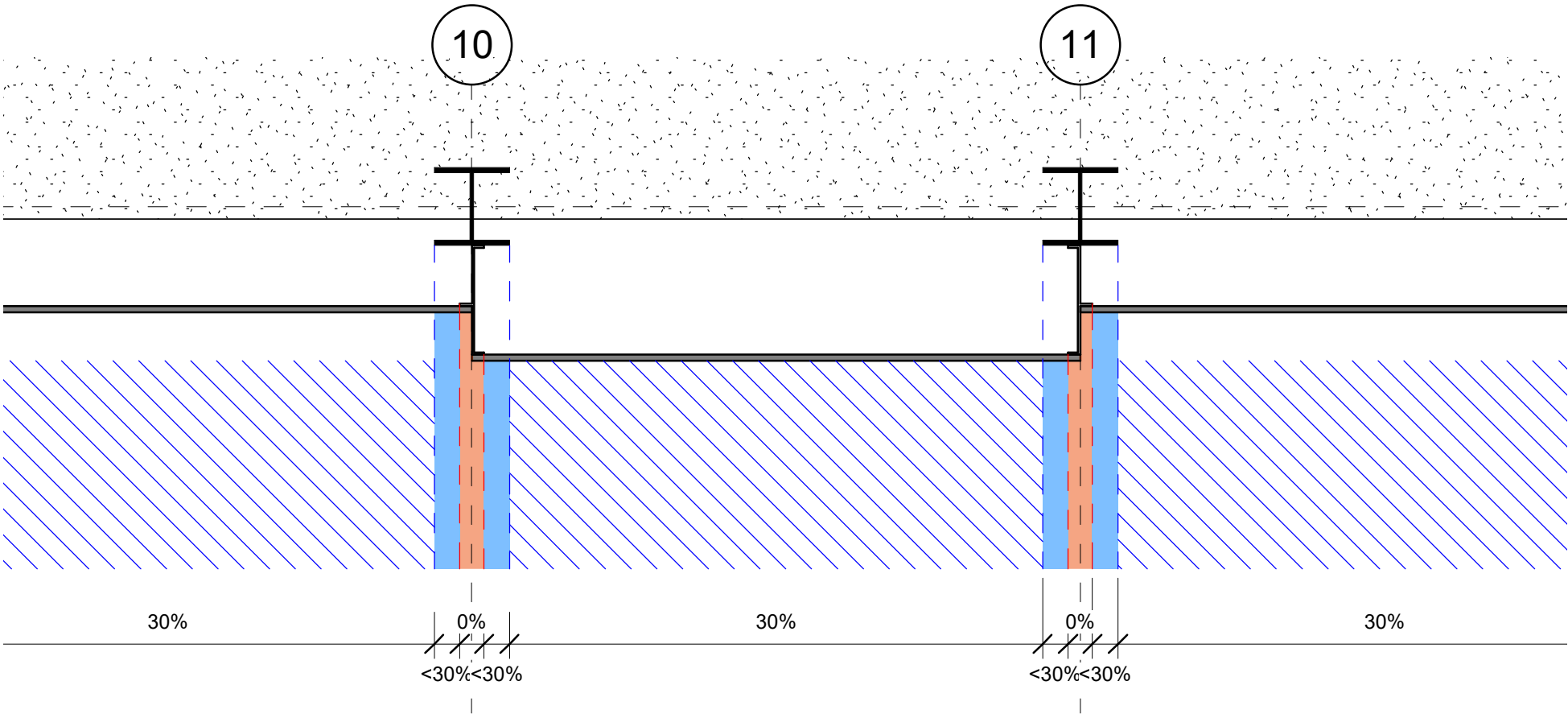


Obscuring the Structure

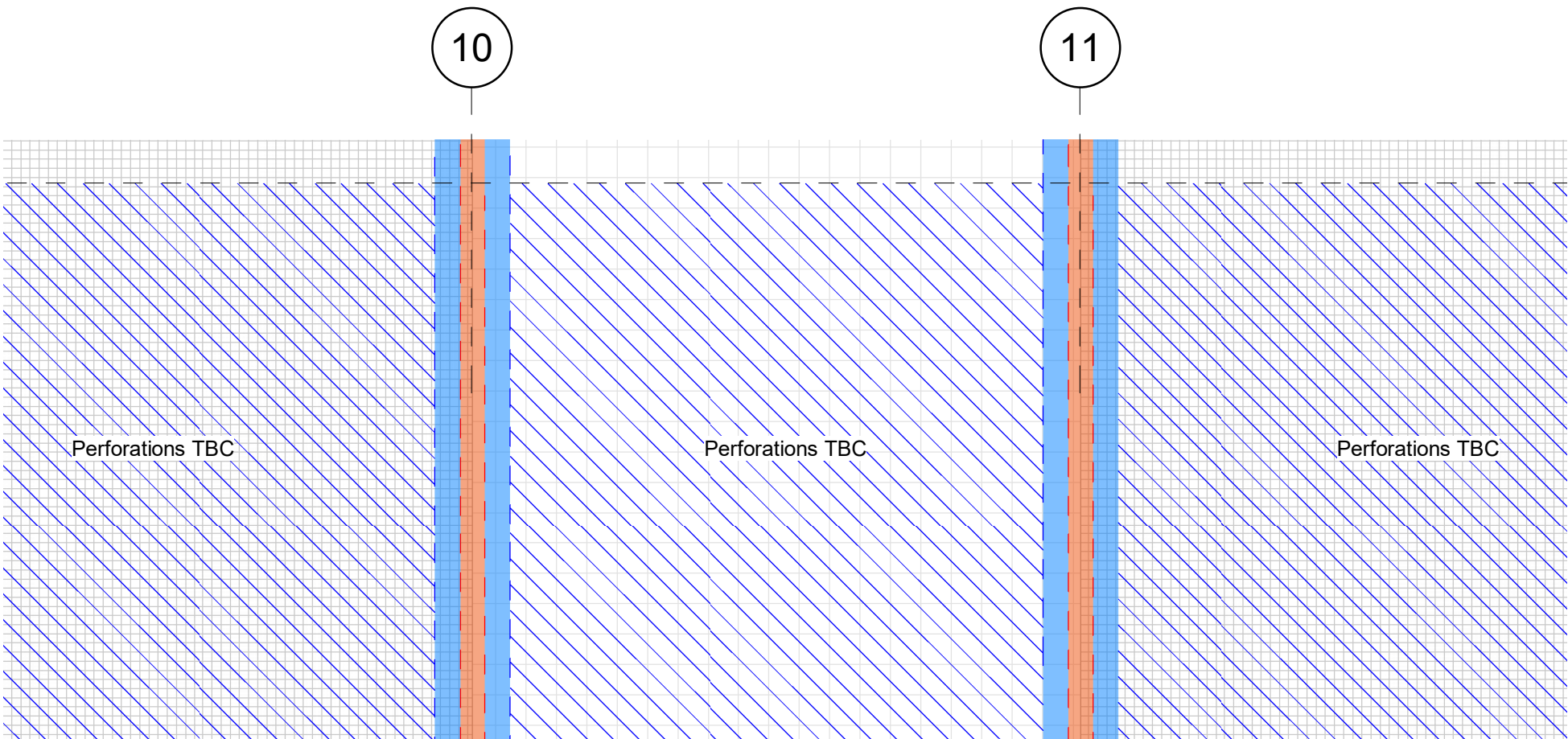
Detail plan and elevation showing zones for perforations. The panels align to the structural grid where perforations will be minimised, hiding the vertical columns within the depth of the facade.

Key

- 30% free area on facade
- <30% free area on facade
- 0% free area on facade



Plan diagram showing perforation percentage



Elevation Diagram showing perforation percentage



Stair core

Visible way finder

Manchester is synonymous with the boom of the industrial revolution. With industry brought factory buildings, which punctuated the skyline with chimney stacks.

The Baring Street core is now external to the main building footprint and has a simple curved form.

Clad in a contrast material to the main body of the building, the circulation core has a strong vertical presence, similar to the historic chimneys. The prominence of the core means that it is a clear way finder on approach from Baring Street.

Expanded mesh in anodised red has been selected as the material, to compliment the brick arches of the railway viaduct, and reference the colour of the brick chimneys of the past.

The perforated material will sit on top of the concrete, leaving opportunity to act as a glowing lantern structure in the evening with external lighting.

The expanded mesh stops before reaching the ground, further defining the datum level which ties in with the top of the arches. The entrance door is highlighted with an arch recessed into the concrete, and trimmed with dark red anodised aluminium to emphasise the set back.

The eastern core does not project outside of the building footprint, however is still clad in the same material in order to give legibility of circulation and access to the building. The arch language is continued by revealing the concrete beneath the expanded mesh cladding.



