Studio Egret West

PIGEON TRIANGLE

Part of the Mayfield Project

Design & Access Statement

December 2025

Mayfield Park photograph by Richard Bloom

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Mayfield Park photograph by Richard Bloom

Contents

1. Introduction 04
1.1 Introduction 05

2. Site Analysis + Context 07
2.1 Existing Site 08
2.2 Existing Photography 09
2.3 Site History 10
2.4 Wider Context 11
2.5 278 Highways Context 12

3. Design Vision + Objectives 13
3.1 Design Vision 15
3.2 Design Objectives 16

4. Design Development + Layout 17
4.1 Proposed Layout 18
4.2 Materials 21
4.3 Materials - Natural Stone 22
4.4 Materials - Reuse 23
4.5 Materials - Design interfaces 24
4.6 Planting Strategy 25
4.7 Proposed Trees 26

5. Scale, Appearance + Character 27
5.1 Scale + Character 28
5.2 Appearance - Look + Feel 29
5.3 Physical Model Photography 30

6. Access + Inclusivity 33
6.1 Access + Inclusive Design Measures 34
6.2 Public Transport Access 35

7. Sustainability & Environmental Strategy 36
7.1 Sustainability + Environmental Strategy 37

8. Management & Maintenance 39
8.1 Management & Maintenance 40
8.2 Management & Maintenance 41

9. Lighting + Security 42
9.1 Lighting 43
9.2 Safety, Security + Accessibility 44
9.3 Lighting Controls + Environmental Considerations 45
9.4 Security + safety 46
9.5 Vehicular Deterrent Layout 47

10. Planning Policy Compliance 48
10.1 Planning Policy Compliance 49

11. Conclusion 50
11.1 Conclusion 51

Mayfield Park photograph by Richard Bloom

1

PIGEON TRIANGLE

Introduction

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1.1 Introduction

This Design and Access Statement supports the planning application for the creation of Pigeon Triangle, a new public greenspace and key arrival space into Mayfield Park from the city centre and Manchester Piccadilly station, located at the junction of Baring Street and Travis Street, within the Mayfield regeneration area.

The design of Pigeon Triangle has been developed through a rigorous process of assessment, stakeholder involvement, evaluation of options, and iterative design, ensuring the proposal is well-informed by site context and best practice.

The proposal includes improvements to approximately 635 m^2 of public space, featuring 19 semi-mature trees and 255 square metres of diverse planting. This level of provision is considered appropriate for delivering meaningful ecological enhancements and public amenity within the 0.1-hectare site, while positively contributing to the neighbourhood's overall green infrastructure

The proposal transforms a currently vacant and underused brownfield plot into an inclusive and sustainable urban greenspace that provides visitors with opportunities for rest, social interaction and contact with nature in a very urban setting.

The project follows the consented highways 278 works which will see areas of Baring Street and Travis Street pedestrianised and opens up the opportunity to integrate the Pigeon Triangle into the public realm positively.

The scheme aligns with Manchester City Council's Green and Blue Infrastructure Strategy (2015–2025), Core Strategy Policies EN9 and EN14, and contributes to the city's Zero Carbon 2038 goals.

The scheme will be supported by future proposals to activate the surrounding buildings and plots such as the Star & Garter and Ticket Hall ground floor. This work will not form part of this planning application.

The proposed use as an inclusive and sustainable urban greenspace is justified by its alignment with Manchester City Council's Green and Blue Infrastructure Strategy (2015–2025) and Core Strategy Policies EN9 and EN14, which advocate for increased green infrastructure and public amenity. This use directly addresses the identified need for accessible public spaces within the Mayfield regeneration area, complementing existing surrounding city centre uses by providing vital recreational and ecological benefits.

Drone photograph of Mayfield Park

Aerial photograph of the Mayfield Estate

2

PIGEON TRIANGLE

Site Analysis + Context

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2.1 Existing Site

The site measures approximately 0.1 hectares and is currently made up of surface car park space, highways and a small triangular shaped traffic island which was a lawn space pre 2016 and more recently used as a storage and temporary HVM protection zone for events within the Depot venue.

The main triangle is bounded by Baring Street (west), Travis Street (south) and Fairfield Street (north)

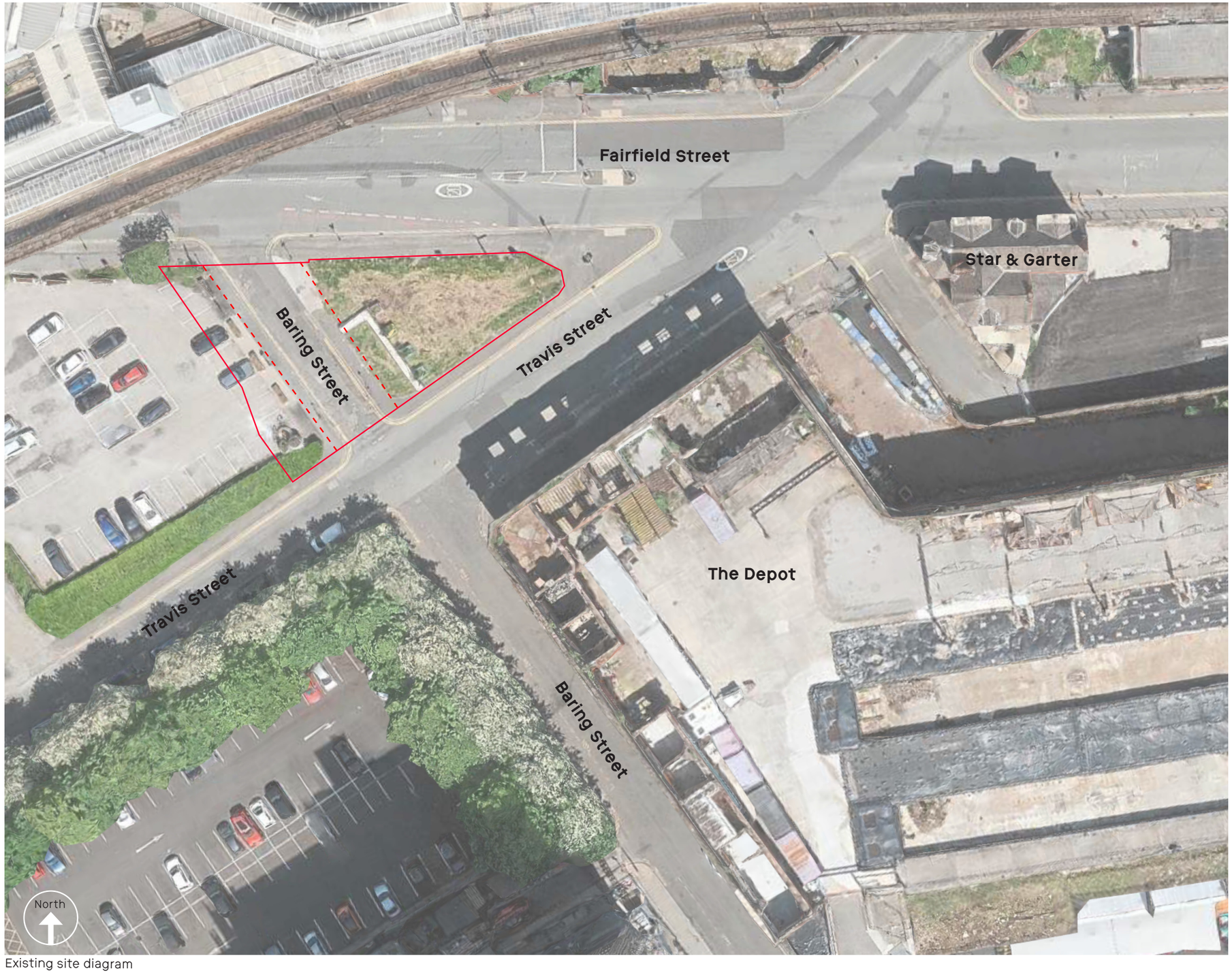
The site has a subtle level change across it with the lowest point along the southern side.

The main central space and existing car park on the left-hand side is surfaced with compacted gravel.

The perimeter of the site is protected by HVM concrete blocks.

There is very limited vegetation, aside from some temporary planters and a mature apple tree along Fairfield Street.

The space lacks an official name, it is simply a leftover area between three roads. Informally, it's known as 'Pigeon Triangle'.



Existing site diagram

2.2 Existing Photography

View 01

The Star and Garter pub currently feels disconnected from the public realm. Views and access towards this local landmark need to be considered.

View 02

The centre of the space is barricaded by HVM concrete blocks, there is no planting or purpose to the space and surrounding vehicle traffic makes it feel like a traffic island. There is a noticeable fall across the space.

View 03

Fairfield Street to the North is a busy vehicular road so the interface between the garden and the highway needs to consider this relationship. Existing concrete HVM blocks currently define this edge.

View 04

Taxi's queue along the top end of Baring Street. Long term it would improve the pedestrian experience if this movement was discouraged completely and more space could become pedestrianised.

View 05

The soffit of the elevated railway creates a dull and dreary environment below. There are clear views towards the Mayfield Depot and down Baring Street but the carriageway of Fairfield street feels unnecessarily wide and difficult to cross at this point.

View 06

There are clear views towards the Mayfield Depot and the cobbled viaduct which can be used to access the Depot rooftop/platform. The carriageway of Fairfield street once again feels unnecessarily wide and difficult to cross at this point. The environment is incredibly urban and lacks any softening or nature.

2.3 Site History

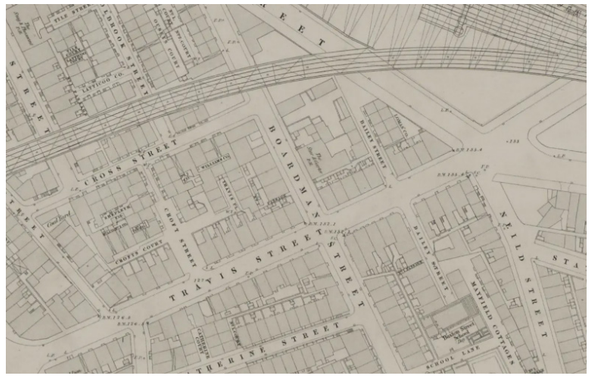
A review of historical maps from 1888 to 1942 provides an outline of the site's development, although its early use remains uncertain.

The available mapping suggests that any pre-20th-century buildings were likely demolished in the early 1900s, probably to enable construction of the new Mayfield Depot station and the associated bridge connecting the depot to London Road Station (now Piccadilly).

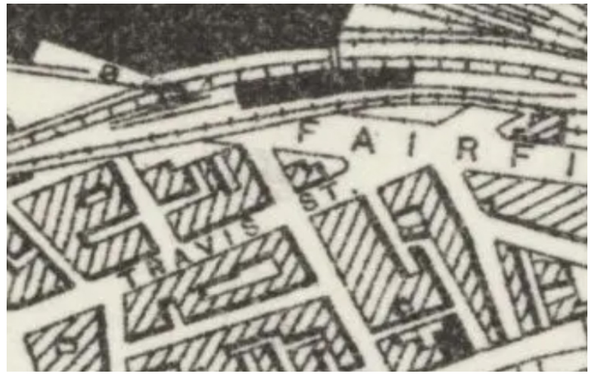
One notable nearby building, the Star and Garter hotel, was originally constructed in 1803 on Fairfield Street. Between 1849 and the late 1870s, the building was moved brick by brick to an adjacent site to accommodate the expansion of Piccadilly Station. While the Star and Garter was not directly on the site in question, its relocation illustrates the broader pattern of railway-driven redevelopment in the vicinity during the 19th century.

Between the First World War and the start of the Second World War, a small building with a boundary wall appears on the site. However, this structure no longer appears on mapping produced during WWII. Later photographs from the 1970s show that something was again present on the site, though it is unclear what the structure was or whether construction works during this period would have removed any surviving below-ground remains from the pre-20th-century phase.

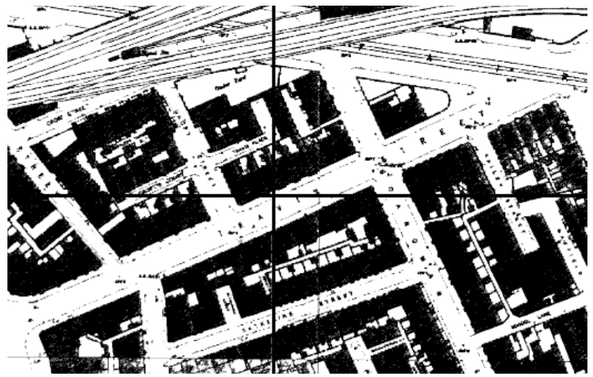
In summary, the precise nature of the site's pre-20th-century condition is inconclusive, and whatever may have existed was likely removed or significantly disturbed by subsequent infrastructure works associated with Mayfield Station. The nearby relocation of the Star and Garter hotel highlights how railway expansion in the area reshaped the local built environment.

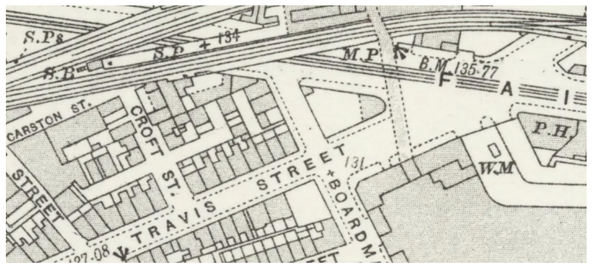


1849

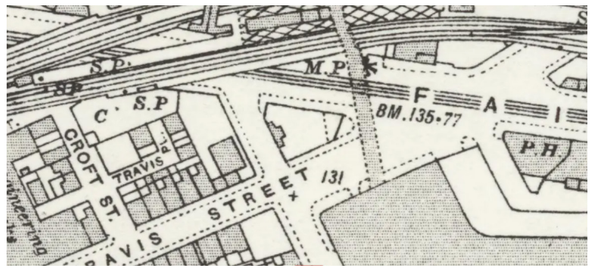


1888

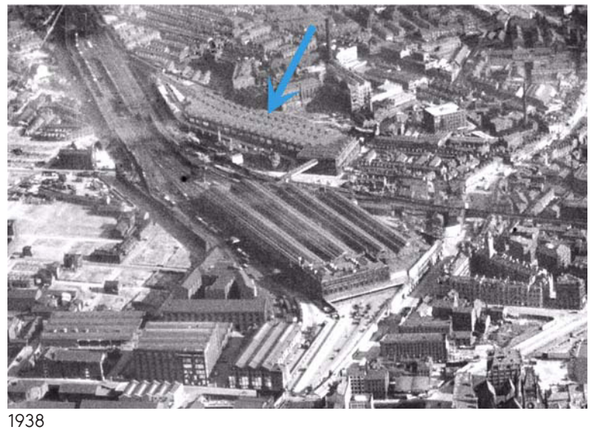

1891

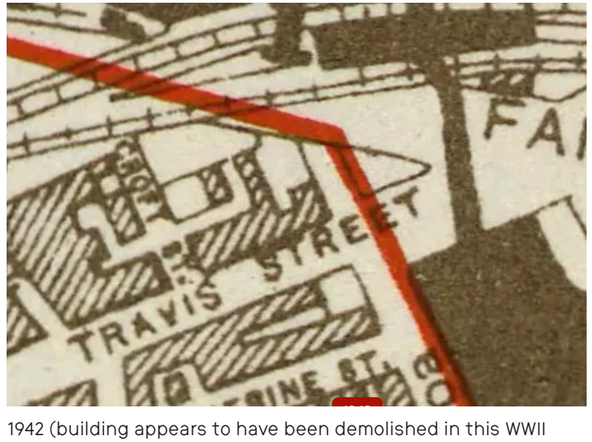


1915 (previous building on site demolished now)



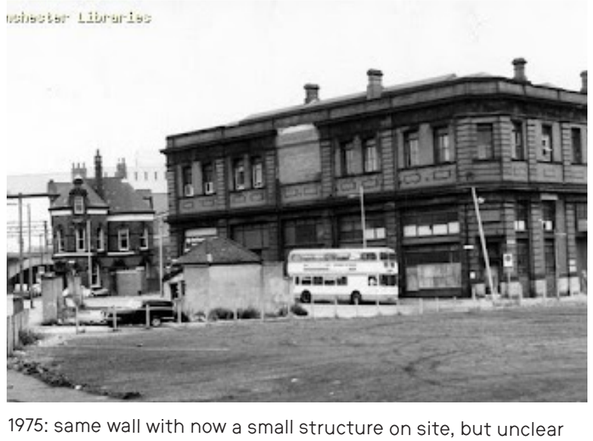
1932: New boundary wall and small building constructed


1938



1942 (building appears to have been demolished in this WWII map, or not significant enough to record)

1971 (very small wall appears to remain on site)



1975: same wall with now a small structure on site, but unclear what this is.

2.4 Wider Context

The area is characterised by a mix of vehicular and pedestrian movements mostly associated with the major transport hub to the north of the site, Manchester Piccadilly Station.

The site sits at the heart of an area undergoing significant transformation through the Mayfield Regeneration Framework and the adjacent Sister Regeneration Framework. Together, these will deliver a mix of commercial, residential, and leisure uses as well as Mayfield Park which opened in 2022, creating strong pedestrian links and activity between the city centre and the up-and-coming districts south of Piccadilly Station.

At present, Mayfield Park and The Depot generate the majority of purposeful footfall in and around the site.

The site is located approximately 150 metres south of Manchester Piccadilly Station's southern exit, the busiest railway station in the city.

There are currently few high-quality public spaces adjacent to the station, making this pocket greenspace a valuable local amenity and a precursor to the larger Mayfield Park , situated to the south of The Depot and accessible via Baring Street.

Wider setting diagram

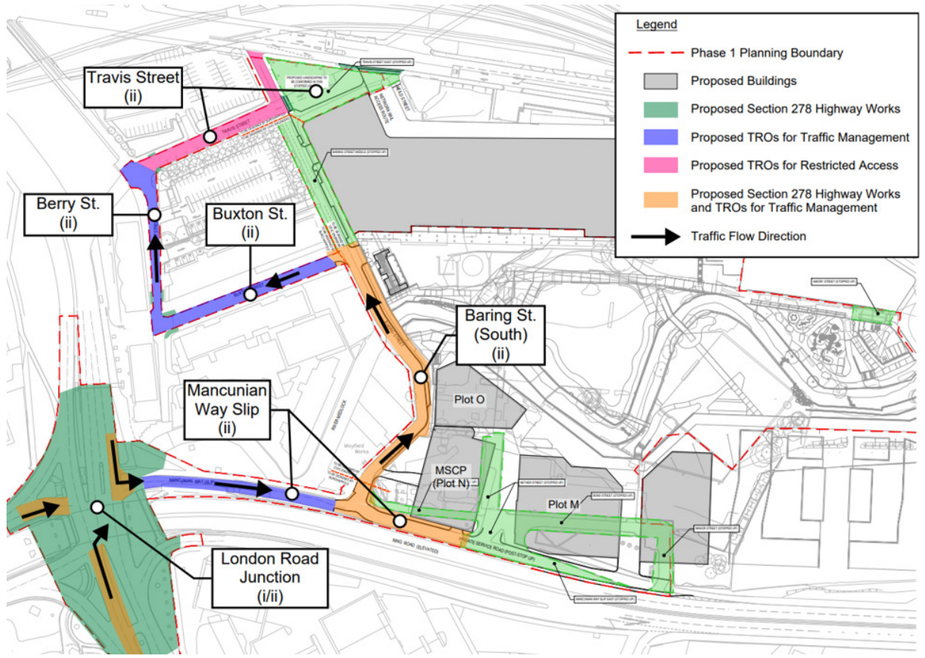
2.5 278 Highways Context

Through a separate 278 application, there are consented plans to pedestrianise the East end of Travis Street and the middle section of Baring Street.

This includes re-routing all public traffic out to London Road via a new one-way system along Buxton Street with only taxis allowed to temporarily queue along the Western section of Travis Street and the northern section of Baring Street before joining the pickup queue outside the station.

This restructuring of the highway system will have a significant positive impact on the street scene creating the opportunity to engage the public realm with active building users which are planned to come forward at the base of the ticket hall and star and garter pub.

The pedestrianisation will significantly improve people's safety and access to the park, all of which will bring the existing traffic island back into the public realm as a connected extension of the ecologically rich phase 1 riverside park.



278 Works - Proposed circulation plan

Sketch Illustrating pedestrianised Baring St following the implementation of 278 highways works

Illustrative plan showing Pigeon Triangle in context with 278 highways works

3

PIGEON TRIANGLE

Design Vision + Objectives

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In the 2019 Mayfield Park Design and Access Statement we described how we were inspired by the Mayfield Site using a Smiths lyric to capture how we felt:

'Features of the existing site already emanate a telling story of Manchester, an internationally important power house of the industrial revolution. A lot has changed since the 18th century, with Manchester benefiting from an urban renaissance and revival driven by a pioneering music scene. It seems appropriate then that the Grade II listed Star and Garter pub situated on site is best known for its Smiths disco night as our approach to the park is encompassed by a lyric from their song 'Stretch out and Wait':

'Amid concrete and clay and general decay nature must still find a way''

A flyer for the Morrissey Smiths Disco Night at The Star and Garter Pub

The inspiration for using this lyric came from a poster in the window of the Star and Garter, one of the building that will form the backdrop of the Pigeon Triangle public space.

3.1 Design Vision

The vision is to create a green, welcoming, and climate-resilient urban pocket park that forms a new threshold between the city and the Mayfield Estate.

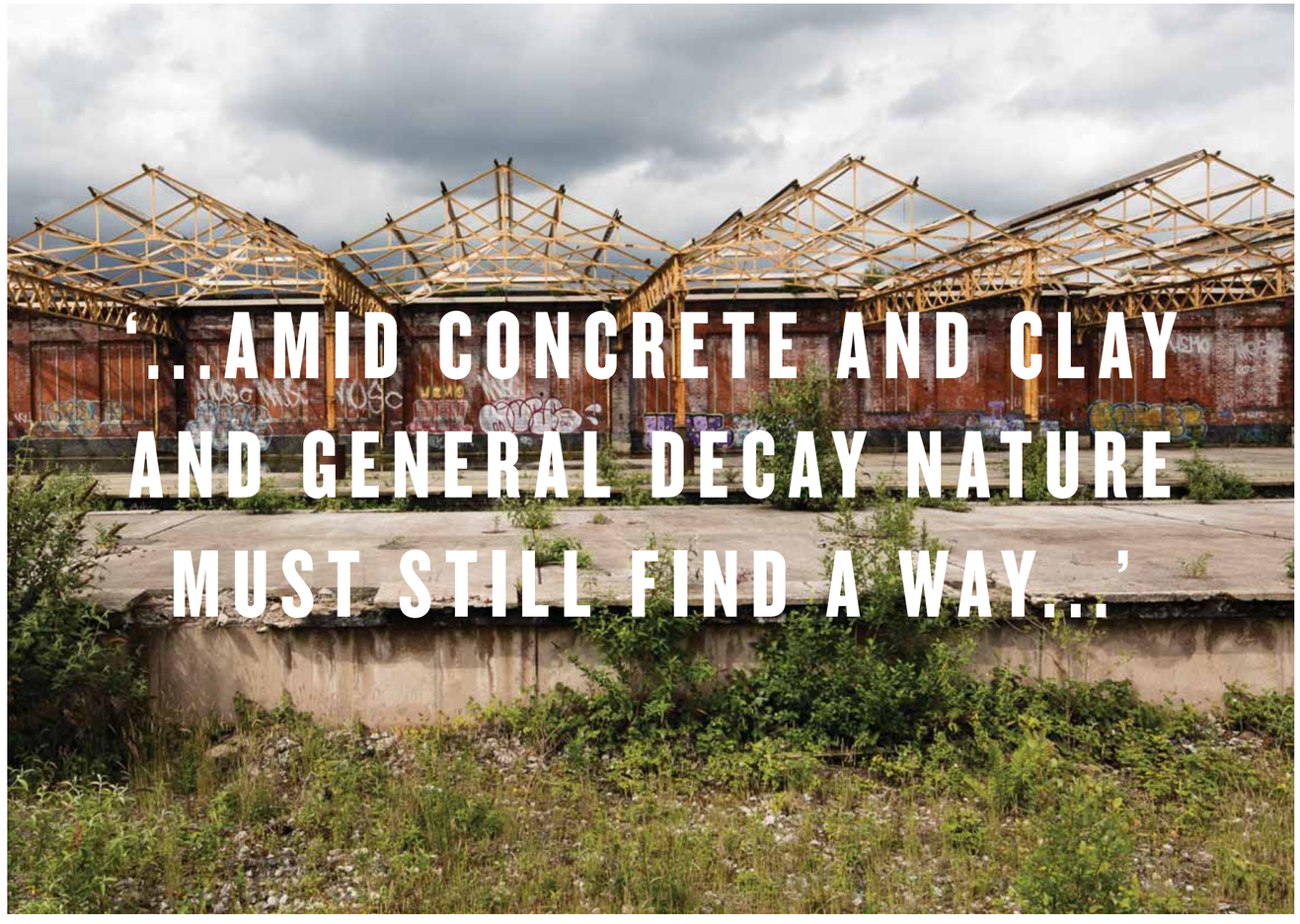
'Amid concrete and clay and general decay nature must still find a way'

The design seeks to weave nature into a highly urban setting while celebrating the site's distinct character and post-industrial heritage through thoughtful reuse and locally sourced materials.