The stair core on the west elevation

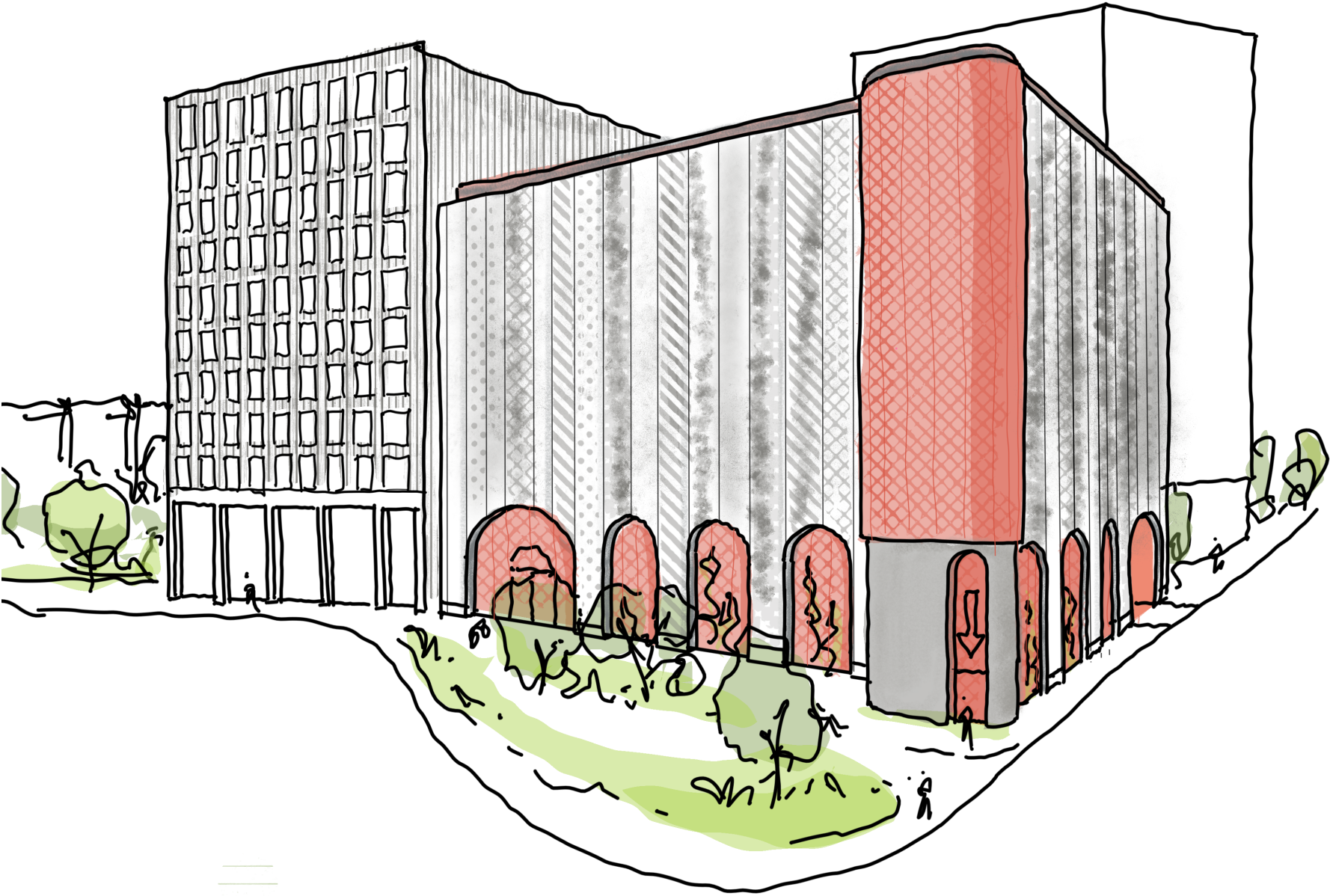




Chimneys in Manchester



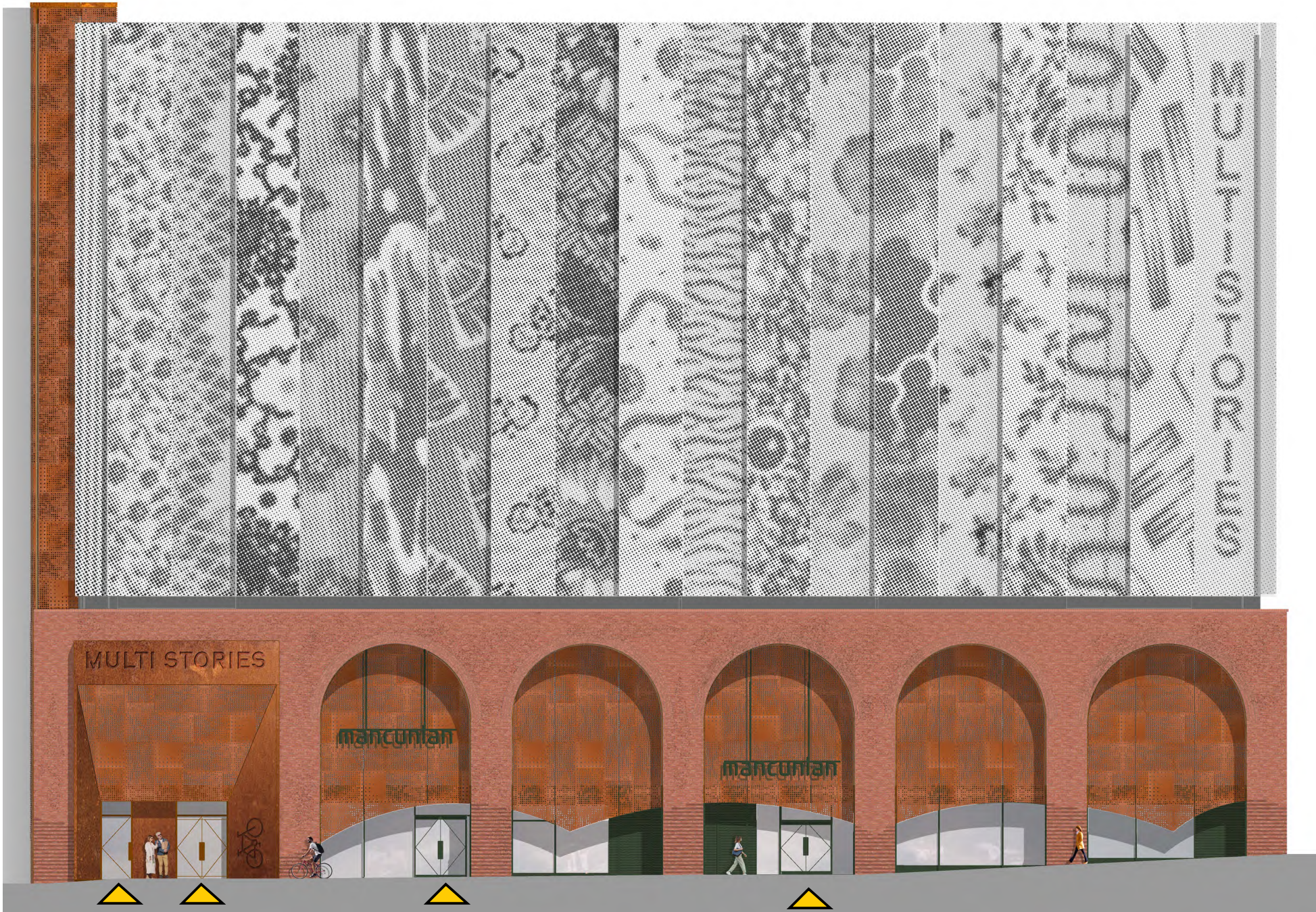
External core at the Music Box, Hayes.