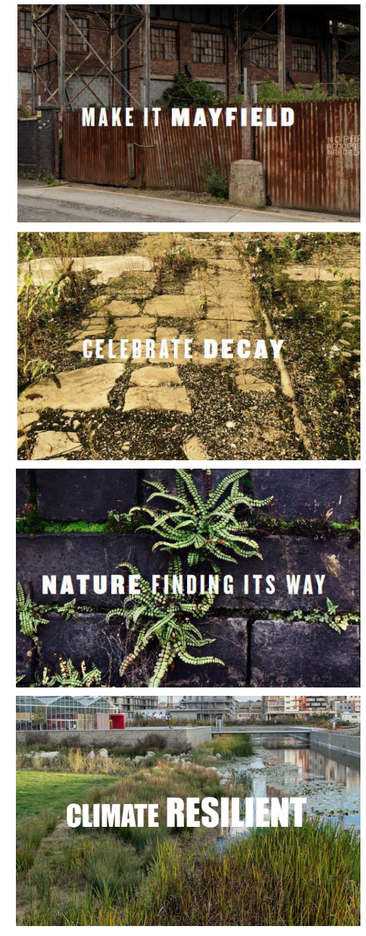
Positioned at the Mayfield Estate's most urban edge, adjacent to Manchester Piccadilly, the city's busiest station, the new greenspace will act as an ecological stepping stone. It will form a clear threshold into the wider park estate, offering a first glimpse of the ecologically rich and verdant landscape that lies beyond the depot.

This approach builds on the design ethos and principles that have already proved successful within the award-winning park. By combining robust, durable, industrial elements with wild, diverse planting, the proposal captures the site's authentic character while responding to a city in transition, one that remains proud of its urban and industrial heritage yet recognises the imperative to evolve into a greener, more ecologically vibrant future.

It is precisely this juxtaposition of city and nature that defines the Mayfield landscape. Pigeon Triangle will intensify and celebrate this contrast, creating a richly detailed and immersive expression of Mayfield's unique identity.



Site Wide Landscape Inspiration (The Smiths, Stretch out and Wait)



Mayfield Park Design and Place Principles from 2019 Park DAS

Industrial + Local Materials ⟷ **Natural Planting Aesthetic**

Materiality inspired by the site and context but contrasted by a naturalistic approach to planting design

3.2 Design Objectives

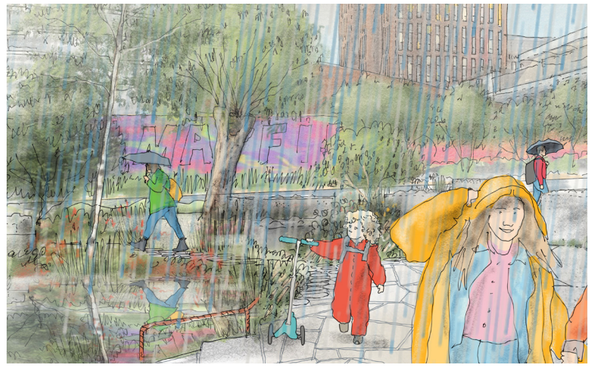
Urban Greening and Ecology

Substantially increase the extent of green space and enhance ecological diversity to support urban wildlife, extending its presence to the northern limits of the Mayfield Estate whilst continuing to create the opportunity for people to access nature in the city.

Accessibility and Inclusion

Address existing areas of non-compliance with accessibility standards (DFA2) to ensure the park is fully accessible, legible, and welcoming to all users.

Urban Cooling and Sustainability



Integrate sustainable drainage systems (SuDS), permeable surfaces, and climate-adapted plant species to support long-term resilience.

Community and Social Value

Provide flexible and inclusive spaces that can accommodate informal gatherings, community activities, and everyday use.

Character and Identity

Reinforce the local public realm through a distinctive, high-quality landscape design that reflects the area's character and history.

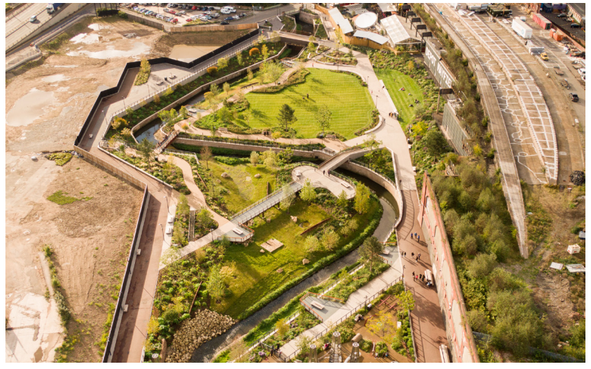
Material Reuse and Local Sourcing

Continue the project's strong commitment to sustainability by prioritising material reuse and the use of locally sourced materials.

Technology

Facilitate the integration of tree monitoring technology in the design to help support a forward-thinking maintenance strategy for the estate.

Everything Connected



Improve connections to the city centre and create a safer more inviting journey to Mayfield Park.

4

PIGEON TRIANGLE

Design Development + Layout

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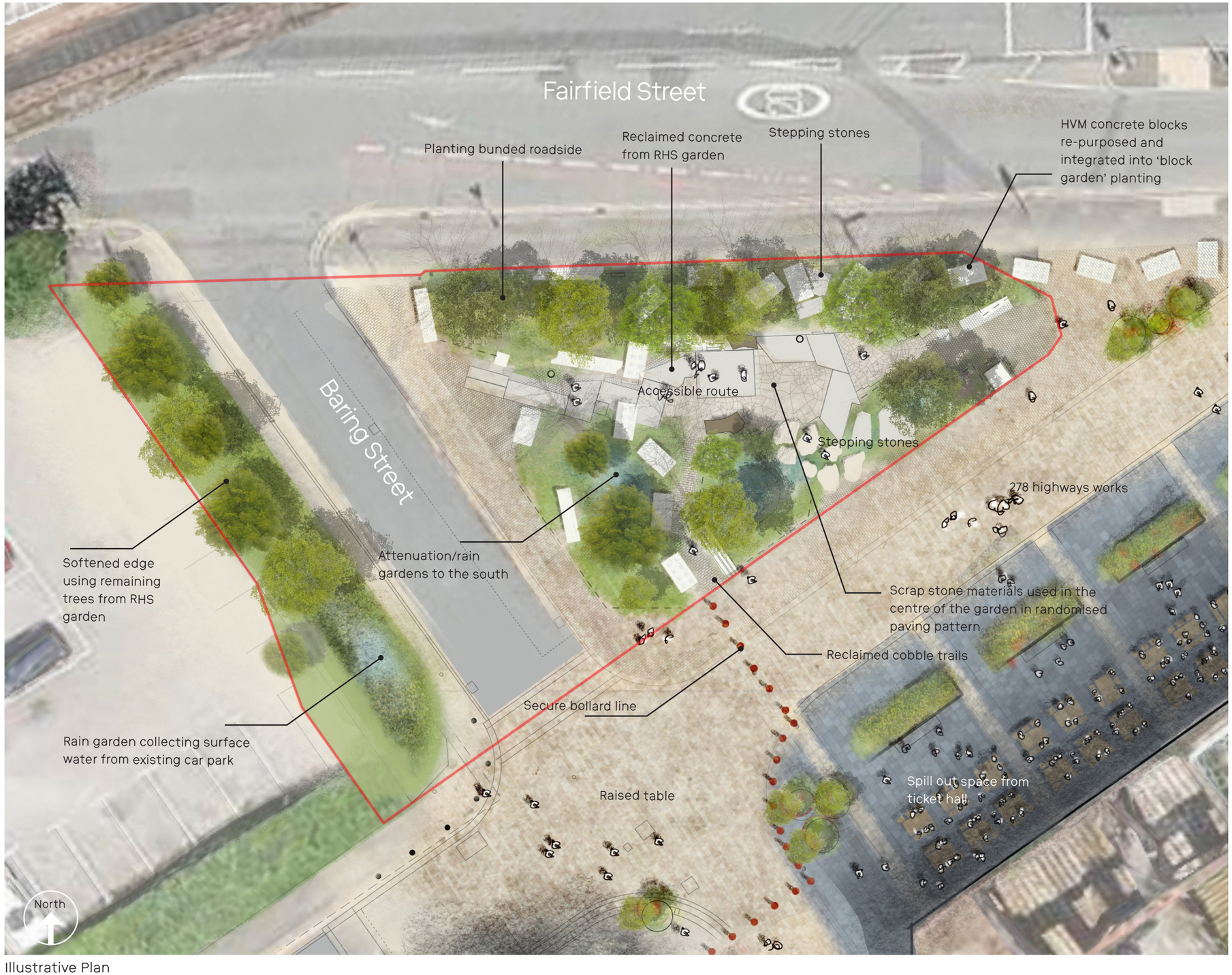
4.1 Proposed Layout

Along the western edge of Upper Baring Street, a new rain garden and tree-lined boundary will create a planted frontage that extends the existing green corridor leading up from Mayfield Park.

At the centre of the site, the intricate "Pigeon Triangle" garden will offer a calm open space for relaxation and respite from the surrounding busy highway environment. Around the perimeter, mounded planting beds to the north and rain gardens to the south will help define the site's edges while enhancing local biodiversity.

A network of paths will be formed from reclaimed concrete surfaces and permeable natural stone, connecting the natural desire line through the garden. Additional informal, playful routes will weave through planting areas using reclaimed stepping stones and cobbles. Seating will be arranged in small clusters, combining reclaimed timber benches with informal concrete perching edges integrated into the planting to create simple, comfortable resting spots within this threshold space.

Re-use remains a key cornerstone of the project. In this part of the Mayfield estate, where we have less access to site-sourced reusable materials, we have expanded our approach to include reclaimed elements from external sources, such as a former RHS show garden designed by Tom Massey. From this show garden, we were able to salvage concrete slabs, stepping stones, and trees, all of which have been integrated into the Pigeon Triangle setting and combined with Mayfield-specific design nuances. There is also potential to repurpose AI monitoring technology to support the ongoing monitoring and maintenance of the trees.



Illustrative Plan

View from Fairfield Street towards the ticket office

View from the central garden space

4.2 Materials

Rooting the site within its urban context has been central to shaping the first phase of the Mayfield project.

By reusing materials and drawing inspiration from the site's industrial character, we have created a park that embodies a strong sense of local authenticity. This commitment continues into future phases of the Mayfield development, where material recycling, the use of reclaimed elements, and local sourcing will continue to guide our material choices in the Mayfield threshold area.

01 Reclaimed concrete slabs from former RHS garden

02 Reclaimed concrete stepping stones from former RHS garden

03 Local sandstone paving setts laid with permeable joints where only pedestrian traffic is required

04 Local sandstone paving offcuts laid in irregular pattern. Off cuts and scraps created as waste product from main highways works

05 Reclaimed Victorian stone cobbles salvaged from highways works to Baring Street and Travis Street

06 Lighting columns and fittings to illuminate the primary footpath across the central garden space. Appearance to match columns used within the phase 1 park for continuity

07 Reclaimed concrete HVM blocks various sizes, previously deployed across the estate throughout the meanwhile uses

08 Reclaimed timber seats from former RHS garden

Illustrative Plan - detail area

4.3 Materials - Natural Stone

Stone paving and cobbles are an important part of the area's heritage, reflected not only in the ground surfaces historically used across the district but also in the architectural detailing of nearby buildings.

The adjacent ticket office façade, with its stone lintels and horizontal banding, provides an excellent example of stone as a defining local material.