Concept sketch showing stair core as visual marker to entrance

West Elevation Comparison

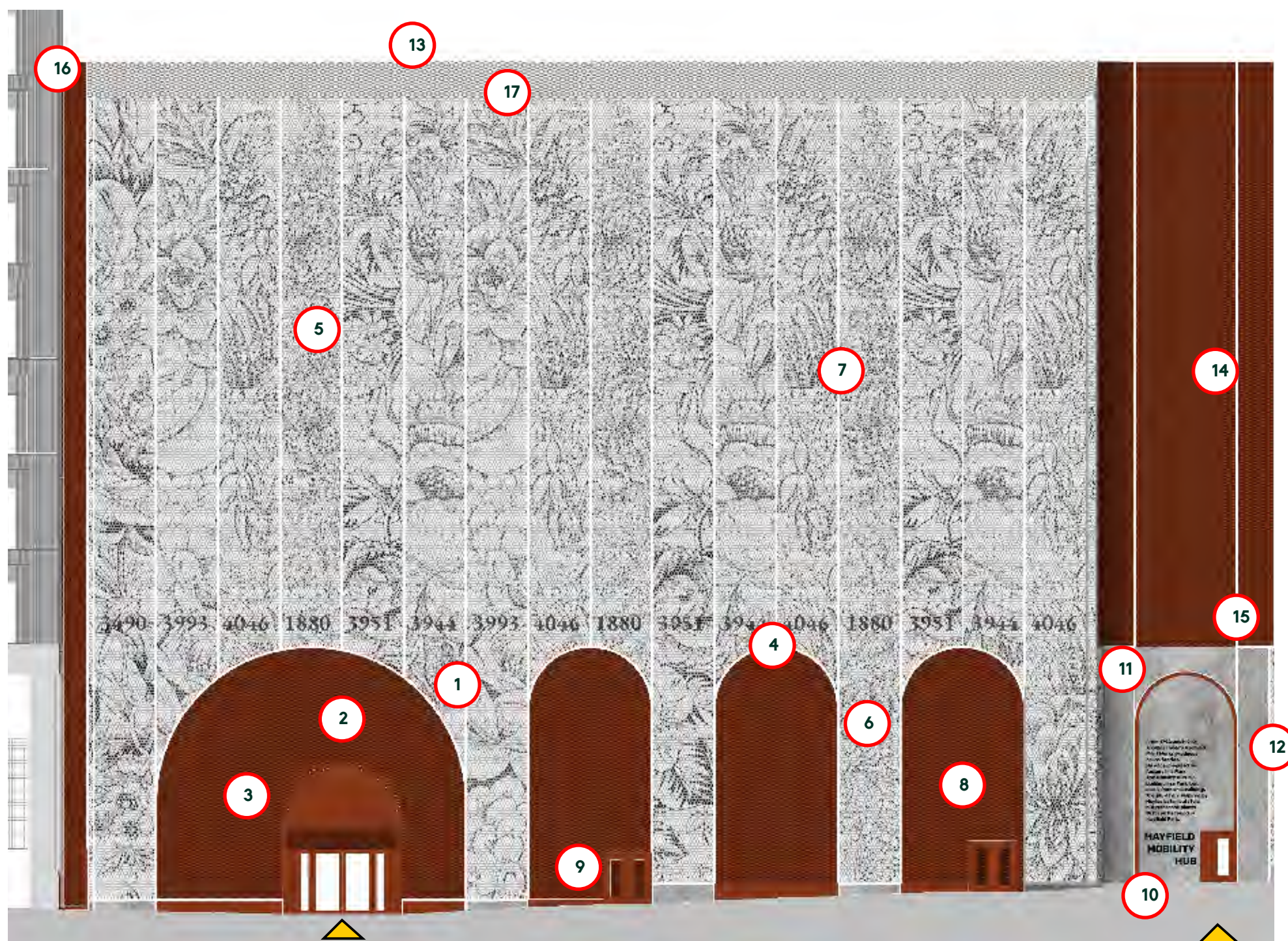
Consented Scheme



2023 proposed scheme - west elevation

2026 Proposed Scheme

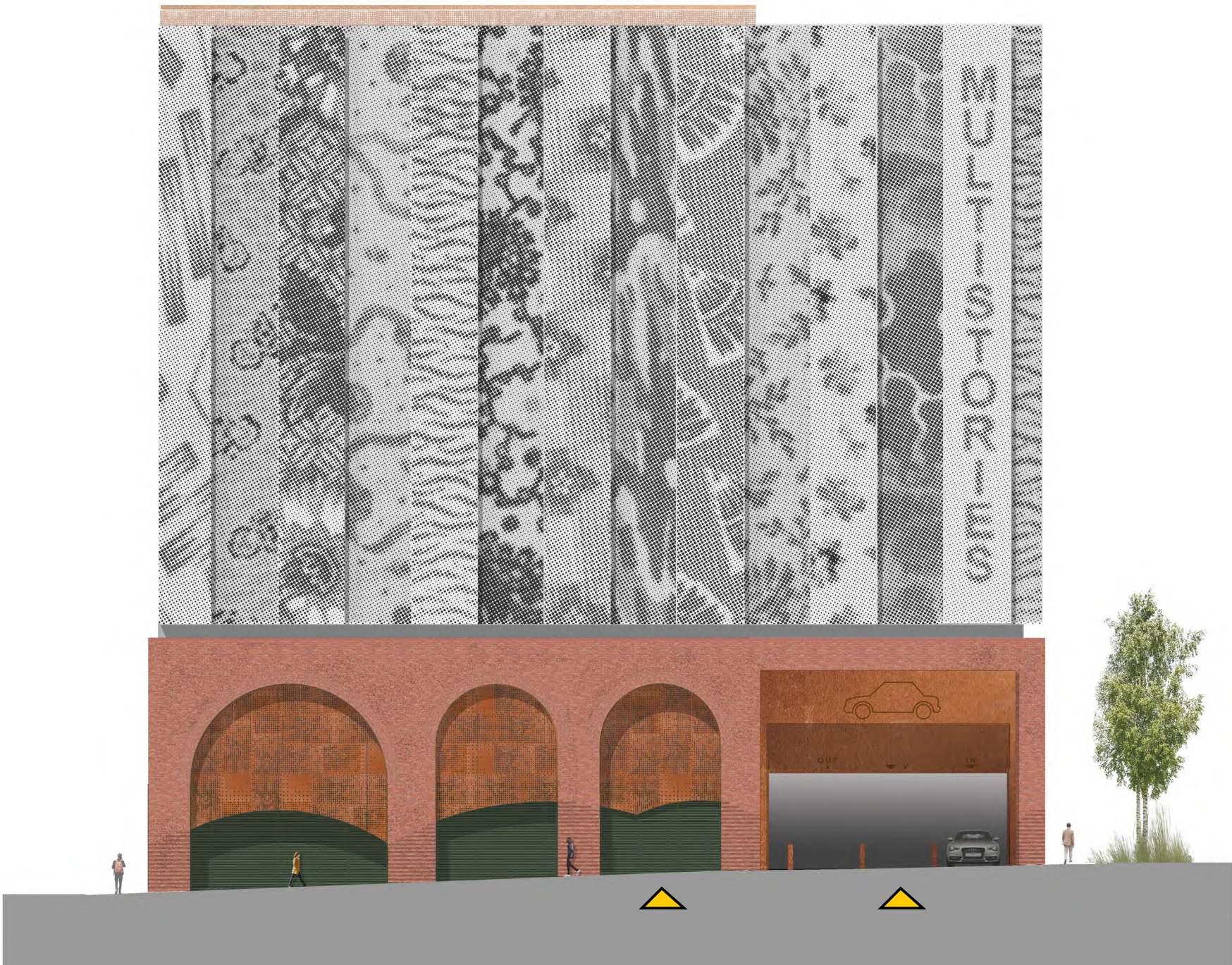
- 01** Distinct lower datum material removed - changed from brickwork to arches in expanded mesh.
- 02** Lower datum infill panel changed from louvred grating to expanded mesh.
- 03** Cycle entrance remains on Baring Street.
- 04** Datum maintained without shadow gap or change in material, expressed in recessed arches.
- 05** Patterns of perforations changed with minimum free area to stay the same. Final design tbc.
- 06** Linear calico looms extend to ground, allowing greater visibility at pedestrian level.
- 07** Articulation of panels adjusted, to step in and out providing a depth to the facade.
- 08** Rhythm of arches amended to coordinate with updated plan. Hierarchy of sizes denotes main entrances.
- 09** Expanded mesh covers ground floor blockwork and can extend to height of datum, including parking area, whilst achieving ventilation requirements.
- 10** Entrance to parking and cycle hub made more visible.
- 11** Reveal added to highlight main entrance.
- 12** Signage added around door to celebrate history and future of the site.
- 13** Slight increase to height of facade to coordinate with continuous ramped slab layout.
- 14** Stair core clad in contrast material to emphasise it as an object outside of the building footprint.
- 15** Datum reinforced by stopping the stair core cladding to reveal concrete beneath.
- 16** Space between Mobility Hub and Plot O clad in a contrast material to create shadow gap.
- 17** Building crowned with a set back area of expanded mesh in silver.



2026 proposed scheme - west elevation

South Elevation Comparisons

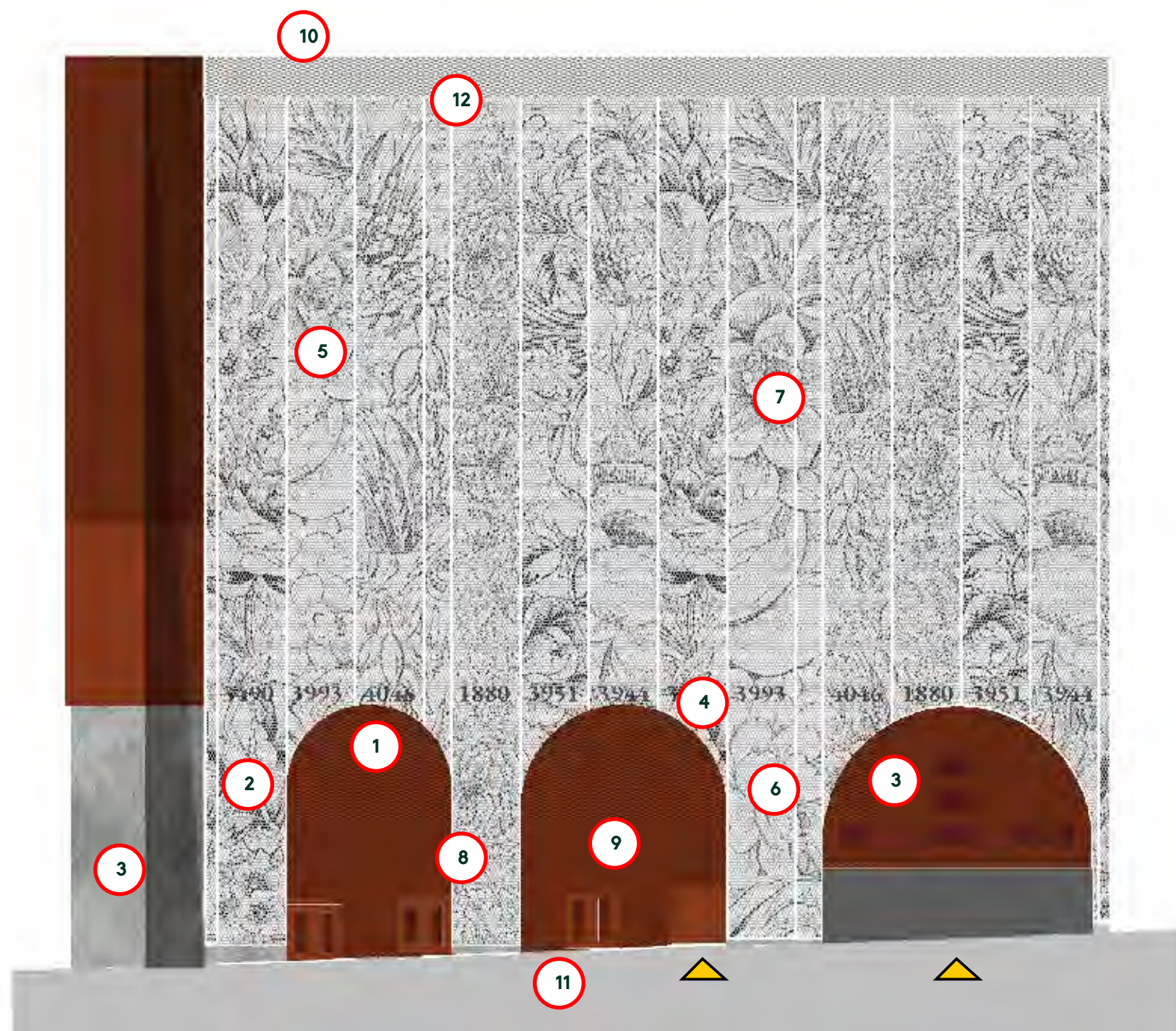
Consented Scheme



2023 consented scheme - south elevation

2026 Proposed Scheme

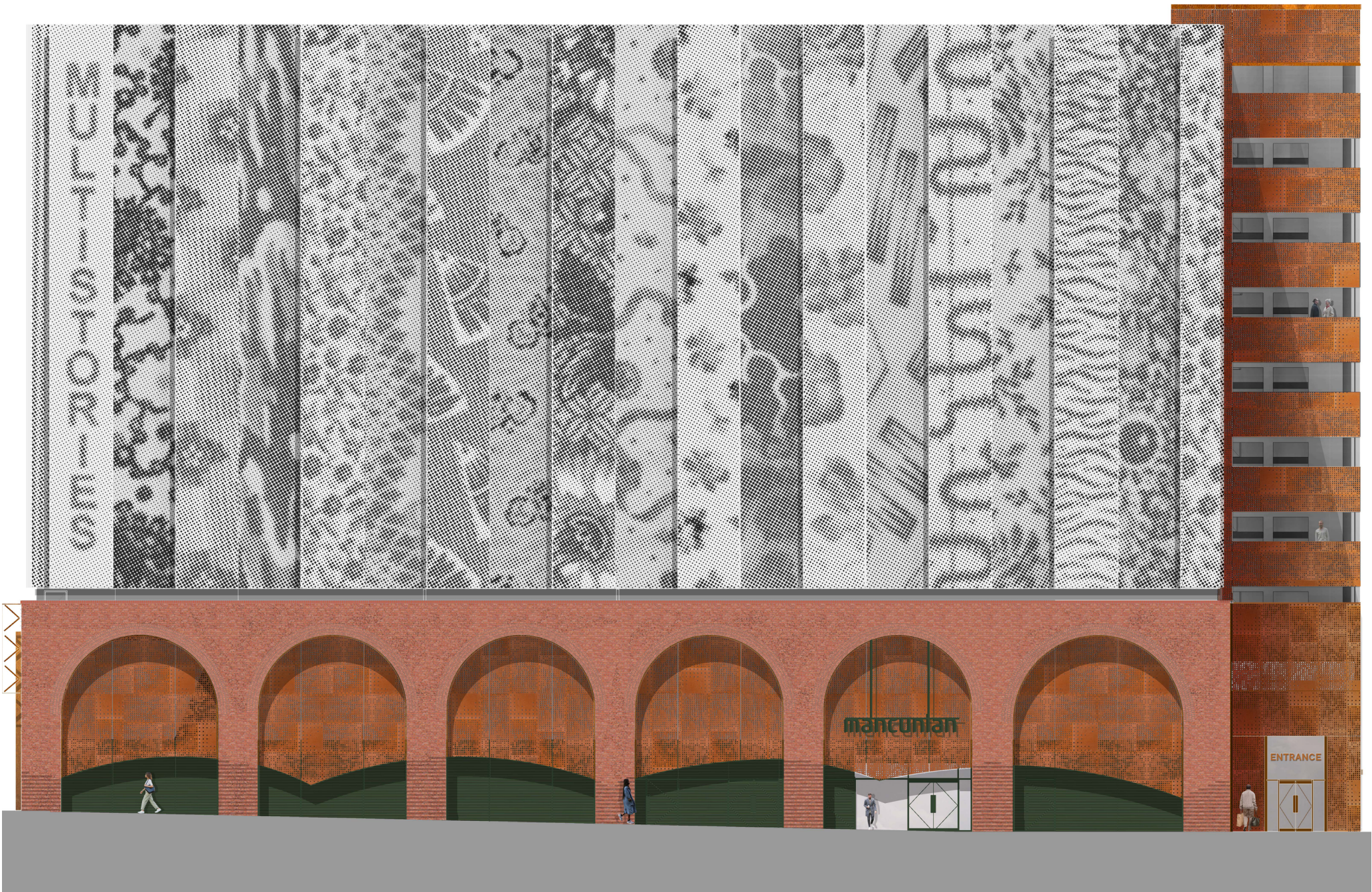
- 01** Distinct lower datum material removed - changed from brickwork to arches in expanded mesh.
- 02** Lower datum infill panel changed from louvred grating to expanded mesh.
- 03** Vehicle entrance as 3 lane, with flexible central lane.
- 04** Datum maintained without shadow gap or change in material, expressed in recessed arches.
- 05** Patterns of perforations changed with minimum free area to stay the same. Final design tbc.
- 06** Linear calico looms extend to ground, allowing greater visibility at pedestrian level.
- 07** Articulation of panels adjusted, to step in and out providing a depth to the facade.
- 08** Rhythm of arches amended to coordinate with updated plan. Hierarchy of sizes denotes main entrances.
- 09** Expanded mesh covers ground floor blockwork and can extend to height of datum, including parking area, whilst achieving ventilation requirements.
- 10** Slight increase to height of facade to coordinate with continuous ramped slab layout.
- 11** Escape door relocated away from vehicle entrance.
- 12** Building crowned with a set back area of expanded mesh in silver.



2023 proposed scheme - south elevation

East Elevation Comparison

Consented Scheme



Consented scheme - east elevation

2026 Proposed Scheme

- 01

Distinct lower datum material removed - changed from brickwork to arches in expanded mesh.
- 02

Lower datum infill panel changed from louvred grating to expanded mesh.
- 03

Retail unit to activate facade.
- 04

Datum maintained without shadow gap or change in material, expressed in recessed arches.
- 05

Patterns of perforations changed with minimum free area to stay the same. Final design tbc.
- 06

Linear calico looms extend to ground, allowing greater visibility at pedestrian level.
- 07

Articulation of panels adjusted, to step in and out providing a depth to the facade.
- 08

Rhythm of arches amended to coordinate with updated plan. Hierarchy of sizes denotes main entrances.
- 09

Expanded mesh covers ground floor blockwork and can extend to height of datum, including parking area, whilst achieving ventilation requirements.
- 10

Entrance to parking and cycle hub made more visible.
- 11

Reveal added to highlight main entrance.
- 12

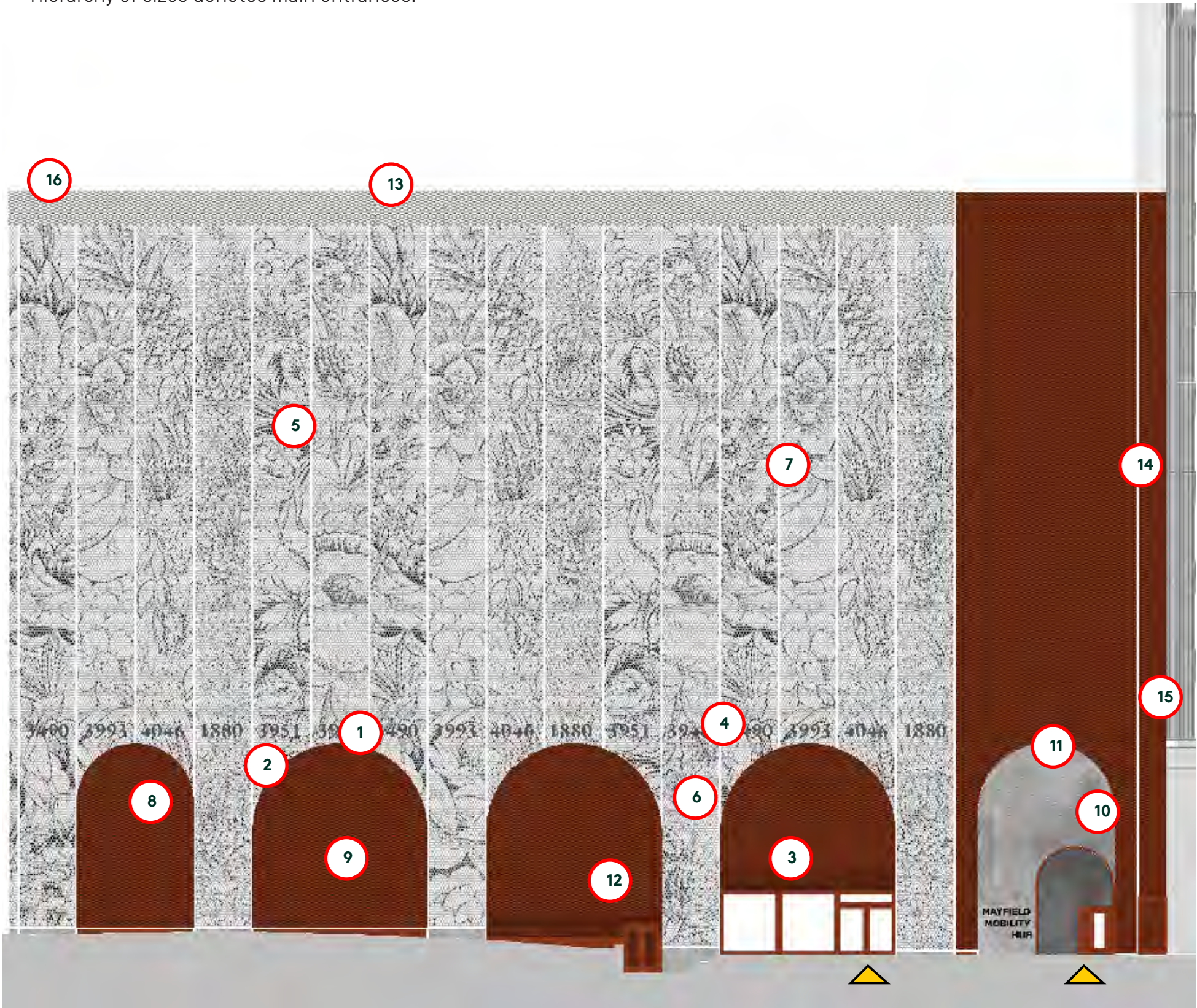
Signage added around door to celebrate history and future of the site.
- 13

Slight increase to height of facade to coordinate with continuous ramped slab layout.
- 14

Inbound stair core clad in contrast material to emphasise it as a wayfinding element.
- 15

Space between Mobility Hub and the Poulton clad in a contrast material to create shadow gap.
- 16

Building crowned with a set back area of expanded mesh in silver.



2023 proposed scheme - east elevation

North Elevation Comparisons

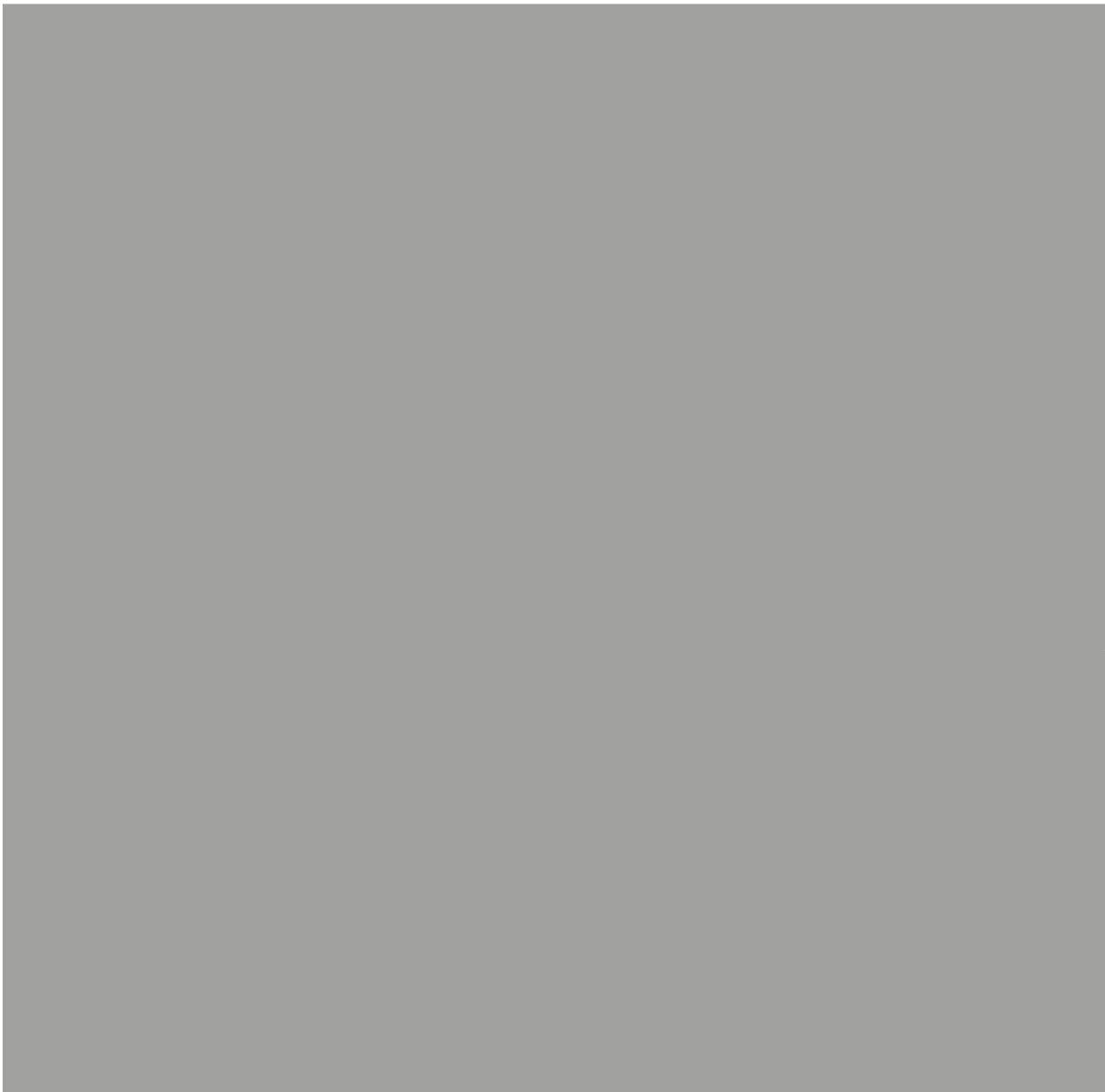
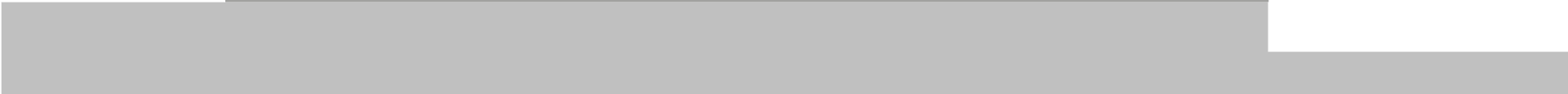
Consented Scheme



2023 consented scheme - north elevation

2026 Proposed Scheme

Now flank wall facing on to the Poulton. Not visible and to be blockwork wall / subject to performance requirements.