Beneath the surface macadam of the surrounding highways, original stone cobbles still remain. These are currently being extracted and stored for reuse across the wider Mayfield regeneration area, with a small proportion allocated for use within the Pigeon Triangle. For the 278 works, however, a highways-adoptable stone has been selected instead. This approach is intended to enhance the appearance of the newly pedestrianised public realm and to deliver a historically sensitive yet contemporary refreshed public realm.

Within the Pigeon Triangle garden itself, the intention is to create a seamless material transition into the surrounding highway areas so that the garden does not feel visually separated or divided from its context. Using stone as a consistent material is an essential part of achieving a unified, high-quality public realm.

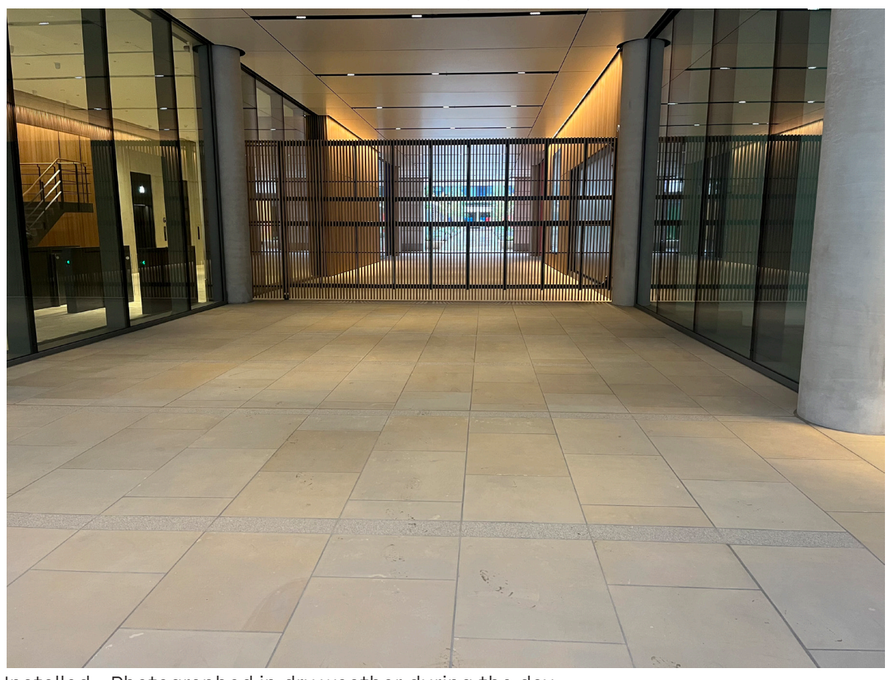
In keeping with the strong local-sourcing narrative established for the award-winning Mayfield Park, it is crucial that new materials are sourced as locally as possible. For this reason, we are proposing the use of Woodkirk sandstone, a Yorkshire-quarried material. Yorkstone has been traditionally used for paving for more than two centuries. Geologically classified as sandstone, Woodkirk sits within the broader family of materials commonly referred to as Yorkstone.

Woodkirk offers natural colour variation without the harsh contrasts of grey and buff tones sometimes found in other Yorkstones. It is also a material deeply rooted in Manchester's public realm history, as Yorkstone and sandstone have long been used across the city centre. The stone will be sourced from a quarry near Morley in West Yorkshire, approximately 30 miles from the site, with an estimated 50-year supply remaining. Our supplier for this project is Hardscape, based in Bolton.

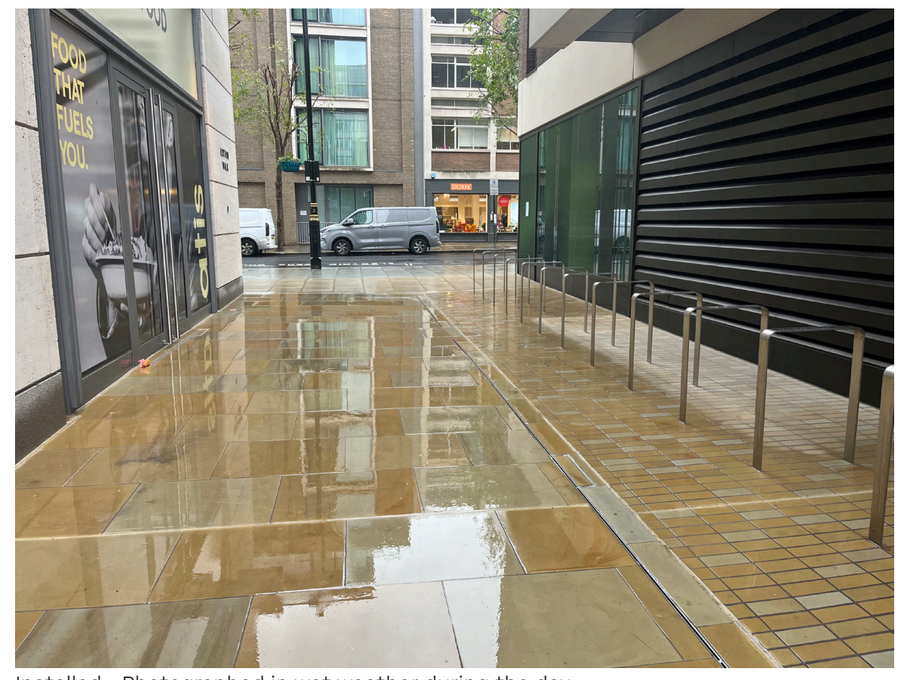
Within the design, Woodkirk stone will be used for Yorkstone setts, mosaic paving, and crevice-garden slabs, contributing both durability and a strong sense of place.

Factory Slab - as cut from the West Yorkshire quarry

Installed - Photographed at night



Installed - Photographed in dry weather during the day



Installed - Photographed in wet weather during the day

4.4 Materials - Reuse

Others surfaces of the garden will be made from recycled, reclaimed and waste materials.

This approach supports the project's overall circular economy commitment to material sourcing which is a prominent part of the Mayfield Park design. We propose to reuse the following materials in the design:

01 Recycled concrete slab flooring: Recycled from former RHS show gardens and currently stored on site at Mayfield. This material matches and complements the Depot's industrial character.

02 Recycled concrete stepping stones: Recycled from former RHS show gardens and currently stored on site at Mayfield. This material matches Mayfield Park's post-industrial character and creates informal routes for children across rain gardens continuing a commitment to 'play on the way' as seen in the main Park.

03 Sandstone Scraps: Waste material and stone offcuts are created through the process of making setts and paving flags for the 278 works. We noticed the extent of scrap material created when visiting the stone quarry in Yorkshire. We intend to use this waste product in mosaic paving and crevice garden slabs.

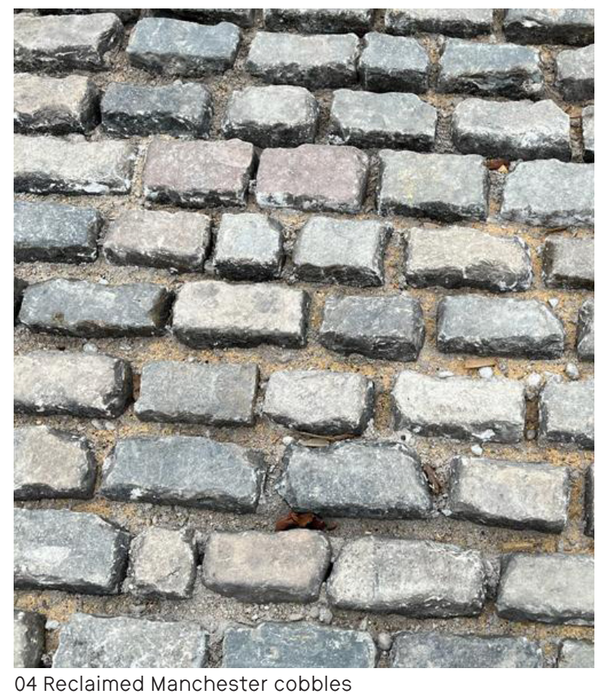
04 Reclaimed Manchester cobbles: Heritage cobbles exist beneath the highways along Baring St and Travis St. As part of the 278 works we will be stockpiling cobbles for reuse across future phases of the regeneration framework. For Pigeon Triangle we propose to use some reclaimed cobbles for informal play routes through planting areas.

05 Recycled Concrete HVM blocks and barriers: Existing concrete products currently protect the space from an HVM perspective. The new design for this space will still have a requirement for HVM and so rather than replacing these blocks with new bollard products we propose to creatively reuse them but redistribute and juxtapose them amongst land form, planting to create an urban block garden and something that remains rooted in the sites recent history and aligned to the projects design principles and ethos.

01 Recycled concrete slab flooring

02 Recycled concrete stepping stones

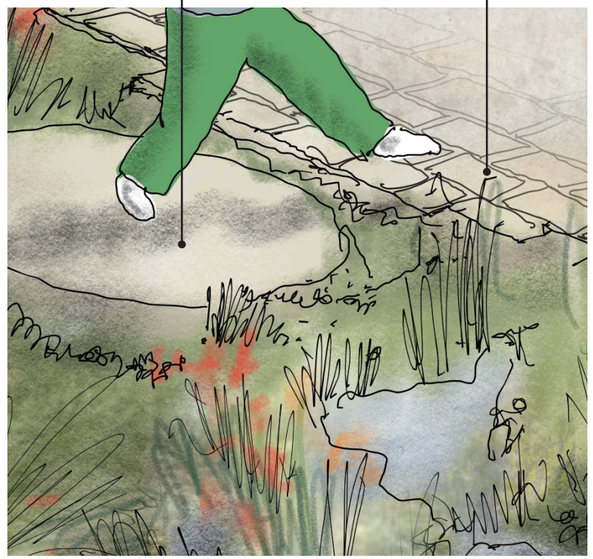
03 Sandstone Scraps



04 Reclaimed Manchester cobbles

05 Recycled Concrete HVM blocks and barriers

4.5 Materials - Design interfaces



4.6 Planting Strategy

When we first discovered the wider Mayfield site several years ago, we were captivated by the way nature had begun to reclaim it, plants taking root in the old track beds at the depot platform level, sprouting from brick wall joints, and emerging along the river walls and abandoned buildings.

The contrast between industrial decay and natural growth was beautifully harsh and became a major inspiration for our designs for Mayfield Park.

Today, the Mayfield threshold is perhaps the most challenging area for planting within the estate, a rugged, hard wearing urban environment greets visitors from the city centre. To respond to these conditions, we propose to increase areas of planting while embracing the site's raw character, developing a palette that is both lush and resilient, capable of complementing robust hard materials. Much of this planting will take on a 'block garden' character, with more intricate edges evolving into a 'crevice garden' typology.

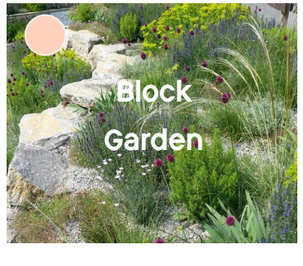
Together, the block and crevice garden palettes protect and frame a sequence of drought and flood-tolerant rain gardens positioned along the southern edge of the site. These spaces function as temporary catchment and attenuation zones for surface water runoff, supported by permeable paving infiltration.

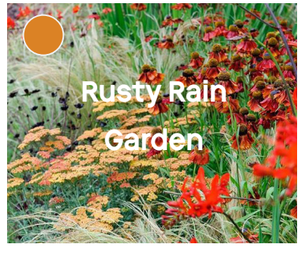
Trees and shrubs are carefully paired with the site's varying planting characters, featuring species that are diverse and uncommon for an urban streetscape. This selection subtly references the ecological richness of the main park to the south of the depot. Flood-tolerant species occupy the rain garden areas, while shrubs and multi-stem trees line the Fairfield Street edge, helping to buffer the space from the road.

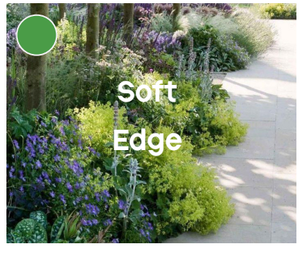
Refer to the planting plans and planting schedules for full detail of proposed plant species and their specification.

Planting character areas diagram

Planting Characters







4.7 Proposed Trees

As part of the projects reuse strategy we are using semi mature trees and shrubs gifted to the project by a former RHS show garden.

These trees are being cared for in local nursery Lanes in Irlam and they continue the Parks commitment to plant diversity and climate resilience.

01 Aronia x prunifolia
02 Betula nigra (multi-stem, 4.5-5m)
03 Betula nigra (7m)
04 Salix alba
05 Mespilus germanica
06 Juglans regia ‘Purpurea’
07 Cercis canadensis ‘Forest Pansy’
08 Corylus maxima ‘Purpurea’
09 Hippophae rhamnoides
10 Crataegus persimilis ‘Prunifolia’
11 Decaisnea fargesii
12 Betula pendula (multi-stem, 7-8m)
13 Betula Pendula (multi-stem)
14 Broussonetia papyrifera
15 Cornus kousa
16 Hovenia dulcis
17 Poncirus trifoliata
18 Tilia henryana
19 Toona sinensis ‘Flamingo’

Photographs from Lanes nursery in Irlam

5

PIGEON TRIANGLE

Scale, Appearance + Character

Studio Egret West

5.1 Scale + Character

The design responds sensitively to the surrounding urban fabric, providing contrast to adjacent hard-edged station and road and railway infrastructure creating a small ecological haven and arrival moment into Mayfield Park.

Scale

Naturalistic planting and with open sight lines towards the heritage façade of the ticket hall, once within the centre of the garden space ensure a balance of visibility and protection from the busy Fairfield Street.

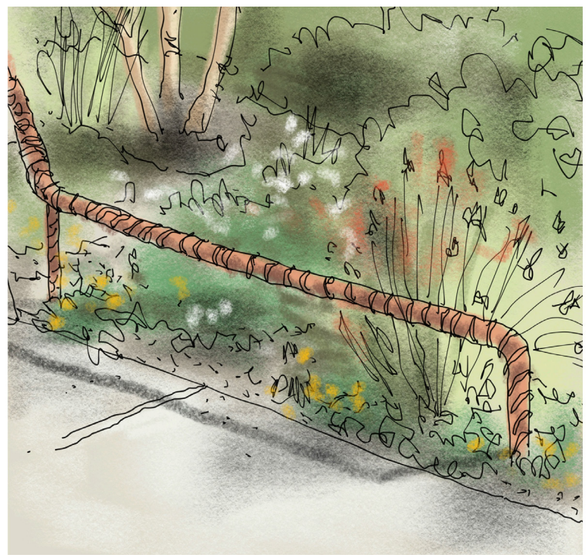
Character

A contemporary but naturalistic feel reflects Manchester's evolving city centre identity. Reclaimed materials including the concrete HVM blocks root the site in the post-industrial heritage of Mayfield whilst unusual tree forms, species and climate adapted planting reflects the future ambitions of the city centre.

Aerial illustration of the Mayfield Estates interface with Manchester Piccadilly Station

5.2 Appearance - Look + Feel

Recycled concrete blocks integrated into planted bank



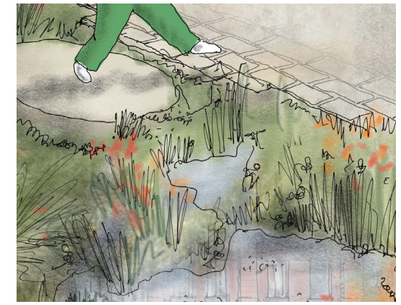
Re-bar edge protection discourages people trampling planting

Crevice garden created from paving off cuts and waste material

Play trails through planting created using reclaimed cobbles from beneath the highway

Future opportunities to sit outside the Star & Garter

Coming together of reclaimed and locally sourced materials



Stepping stones add element of fun

Framed views of the Ticket Hall

Surface water drains into rain gardens where water is briefly attenuated

5.3 Physical Model Photography

To help discover the topography, tree positioning and distribution of reclaimed objects in the design we created a physical model.

View looking East from Baring Street

View looking South East from Fairfield Street/Baring Street Junction

View looking South from Fairfield Street

6

PIGEON TRIANGLE

Access + Inclusivity

Studio Egret West

6.1 Access + Inclusive Design Measures

Access

The existing level changes and gravel surfaces in the area currently limit accessible movement, but the proposed garden space significantly improves pedestrian access.

Proposed entrances to the garden are step-free and clearly defined, creating an inclusive and welcoming approach. A well defined level, non-slip, permeable pathway provides enhanced accessibility for wheelchair users and those with limited mobility, ensuring smooth movement from east to west.

Inclusivity

There is currently no seating provision in this area of the site, there are concerns that outside the secure line of the park that seating will encourage antisocial behaviour but it is important to provide resting and perching places to improve the accessibility of the pedestrian movements through the threshold area.

Through the consented 278 works accessible seating provision is also being provided with back and arm rests.

The central space currently lacks any lower-level pedestrian lighting. Lighting levels will be improved along the main footpath through this space and CCTV linked to the estate wide security and management strategy will be included in the designs. The Threshold area will be part of the wider management strategy which includes 24-hour on-site attendance and surveillance.

- Pedestrian Access
- Entrances into central garden space
- Non accessible routes
- Main pathway
- Existing highways footpaths

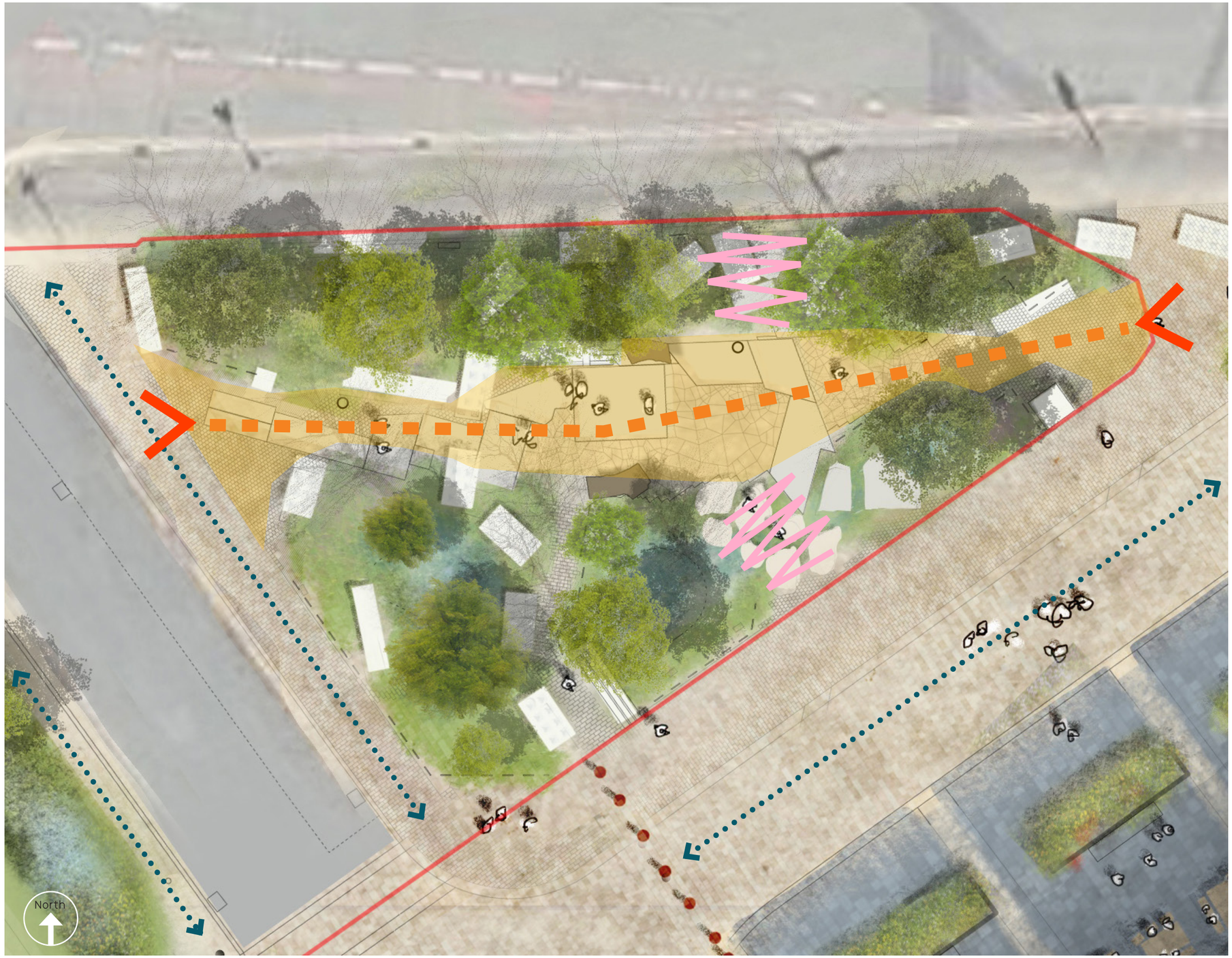


Diagram showing accessible routes

6.2 Public Transport Access

There is excellent accessibility via Piccadilly Station (bus/tram and rail). Bus routes are located on Fairfield Street immediately north of the site.

Consented 278 works in the area will improve drop kerb and tactile paving crossing points throughout the highways to further improve access for all provision.