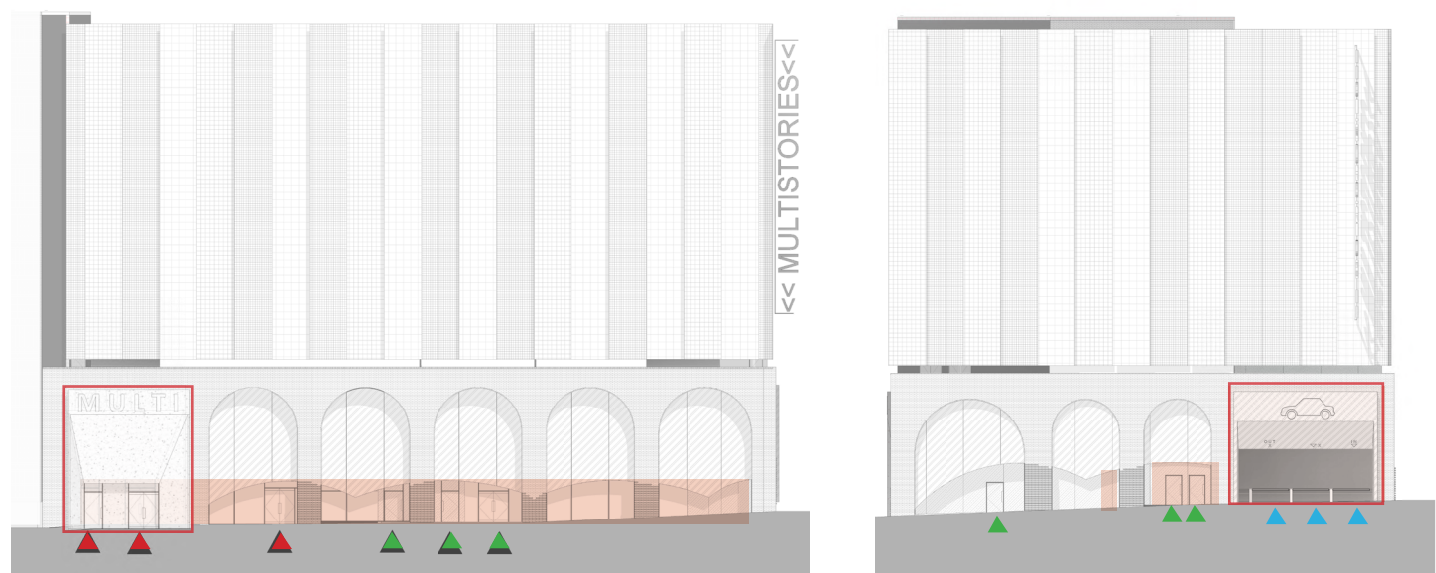
2023 proposed scheme - north elevation

Elevations

Comparison Diagram

2023 consented scheme elevations compared with 2026 elevations.

2023 Consented Scheme



West Elevation
Baring street

South Elevation
Slip Road

2026 Proposed Scheme

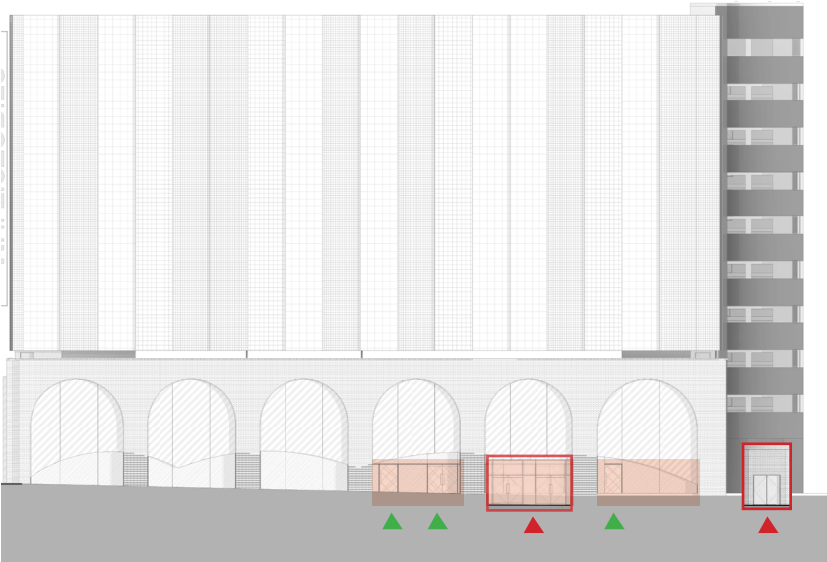


West Elevation
Baring street

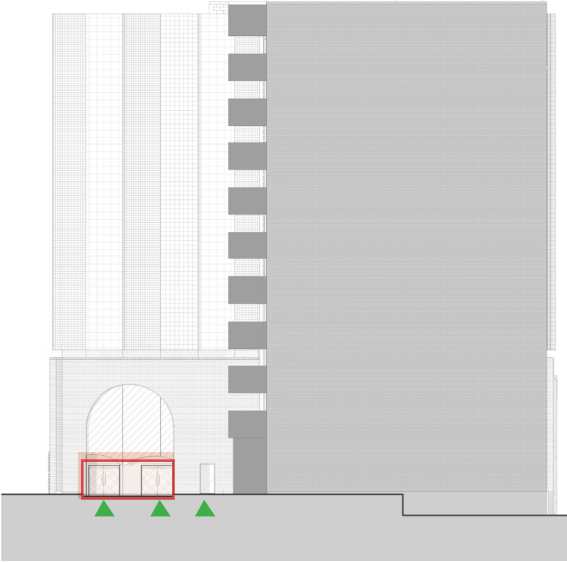
South Elevation
Slip Road

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

2023 Consented Scheme

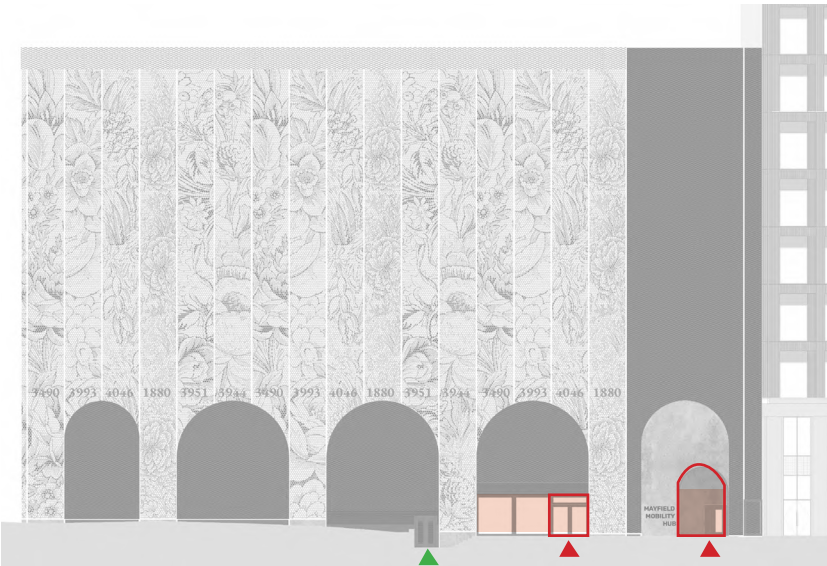


East Elevation



North Elevation

2026 Proposed Scheme



East Elevation



North Elevation

Materiality



2023 Consented Scheme

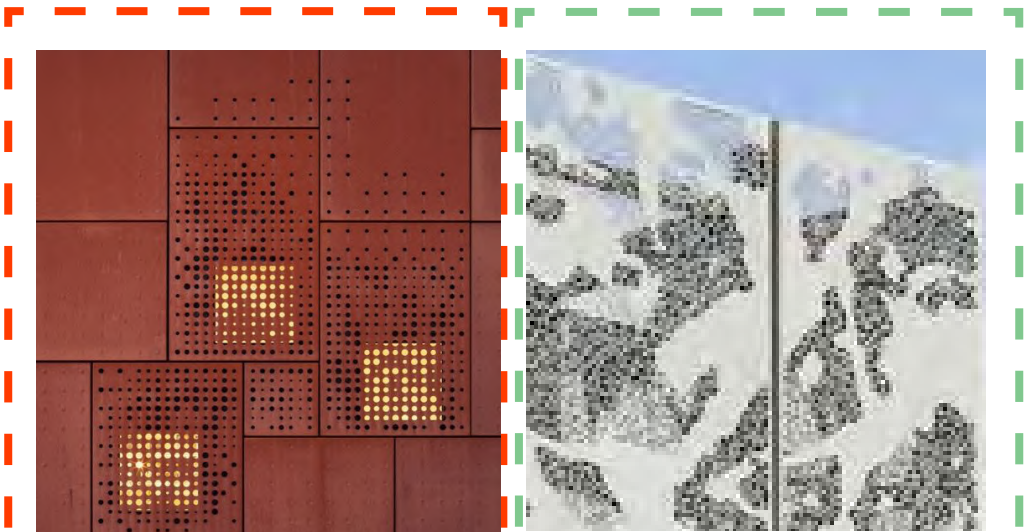
The material palette of the consented scheme referenced the richness of the wider site and references many of the materials found in Mayfield Park.