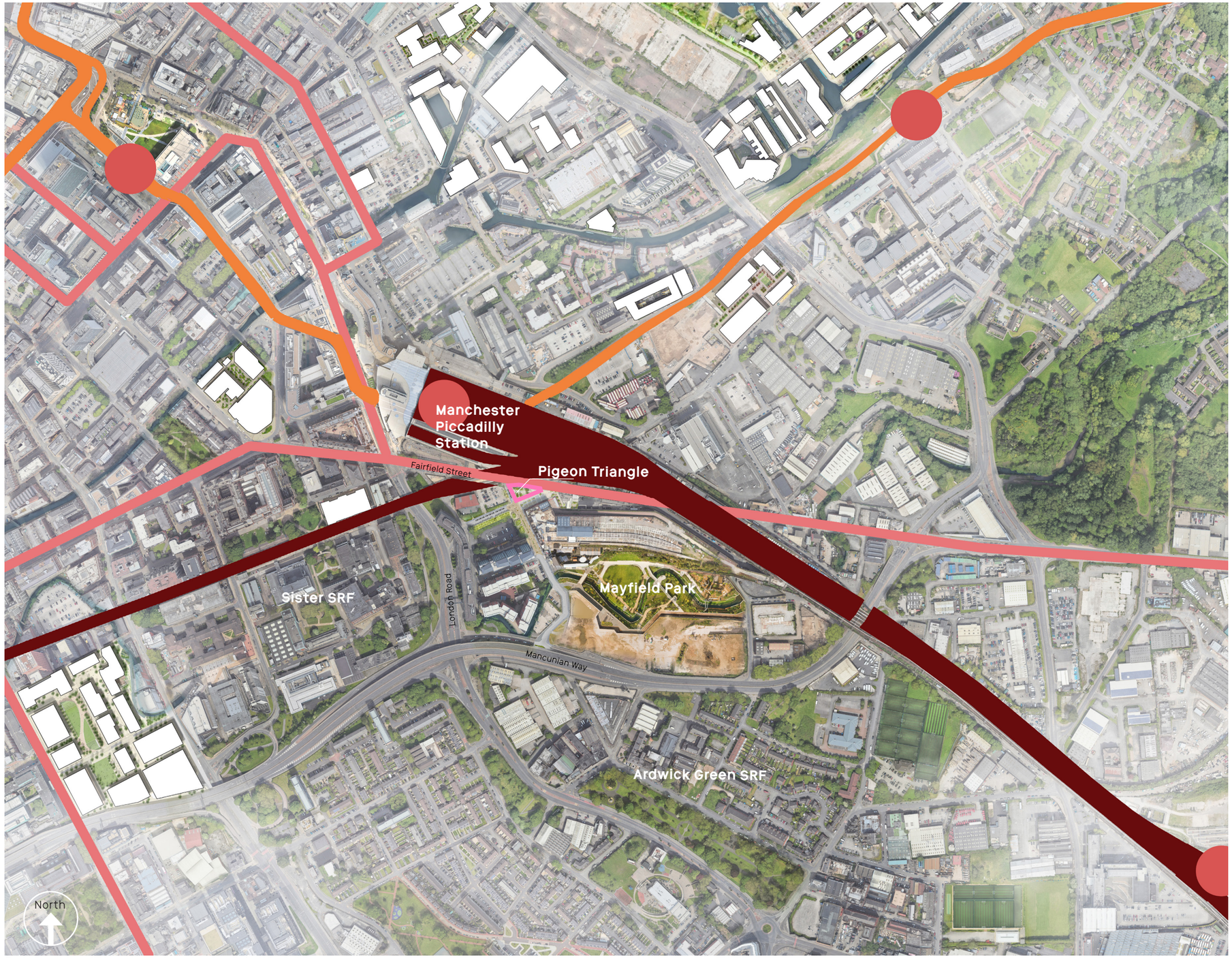


Diagram showing wider public transport network

Legend

- Railway connections
- Bus routes
- Tram routes
- Stations

7

PIGEON TRIANGLE

Sustainability & Environmental Strategy

Studio Egret West

7.1 Sustainability + Environmental Strategy

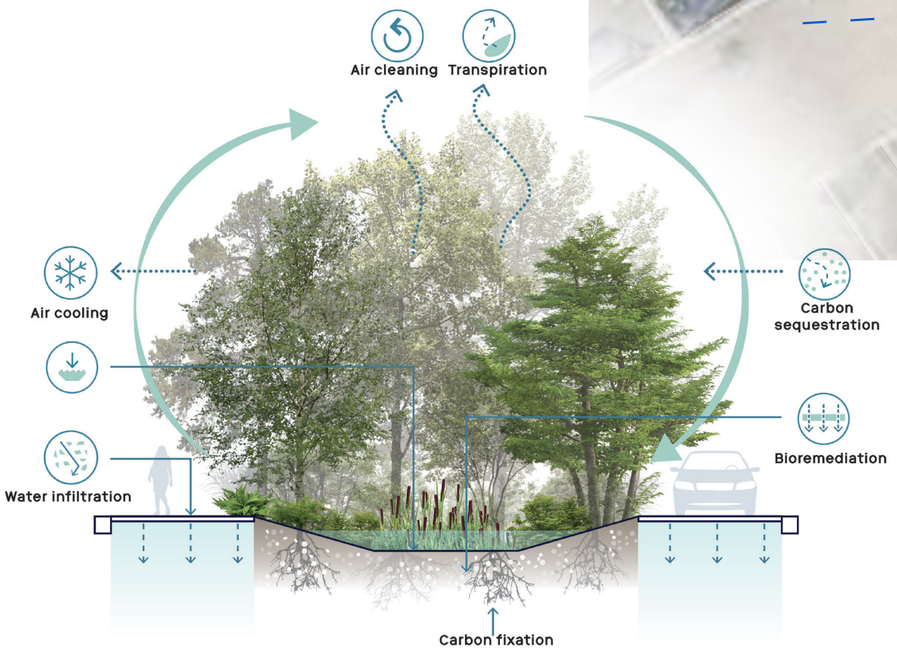
Our sustainability and environmental strategy is rooted in a holistic approach that enhances resilience, reduces waste, and supports long-term ecological health.

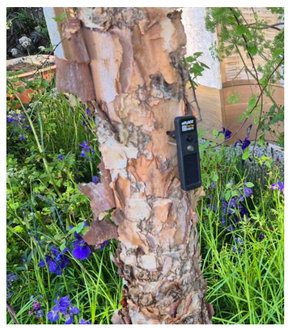
Sustainable Urban Drainage Systems (SUDS), including rain gardens and permeable paving, are incorporated throughout the scheme to reduce surface runoff and improve flood resilience. A strong emphasis on material reuse further minimises environmental impact, with recycled elements such as trees, furniture and concrete slabs from a former RHS show garden, reclaimed stone cobbles from highway works, and re-purposed concrete HVM blocks integrated into the design.

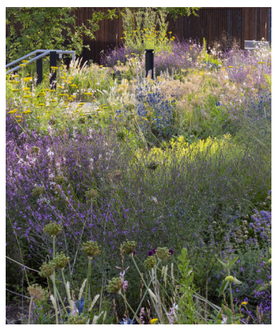
Biodiversity is significantly enhanced, delivering a net gain of 326.3% far exceeding the statutory 10% requirement through extensive new planting.

To mitigate urban heat island effects, shading trees, shrubs, and light-coloured stone materials are used to promote urban cooling. Additionally, artificial intelligence tree sensors have been recycled from the former RHS show garden and there are plans for them to be deployed to monitor tree health, enabling targeted and efficient maintenance that supports the long-term vitality of the landscape.

Diagram showing sustainable drainage strategy







8

PIGEON TRIANGLE

Management & Maintenance

Studio Egret West

8.1 Management & Maintenance

The establishment and future success of the landscape is largely dependent on the standard and frequency of the subsequent maintenance and management it receives.

To ensure the successful establishment of trees and planting, operations stated on the following pages are necessary for a minimum of twelve months after practical completion of the public realm.

Pigeon Triangle will be maintained by The Mayfield Partnership estate team who currently look after the estate and Mayfield Park. This team have been successful in winning a Green Flag for their maintenance and management of Mayfield Park which opened in 2022. Maintenance measures include the following:

01 To facilitate an efficient and sustainable landscape management and maintenance regime through the lifetime of the development;

02 To provide a safe, high quality external environment for all site users;

03 To maintain a robust and visually appealing landscape setting;

04 To ensure that the landscape develops in a manner commensurate with the original design intentions;

05 To ensure the successful establishment and continued growth through to maturity of the trees and other planting identified in the Landscape Proposals;

06 To function and operate as fully accessible public park

07 A successful maintenance plan is comprised of two components; an establishment phase for the first 5 years, followed by long term, ongoing maintenance.

Photograph celebrating Mayfield Park's Green Flag Award

8.2 Management & Maintenance

Tree Planting - Establishment Maintenance

01 Maintenance of a weed free area, 1.5m out from the base of semi-mature each tree;
02 Watering to ensure moisture levels are maintained appropriately for optimum growth;
03 Application of a slow-release fertiliser around the base of all trees to ensure soil fertility is maintained;
04 The removal of any vandalised, unhealthy or dead specimens as soon as possible and replacement with trees of the same size to those adjacent, during the next available planting season;
05 Inspection, adjustment and maintenance of anchors, stakes and ties;
06 Removal of any items that have been attached to trees
07 Re-firming of trees after strong winds, frost
08 Pruning to remove dead, dying or diseased wood during dormant season;
09 Pollarding Willows once reached desired height and maturity and to standard horticultural standards;
10 Remove suckers and formatively prune if necessary to achieve natural shape, healthy growth and to favour a single leader; and
11 Topping up mulch at the end of the rectification period to achieve a 75mm layer.

Tree Planting - Ongoing Maintenance

01 Following the establishment maintenance period, it is recommended that the Mayfield Partnership Estate Team undertake the relevant operations listed in the establishment period. Mulching and fertilising are not necessary. With suitably drought tolerant species, watering is only required in periods of extreme drought.

Mixed Shrub & Herbaceous Planting - Establishment Maintenance

01 Control and removal of weeds;
02 Pruning of shrubs for floral, foliage and stem colour effect and to remove weak, dead and diseased branches
03 Pruning of species to ensure naturalistic form; plus to promote flowering/berry production/retention (where appropriate);
04 Remove dead growth and trim herbaceous perennial and ornamental grass plants in spring, avoiding damage to any new shoots that have emerged;
05 The removal of any failed, vandalised, unhealthy or dead specimens as soon as possible and provide replacements of the same size to those adjacent, during the next available planting season;
06 Watering of plants to ensure moisture levels are maintained appropriate for optimum growth;
07 Removal of litter from all planting beds to maintain the Site in a tidy condition; and
08 Top up mulch annually to achieve a 75mm layer.

Mixed Shrub & Herbaceous Planting- Ongoing Maintenance

01 Following the establishment maintenance period, it is recommended that the Mayfield Partnership Estate Team undertake the relevant operations listed in the establishment period. Mulching and fertilising are not necessary. With suitably drought tolerant species, watering is only required in periods of extreme drought.

Hard Surface & Street Furniture - Establishment Maintenance

01 Seasonal maintenance, (litter, leaf and snow clearance, de-icing), repairs and weed control as necessary, except for adoptable roads and footpaths, which will be maintained by the Local Authority;
02 Overhanging or adjacent branches are to be trimmed back to allow free pedestrian movement;
03 Inspect and maintain lighting columns and replace light fittings when necessary;
04 Repair damaged or uneven surfaces immediately;
05 Repair damaged or vandalised street furniture immediately;
06 Repair damaged or vandalised railings; and
07 Cleaning and removal of debris following flood event.

Hard Surface & Street Furniture - Ongoing Maintenance

01 Following the establishment maintenance period it is recommended that the Mayfield Partnership Estate Team will undertake the relevant operations listed in the establishment maintenance.

Maintenance Operation	Frequency	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1.5m weed control around base of tree	4x Annually				■		■		■		■		
Re-firming of trees	As required	■	■	■	■	■	■	■	■	■	■	■	■
Apply slow-release fertiliser around base of tree	Annually			■									
Removal of items attached to trees	As required	■	■	■	■	■	■	■	■	■	■	■	■
Pruning to remove dead, dying or diseased wood	As required	■	■										■
Replace damaged/vandalised/unhealthy stock	Annually	■	■									■	■
Water to ensure moisture levels are appropriate	As required				■	■	■	■	■	■	■		
Top up mulch	1x Annually			■									

Tree Planting - Maintenance Chart

Maintenance Operation	Frequency	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Weed control and removal	4x Annually				■		■		■		■		
Assess growth and consider slow-release fertiliser	As required			■									
Pruning to remove dead, dying or diseased growth	Annually	■	■										
Trimming of herbaceous & ornamental grass and perennial species	As required			■									
Replace damaged/vandalised/unhealthy stock	As required	■	■	■							■	■	■
Watering of areas to ensure moisture levels are appropriate	Annually				■	■	■	■	■	■			
Removal of litter from planting beds	As required												
Top up mulch	1x Annually			■									

Mixed Shrub & Herbaceous Planting - Maintenance Chart

9

PIGEON TRIANGLE

Lighting + Security

Studio Egret West

9.1 Lighting

The Pigeon Triangle site is located within the Mayfield regeneration area, bounded by Fairfield Street, Travis Street, and Baring Street.

The area is transitioning from a car-dominated environment to a pedestrian-friendly public realm with integrated planting, reclaimed materials, and sustainable drainage features. Lighting will complement these interventions and ensure the space remains pleasant and usable during all hours. The approach prioritises pedestrian comfort, safety, and accessibility while complementing the surrounding urban environment.

Lighting will be designed to maintain a safe and welcoming environment during all hours. Light columns integrated with CCTV will provide passive surveillance and enhance security. Illumination levels will comply with standards, avoiding glare and ensuring facial recognition for safety.

Lighting will also highlight key landscape features and routes, supporting legibility and comfort. The pedestrian routes within Pigeon Triangle will be illuminated using 5 metre high lighting columns positioned to provide uniform coverage along key pathways. These columns will deliver functional lighting levels suitable for circulation and wayfinding.

In addition to the illumination provided by the lighting columns located within the Triangle. Additional light contributions are existing that contributes to surrounding ambient levels of illumination located around the Triangle which currently provide illumination of the surrounding roadways and pedestrian pavement access routes.