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

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

Vertical Core

Upper Datum

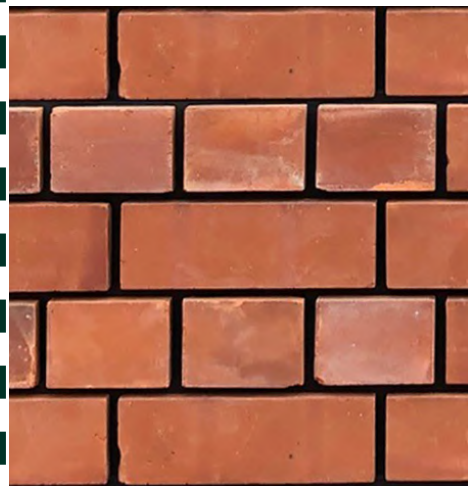


1. Perforated Weathering Steel

2. PPC Aluminium Panels with perforations



3. Precast Concrete Core



4. Varying red Brick in English bond



5. Perforated Weathering Steel



6. PPC Aluminium Louvres

Lower Datum

Materiality



2026 Proposed Scheme

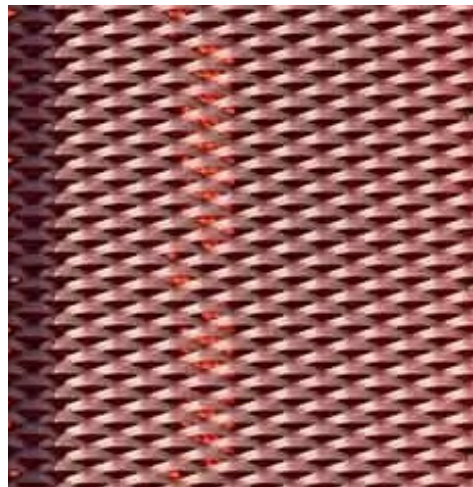
The proposed material palette is similar to the 2023 consented scheme, but looks to use anodised finishes in place of PPC.

At upper level the perforated patterned cladding remains, but now extends to ground level with arches carved out of it. The top of the arches align with the datum and are inset with expanded mesh cladding in a contrast anodised red colour. This material is crucial to enabling ventilation which the brick could not achieve. The colour will closely align with the brick, and the brick of the railway viaduct.

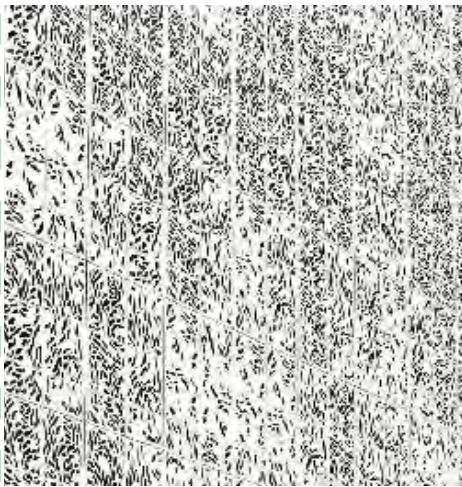
Expanded mesh will also be used on the vertical core, with the concrete beneath exposed at lower level, aligning with the datum.

Vertical Core

Upper Datum



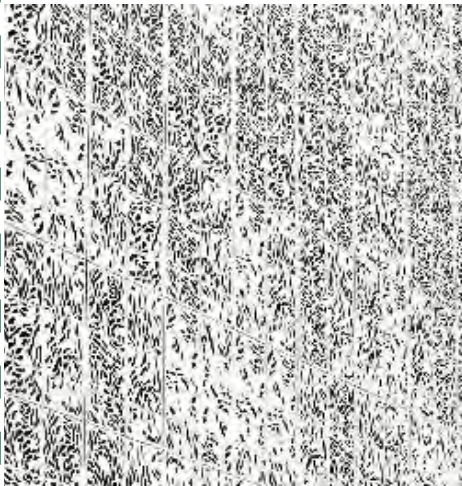
1. Expanded mesh cladding, anodised finish



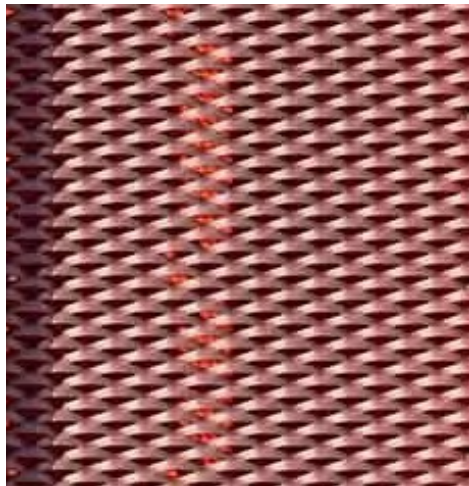
2. Anodised aluminium, perforated with patterns



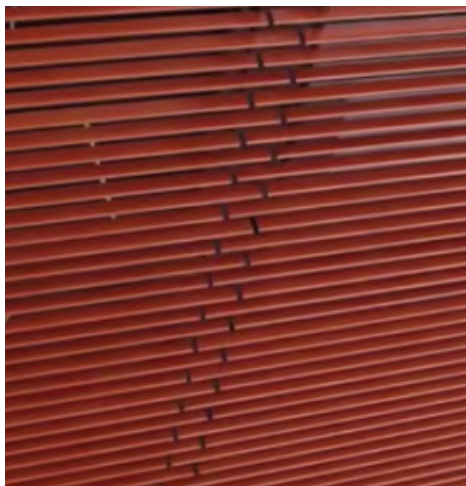
3. Precast Concrete Core with cast in signage



4. Anodised aluminium, perforated with patterns

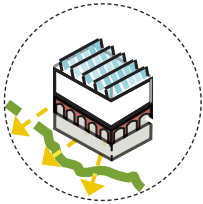


5. Expanded mesh cladding, anodised finish



6. PPC Aluminium Louvres

Lower Datum



Signage

The building requires a variety of signage for legibility of user access and additionally telling the story of the design of the car park and the reference to the history of the site.

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

The types of signage are:

- 1. Parking signage
- 2. Signage above retail and cycle store entrances
- 3. Signage in concrete for access to cores and storytelling.
- 4. Perforated signage with reference to the prints.

1



2



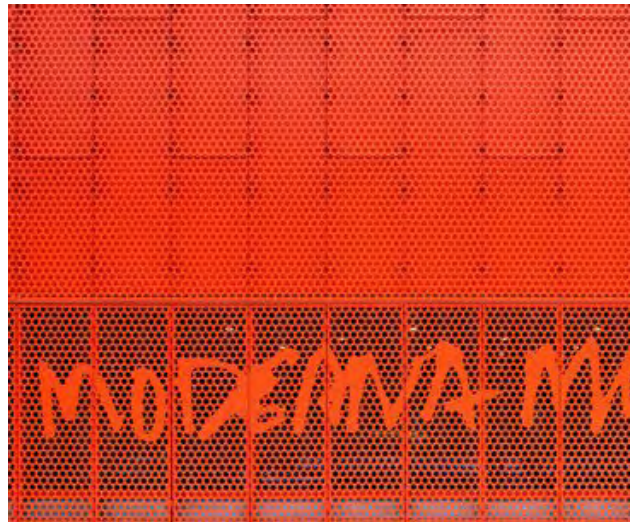
2



3

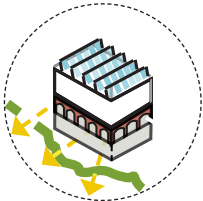


4



4





View looking from the offices, looking towards the eastern entrance. Note, landscape is illustrative. Refer to landscape section.

Illustrative View



View from Mancunian Way



Landscape



Landscape and Public Realm

General Arrangement

The public realm around the mobility hub has responded to the building updates, accessibility requirements and connection into Baring Street and the wider network. The Baring street public realm provides clear generous access routes and planting. Whilst the East side looks to provide a more permanent arrangement with increased soft landscape areas, integrated rain gardens and defined access points including connecting into the wider cycle network.

- 01 Shared pedestrian and cycle route
- 02 Temporary mounded wild flower area
- 03 Generous pedestrian routes
- 04 Loading bay along Baring Street
- 05 Large rain garden
- 06 Clear cycle store entrance
- 07 Clear ground floor retail use access
- 08 Integrated rain garden and tree planting
- 09 South pedestrian route into Mayfield and emergency/maintenance vehicle access route



Previous planning application illustrative plan



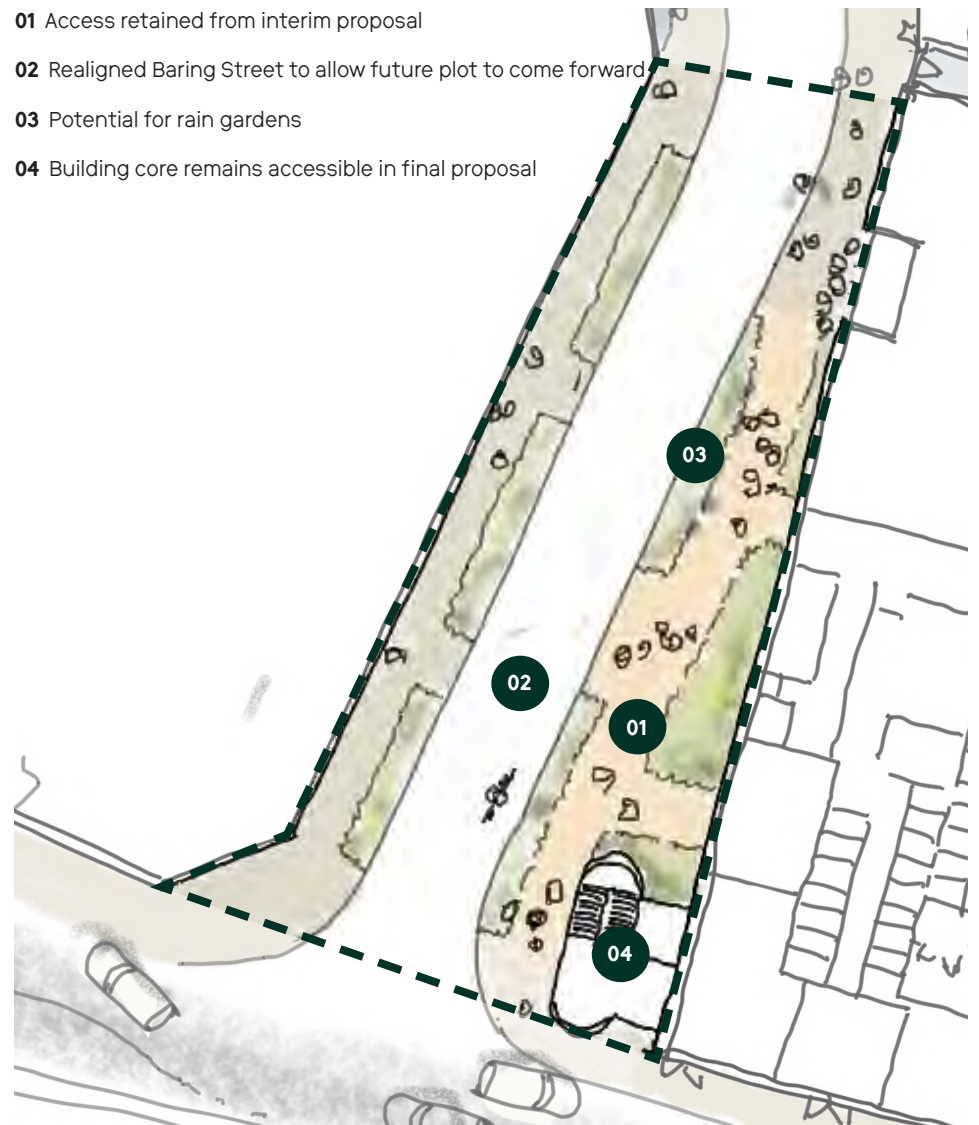
The Mobility Hub public realm sketch plan

Design aspiration to realign Baring Street

The area between Baring Street and the mobility hub has been designed to provide clear and safe pedestrian and cycle movement and access.