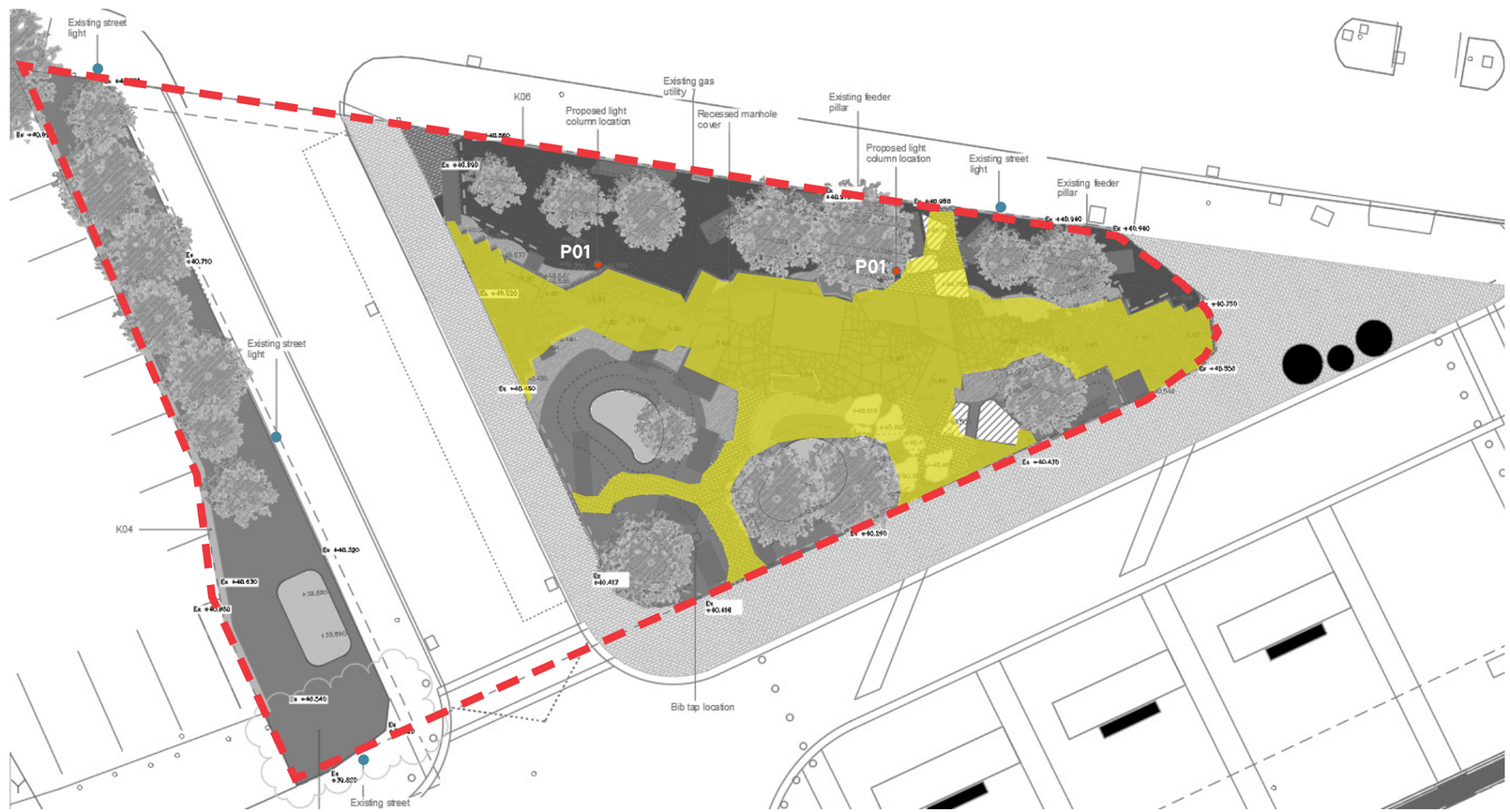
The illumination of the surrounding areas will contribute towards the overall ambient illumination and transition from Triangle to adjacent areas. Reducing dark spots, increasing the uniformity of lighting and enhancing visual comfort. The luminaires will be specified with warm white LED sources (≤3000K) to maintain a pleasant atmosphere and minimise ecological impact.

Considering the triangle's urban context and its role as a pedestrian route, the design basis aligns with Lighting Class P1, which requires an average of 15 lux and a minimum of 3 lux. The area highlighted in Yellow in the right-hand image represents the designated pedestrian pathway.

The selected lighting column specification provides for a continuity with these throughout the Mayfield site wide exterior lighting scheme. Providing for a consistency in character and a unified lighting scheme for the areas of public realm.

Legend

- Pedestrian Pathway- 15 lux avg, 3 lux min
- Proposed new 5m columns - P01
- Existing Lighting Columns



Pigeon Triangle - Lighting Layout Plan

9.2 Safety, Security + Accessibility

Safety & Security

Lighting will support both active and passive surveillance by providing adequate vertical and horizontal illuminance for facial recognition and hazard detection. Integration with CCTV systems on selected columns will provide additional security measures.

It is proposed three CCTV cameras will be located on the lighting column located centrally (north-east) within the Triangle to provide suitable coverage of the area and central access route.

The design avoids excessive contrast and glare, promoting safe adaptation of the eye and reducing accident risk. The use of lighting columns are proposed to provide for suitable vertical illumination for facial recognition.

Secured by Design (police initiative encouraging security recommended practice) encourages lighting conforming with BS 5489-1:2020 to ensure suitable illumination of all park areas, and to ensure that “fear of crime” is reduced - people should feel safe moving through the park during dark hours.

The lighting is designed to meet the requirements of the BS 5489 to an illumination criteria for a P1 lighting classification for a pedestrian thoroughfare within a city environment. Providing for an illumination level of 15 lux average at ground level.

The lighting will provide a colour rendering index value of 80 CRI in line with the Secure by Design recommendations.

Table A.6 — *Lighting classes for city and town centres*

Type of traffic	Lighting class			
	Normal traffic flow		High traffic flow	
	E3[A)]	E4[A)]	E3[A)]	E4[A)]
Pedestrian thoroughfare	P2	P1	P2	P1
Pedestrian only	C4	C3	C3	C2
Mixed vehicle and pedestrian with separate footways	C3	C2	C2	C1
Mixed vehicle and pedestrian on same surface	C2	C1	C1	C1

[A)] Environmental zone, as given in ILP GN01 [N2].

Table from BS 5489-1:2020, Design of Road Lighting

Accessibility

The lighting strategy has been developed to assist all users, including those with visual or mobility impairments. Consistent lighting levels along accessible routes will enhance legibility and foster a sense of safety for pedestrians. Additionally, lighting will emphasise key features such as seating areas and crossings, supporting intuitive navigation.

Lighting columns located to the north of the pedestrian routes are integrated into the landscape to minimise clutter and allow maximum accessible route within the landscape hardscape.

Table 3 — P lighting classes

Class	Horizontal illuminance		Additional requirement if facial recognition is necessary	
	$\bar{E}$ [a] [minimum maintained] lx	E_{min} [maintained] lx	$E_{v,min}$ [maintained] lx	$E_{sc,min}$ [maintained] lx
P1	15,0	3,00	5,0	5,0
P2	10,0	2,00	3,0	2,0
P3	7,50	1,50	2,5	1,5
P4	5,00	1,00	1,5	1,0
P5	3,00	0,60	1,0	0,6
P6	2,00	0,40	0,6	0,2
P7	performance not determined	performance not determined		

[a] To provide for uniformity, the actual value of the maintained average illuminance shall not exceed 1,5 times the minimum $\bar{E}$ value indicated for the class.

NOTE 4 A high colour rendering contributes to a better facial recognition.

Table from BS EN 13201 -2 : 2015 Road lighting Part 2 - Performance Requirements

Product

The approach reflects the architectural language and typologies established within the existing Mayfield site, seamlessly extending and continuing them into the Pigeon Triangle.

Luminaire type - We-ef lighting PFL230 108 -1627 led

Column - 5 meter

Colour temperature - 3000k

Luminaire finish - Ral 7021

Column finish - Galvanised steel ral 7021

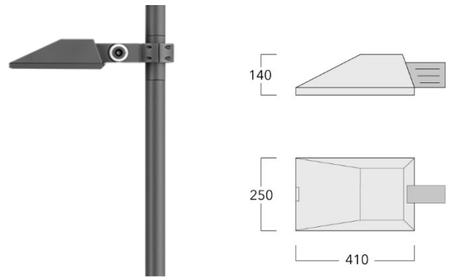


Image and dimensions of We-ef lighting PFL230 108 -1627 led (P01)

Reference image

9.3 Lighting Controls + Environmental Considerations

NOTE: Surrounding lighting columns other than P01 are presented for reference purposes only and are not part of the proposed lighting scheme. Their positions, mounting heights, and photometric data are assumed and indicative, based on placeholder fixture information. These elements have been included solely to support the assessment of potential light spill in relation to the red line boundary. Final specifications, including luminaire type, optics, mounting height, and column placement, are to be provided by the local authority. This approach adheres to compliance with boundary conditions while acknowledging that current data is provisional and not representative of final design intent.

Lighting Controls

The lighting shall be controlled via an externally mounted photocell to provide automated operation of the lighting during hours of darkness.

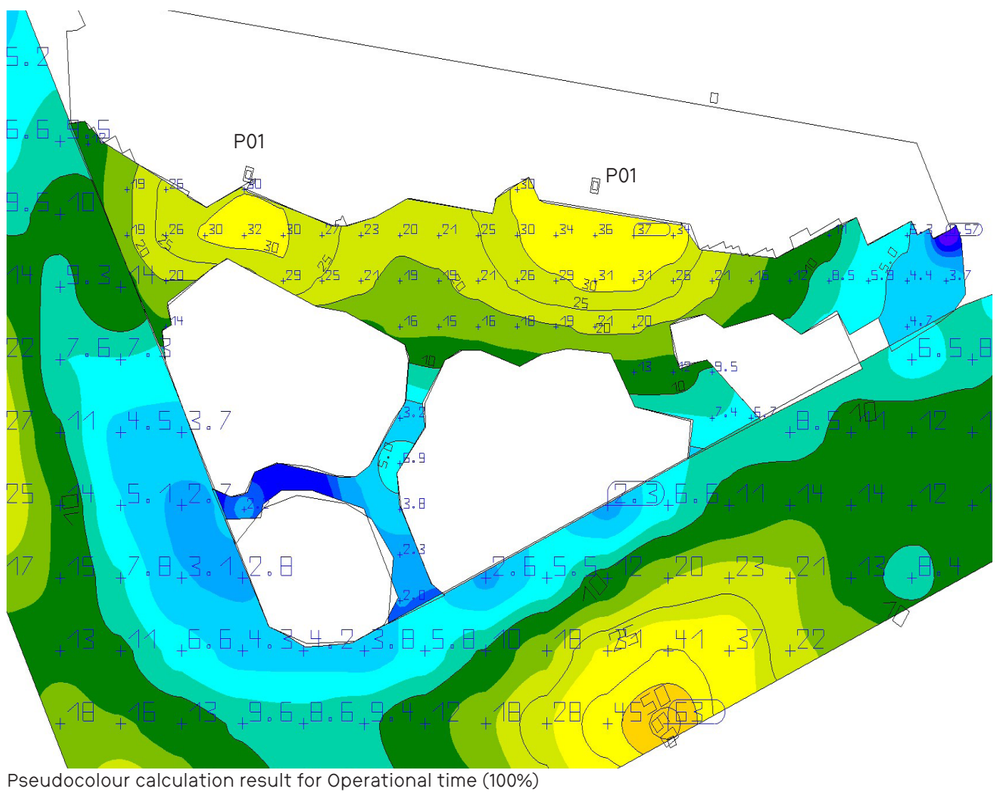
The lighting shall be operational from Dusk (sunset) till Dawn (sunrise). The final timings of operation shall be coordinated with the surrounding street lighting to operate cohesive as a unified lighting scheme.

Environmental Considerations

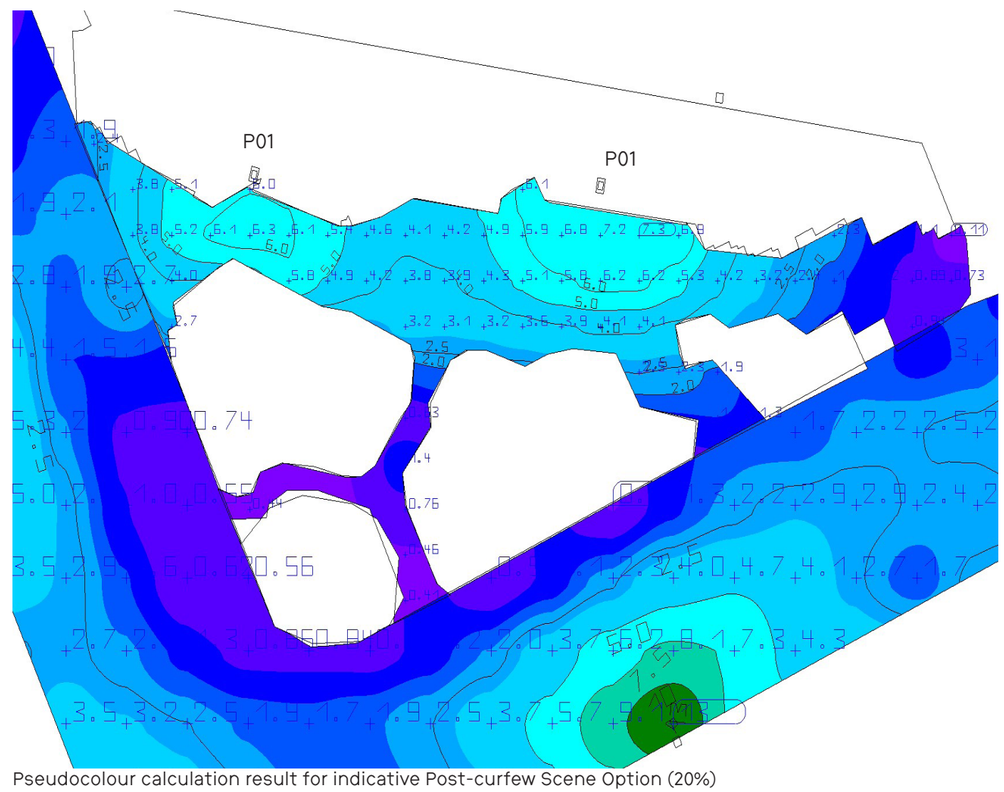
Energy-efficient LED luminaires will be used throughout.