This area has been designed to allow for change and adaptation for the long term ambition for Baring Street, if the adjacent site were to come forward. It can adapt and change to accommodate the potential realignment of Baring Street which will support the potential development on the West of Baring Street. The footpath along the western edge of the Mobility Hub could be retained and form part of the new pavement.

- 01** Access retained from interim proposal
- 02** Realigned Baring Street to allow future plot to connect
- 03** Potential for rain gardens
- 04** Building core remains accessible in final proposal



Indicative design if Baring Street were to be realigned due to adjacent plot coming forward



View along Mobility Hub

Landscape Strategies

Sustainable Urban Drainage

Sustainable drainage is an integral part of Mayfield Park. There is a variety of SUDs techniques that have been used to limit the amount of traditional surface water drainage and encourage a variety of planting.

We are looking to introduce some of these elements around the mobility hub. These connect into the wider SuDS network at Mayfield. These include:

- Rain Gardens
- Permeable Paving
- Positive falls to soft landscape



Rain Garden - Provides an opportunities to hold and soak surface water whilst increasing the variety of planting types



Materials

Mayfield Park’s materials palette plays a key part in the Mancunian grounding and creating an authentic park. The design has looked to the existing site for influence which has meant resisting the temptation to import fashionable materials from far and wide. Instead, the hard landscape in particular pays tribute to the site’s industrial heritage. These materials also contrast and compliment the wild aesthetic of the soft landscape.

All of the hard materials are UK-sourced. To maintain the site’s post-industrial aesthetic and Mancunian authenticity we’ve chosen materials to reflect the details and features we found when we first visited site back in 2016. Concrete uses locally sourced aggregates, including red/pink tones that reference the warmth of the various nearby red brick mill and station buildings. Staffordshire blue brick references the striking blue brick datum of the adjacent depot building and will be sourced from Staffordshire. Natural stone flags are proposed to tie into Baring Street and reflect the civic nature of the centre of Manchester.



Staffordshire Blue Brick



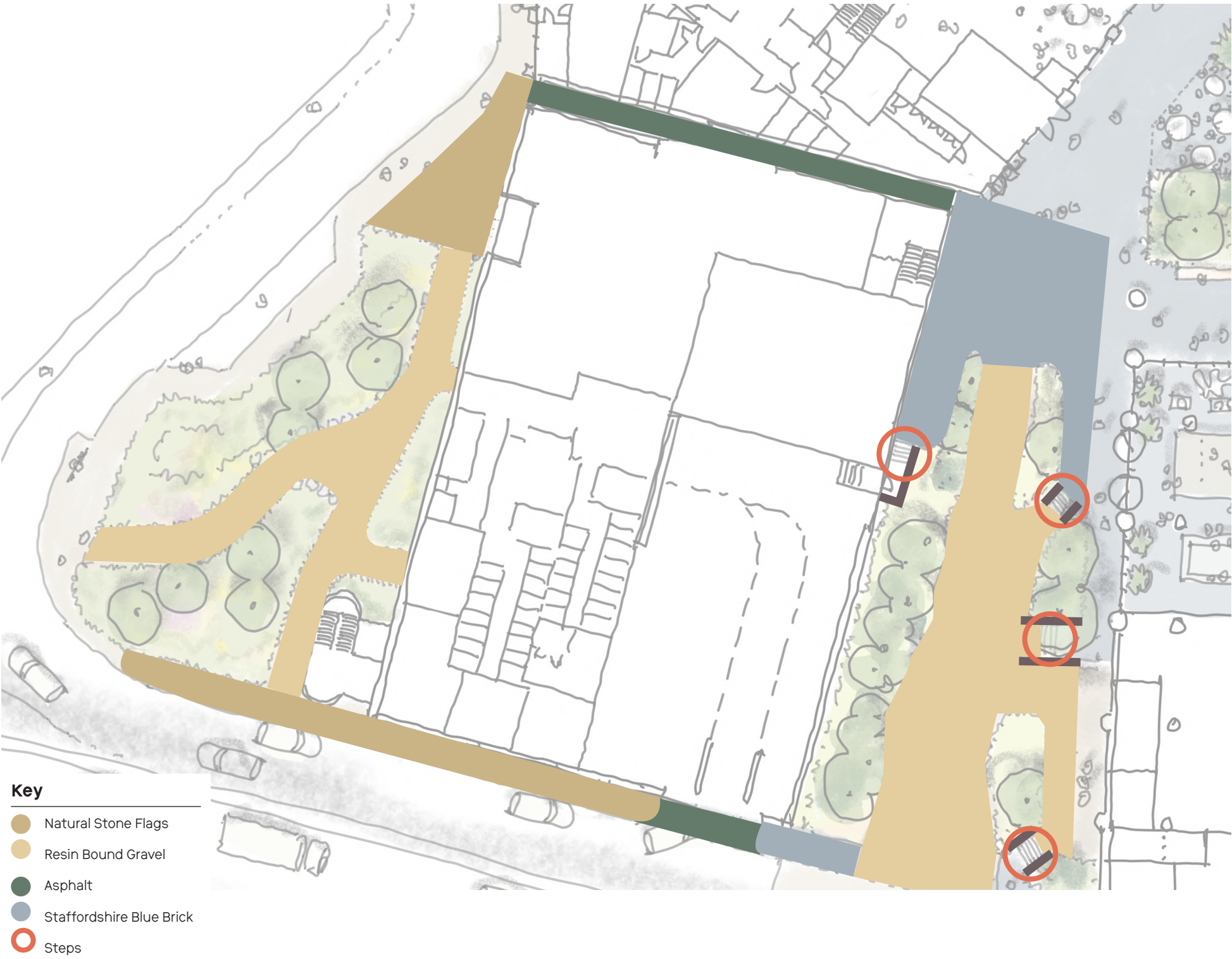
Natural Stone Flags



Resin Bound Gravel



Steps within Mayfield Park



Soft Landscape

Mayfield Park features a naturalistic planting design that can adapt to changing climate conditions. The design includes sequences of different plant arrangements, planting beds, and grasslands, to create journeys through distinct character spaces. Planting is mindful of both dry and wet extremes. The plant mixes creates a visually striking yet functional landscape that is able to withstand the spectrum of different environments of the site.

Mayfield Park contains 140 newly planted trees with 43 different species. This variety creates seasonal interest, increased climate resilience and biodiversity. The species selection also responds to the varying micro climates across the park.

This soft landscape strategy looks to continue this variety and selection further south to ensure that the park continues, providing a sense of the buildings sitting within the park..



Baring Street rain garden



Nether Street shade tolerant planting



Wildflower



Tree planting in Mayfield Park



Furniture and Features

The street furniture and artefacts within the park reflects Mayfield’s industrial past and simple palette of materials.

From standalone benches to informal low concrete wall benches, the variety of seating provides opportunities for groups and individuals to populate areas across the park.

Within the mobility hub demise, the park’s palette of materials, street furniture and features will continue, ensuring the continuity further south. Existing cobbles are proposed to be reused to form planting edges to strength the Mayfield identity.

Bollards are located between the mobility hub and Republic to ensure the environment to the north is a pedestrian only space. Access will be only for emergency.



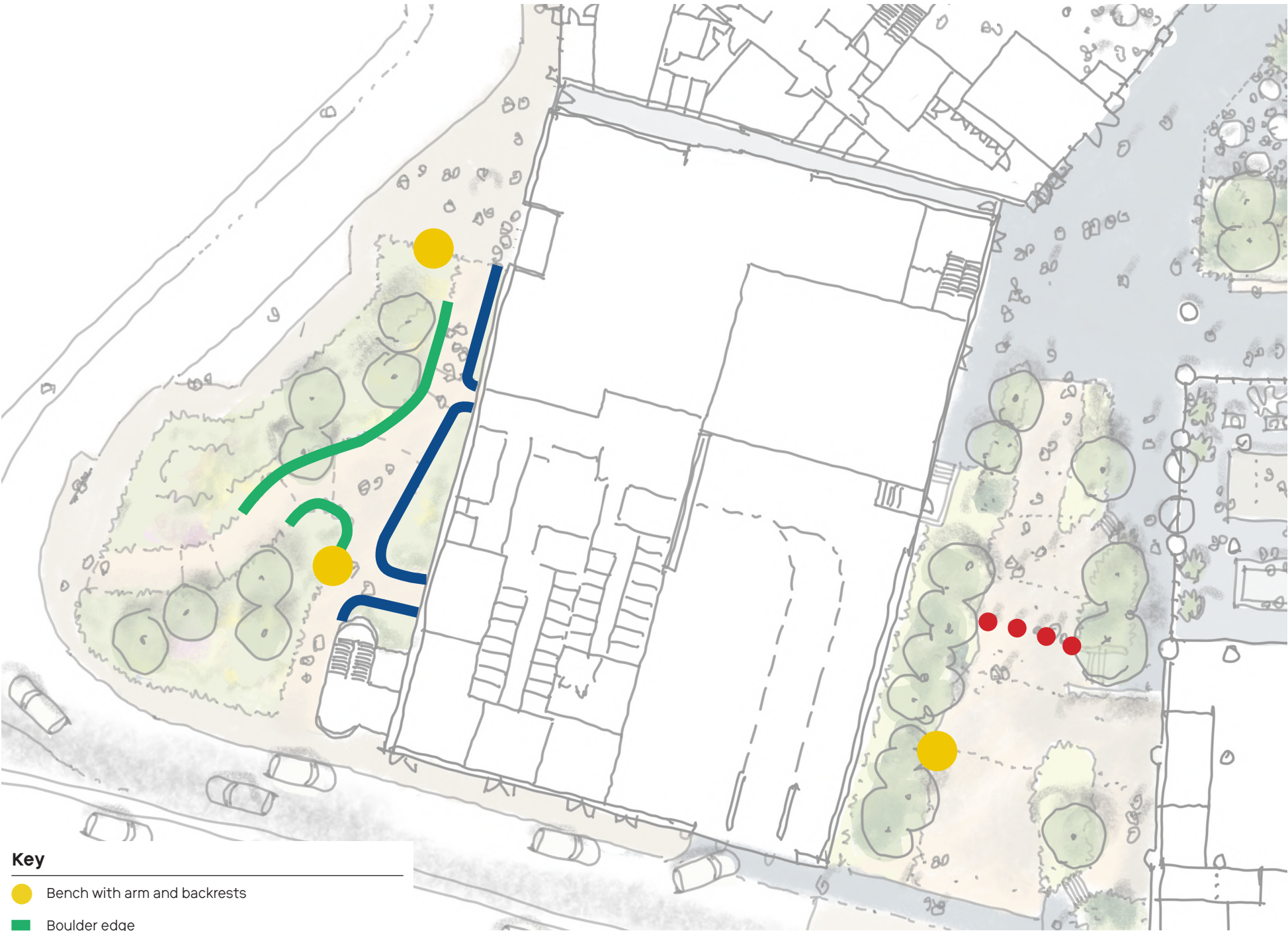
Proposed small boulders to edge of path



Recycled cobbles to form edge of path



Bench found in Mayfield Park



- Key**
- Bench with arm and backrests
 - Boulder edge
 - Recycled cobbles to form planting edge
 - Vehicle bollards