The selected colour temperature (≤3000K) will provide an ambient lighting atmosphere for the Triangle.

Incorporating dimming capability allows for reduced illumination levels after curfew (typically 11:00 PM), helping to minimise lighting impact and conserve energy. However, implementing such a strategy would be a deviation from the BS standards recommended.



Pseudocolour calculation result for Operational time (100%)



Pseudocolour calculation result for indicative Post-curfew Scene Option (20%)

Legend

- 0.00 lx
- 0.50 lux
- 1.00 lx
- 1.50 lux
- 2.00 lx
- 3.00 lux
- 5.00 lx
- 7.50 lux
- 10.00 lx
- 15.00 lux
- 20.00 lx
- 30.00 lux
- 50.00 lx
- 75.00 lux
- 100.00 lx
- 150.00 lux
- 200.00 lx

9.4 Security + safety

The following summary is intended to support the Design and Access Statement (DAS) for Pigeon Triangle, seeking to demonstrate scheme has considered the requirements for security and public safety in accordance with the National Planning Policy Framework (NPPF) and local planning requirements.

The security strategy for Pigeon Triangle has been developed following several key engagements:

- 26/08/25: Security consultation meeting with Kevin Gillham and Sarah Hawkins from Manchester City Council

- 29/08/25: Security consultation meeting with Simon McNulty from Greater Manchester Police

- 01/09/25: Security consultation meeting with David Maher, Design for Security Consultant, Greater Manchester Police

- 19/11/25: Coordination workshop between Buro Happold Security and Landsec Mayfield Estate Management

- 21/11/25: Coordination workshop between Buro Happold Security and Studio Egret West

- 01/12/25: Follow up security consultation meeting with David Maher, Design for Security Consultant, Greater Manchester Police and Simon McNulty from Greater Manchester Police

This statement shall illustrate how Pigeon Triangle shall be brought forward using best practice security principles, including the Crime Prevention Through Environmental Design (CPTED) framework, appropriate Secured by Design guidelines, and appropriate security risk mitigations.

Paragraph 95a of the NPPF (Chapter 8 - Promoting healthy and safe communities) states the following:

'planning decisions should anticipate and address possible malicious threats especially in locations where large numbers of people are expected to congregate...the layout and design of developments should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps are taken to reduce vulnerability, increase resilience, and ensure public safety and security.'

In accordance with Paragraph 95a, Pigeon Triangle shall utilise the following security features to minimise security risk and ensure appropriate steps are taken to maintain the security and safety of all users using or moving through the park space:

· Hostile Vehicle Mitigation (HVM): To protect users within Pigeon Triangle and to protect adjacent sites and crowded places by supporting the development of a wider HVM strategy, maximising stand-off and protecting against vehicle as a weapon attack.

· Video Surveillance System (VSS): To ensure that all activity within the public park space is monitored, discouraging crime and antisocial behaviour, detecting incidents to initiate a security response, and empowering post-incident investigation.

· Security lighting: To ensure that activity within the park can be seen at all hours, promoting guardianship over the space. Principles of best practice have been drawn from Secured by Design guidelines. Effective lighting will minimise dark spots and concealed spaces, reducing crime and fear of crime.

The design of Pigeon Triangle should deter malicious activity, including criminal activity, antisocial behaviour, and other legitimate activity, and support the creation of a safe and secure environment. To best achieve these new measures introduced within Pigeon Triangle shall seamlessly integrate with the existing security infrastructure used to maintain the safety and security of the wider Mayfield developments. The early detection of unwanted activity and the rapid response to detected activity will benefit the security of both Pigeon Triangle and the wider area.

The DAS will not provide specific descriptive information regarding the physical construction, capabilities, security ratings or detailed drawings of any sensitive security measure per the National Protective Security Authority (NPSA) guidelines for the handing of sensitive information within planning applications:

"Information such as descriptive labelling of sensitive areas such as control rooms and particular attributes of:

· traditional hardware such as CCTV;

· features which control access to areas of assets not accessible to the public; and

· physical infrastructure like bollards and barriers to mitigate attacks by hostile vehicles,do not need to be, and should not be, provided as part of a planning application or planning appeal."

The inclusion of these elements would negatively affect the security of Pigeon Triangle and it's adjacencies by empowering those conducting hostile reconnaissance efforts in preparation for an attack. A high-level overview of non-sensitive attributes of each security element is provided below:

· Hostile Vehicle Mitigation: Pigeon triangle shall use appropriately constructed and installed vehicle security barriers. These shall be arranged around the perimeter of the site to create a secure line, integrated with adjacent vehicle security barriers as part of a wider hostile vehicle mitigation strategy. All measures shall be installed to relevant guidelines provided by the NPSA public realm design guidance and hostile vehicle mitigation guidance to ensure appropriate spacing, height and general position.

· Video Surveillance System: New cameras shall be installed within Pigeon Triangle to ensure that areas of people movement within the park are observed. These cameras will be integrated with the existing video surveillance system in use within the wider Mayfield site, actively monitored from the security control room. New cameras will capture video of a suitable image quality and have been coordinated with both planting and lighting within the park, per the recommendations of Secured by Design.

· Security Lighting: Best practice principles have been drawn from Secured by Design guidelines, designing lighting to the standards of BS 5489-1:2020 and ensuring that lighting is of appropriate lux and uniformity to reduce crime and fear of crime through the minimisation of dark spots.

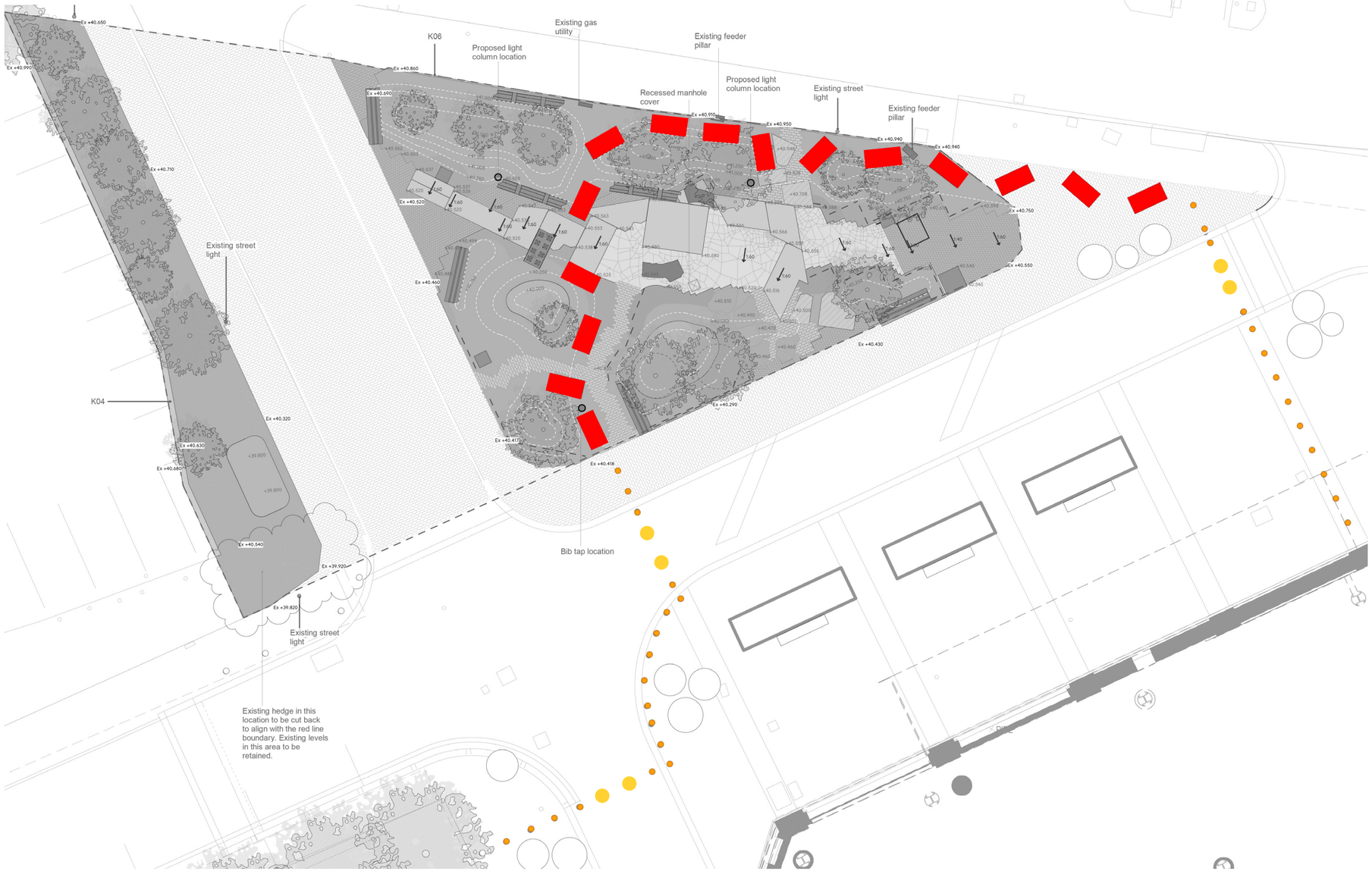
Further information regarding security measures made be made available to relevant stakeholders outside of the public forum as required.

Mayfield Park photographs by Richard Bloom

9.5 Vehicular Deterrent Layout

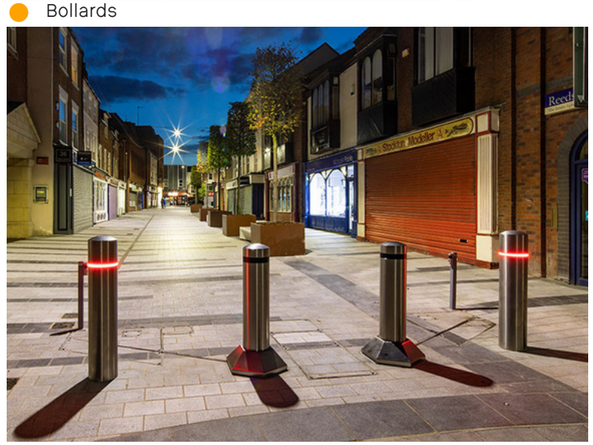
Legend

- Bollards
- HVM Blocks
- Sliding Bollards



HVM blocks

Bollards



Sliding Bollards

Diagram showing the spaces defensible edge and vehicular deterrent

10

PIGEON TRIANGLE

Planning Policy Compliance

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10.1 Planning Policy Compliance

The proposals for Pigeon Triangle align with the following:

- Manchester Core Strategy (2012):
- Policy CC10 (A Place for Everyone)
- Policy EN9 (Green Infrastructure)
- Policy EN14 (Flood Risk and Climate Change)
- Policy EN15 (Biodiversity and Geological Conservation)
- Policy DM1 (Design)
- Places for Everyone, adopted in 2024: Emphasises quality public realm and climate resilience.
- National Planning Policy Framework (2023): Paragraphs 130–134 (good design), 152–154 (sustainability).
- Manchester's Green and Blue Infrastructure Strategy (2015–2025): Supports expansion of connected green spaces.

Place illustrations

11

PIGEON TRIANGLE

Conclusion

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11.1 Conclusion

The transformation of Pigeon Triangle will:

- Transform an underused site into an attractive, accessible, and biodiverse public space.
- Contribute to Manchester's climate resilience and wellbeing goals.
- Create a safe, inclusive environment for everyday use and community interaction.
- Promote local heritage and Mancunian authenticity for local communities.
- Bring Mayfield Park closer to the station and the city centre
- Seamlessly integrate with and support the broader Mayfield regeneration, ensuring its long-term relevance and success within the evolving urban context

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