Temporary Landscape

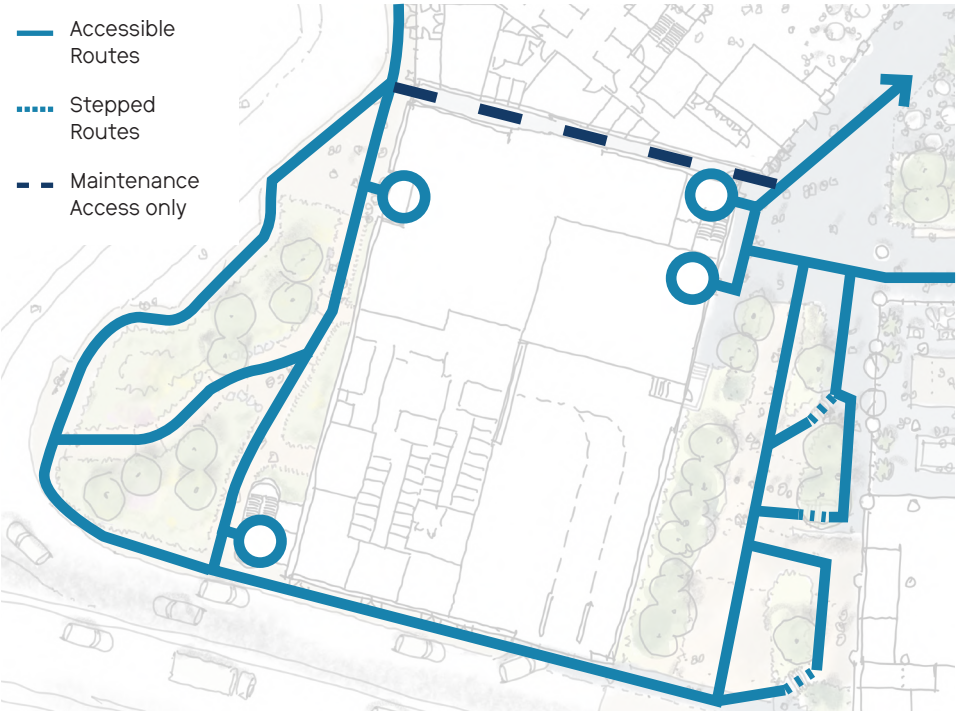
The area marked will be installed in its permanent phase as part of the mobility hub works. This follows the temporary interface being installed currently as part of the Republic works to maintain access into the site.



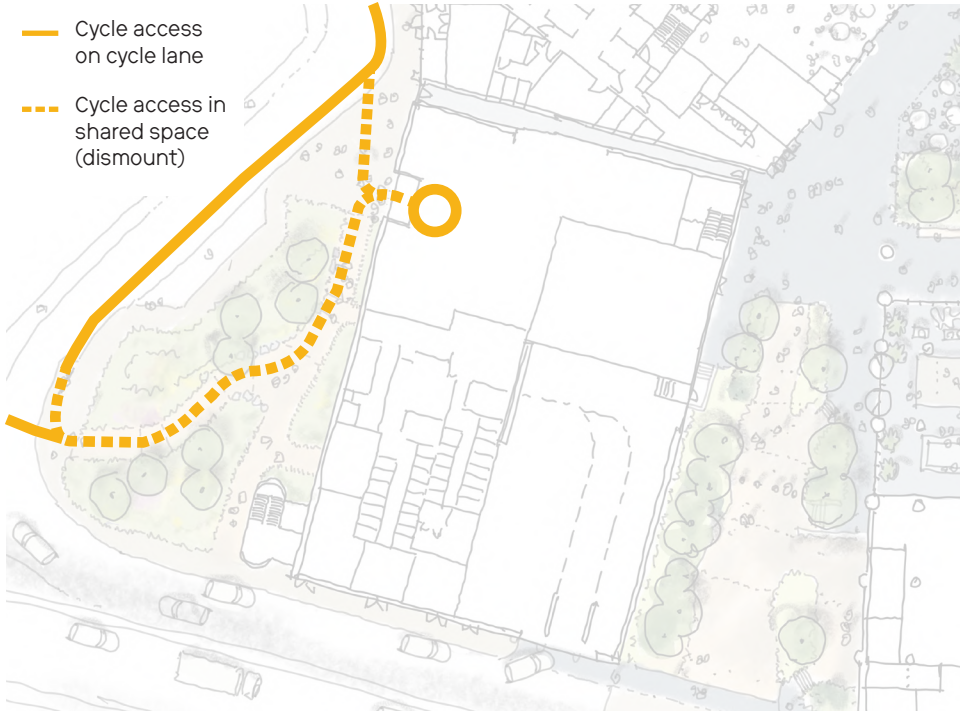
Area to be installed in permanent landscape.

Access

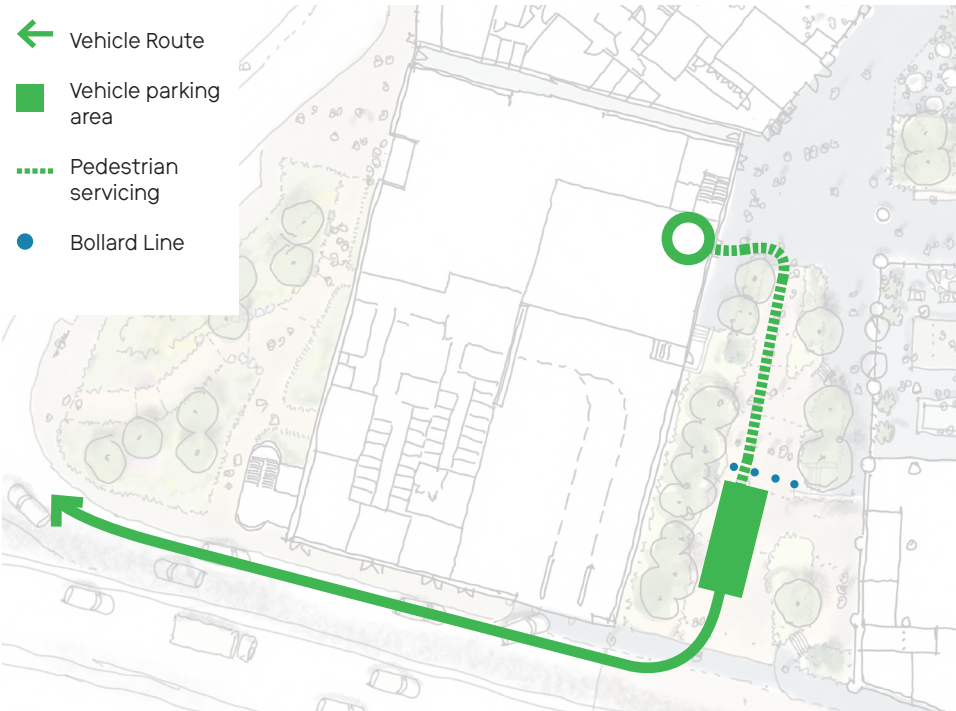
The public realm surround the mobility hub allows for pedestrians, cyclists and vehicles to navigate and access the building.



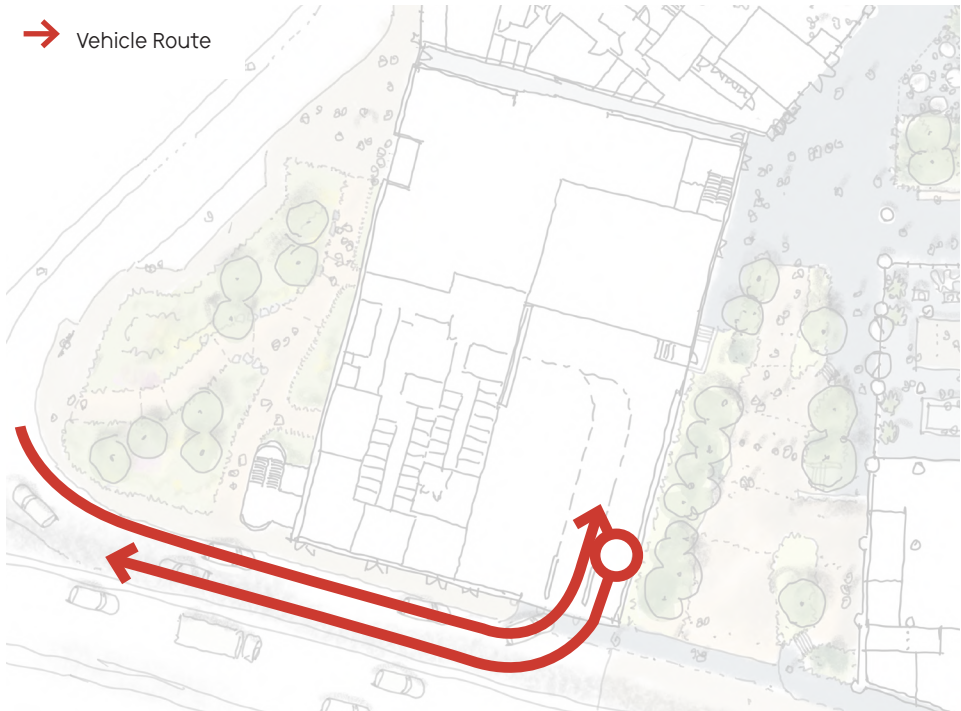
Pedestrian Access



Cycle Access



Servicing Access



Vehicular Access

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