

**Manchester City Council  
Report for Resolution**

**Report To:** Executive - 30 May 2018

**Subject:** Mayfield Strategic Regeneration Framework Update 2018

**Report of:** Strategic Director (Development)

---

**Summary**

This report informs the Executive of the outcome of a public consultation exercise with local residents, businesses and key stakeholders on the draft updated Strategic Regeneration Framework (SRF) for Mayfield. The report responds to the issues raised, and seeks the Executive's approval and endorsement of the final SRF.

**Recommendations**

The Executive is recommended to

- i. Note the comments received on the Strategic Regeneration Framework and the response to these comments.
  - ii. Approve the Mayfield Strategic Regeneration Framework, with the intention that it will become a material consideration in the Council's decision making as the Local Planning Authority.
- 

**Wards Affected:** Piccadilly and Ardwick

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The scale and potential of development within this area will provide a major focus for new investment and the growth of jobs. With the potential for up to 154,000 sq. m of office space and a prominent location next to a major transport hub, Mayfield will be an attractive location for business. It is anticipated that up to 10,000 jobs could be supported at Mayfield.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The site has the potential to accommodate significant new office based jobs, in a range of sectors and levels, particularly in the business and professional services and digital sectors. The partners will seek to maximise local employment and training opportunities from this initiative, including apprenticeships during the construction phase.

<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>Social value was included as a criteria within the selection of the developer to ensure a positive contribution to jobs growth in the city. The scheme will provide new connections both to other parts of the city centre and to surrounding communities, including Ancoats and New Islington and Ardwick, providing improved access for local residents to the opportunities and amenities within the Mayfield area. The area will also provide new leisure opportunities, including a new park, accessible to all residents.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>The delivery of Mayfield will result in a major mixed use scheme on a currently derelict site. As well as providing new high quality commercial accommodation, the new residential accommodation and the public amenities including public realm, retail and leisure opportunities, will create a desirable location in which to live, work and spend leisure time. A major new park for the city, available for all residents and visitors, is proposed as part of the SRF. Located immediately adjacent to Piccadilly Station, Mayfield is also highly connected to all forms of public transport, minimising the need for car journeys to and from the area, and pedestrian and cycle routes through the area will be maximised. Sustainability is one of the key principles of the SRF, and the development of Mayfield will involve the regeneration of a major brownfield site, providing the opportunity to create new ecological habitats and a holistic approach to building design to minimise energy use.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>Located immediately adjacent to Piccadilly Station, Mayfield benefits from excellent access to all forms of public transport. The scheme will provide new connections both to other parts of the city centre and to surrounding communities, including Ancoats and New Islington and Ardwick. High quality new commercial accommodation will be provided as well as significant new public realm, including a new park.</p>

**Full details are in the body of the report, along with any implications for:**

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

## **Financial Consequences – Revenue**

Under the terms of the Partnership Agreements outlined in the September 2016 reports, any costs (other than internal staff costs) associated with taking forward the development will be treated as a development cost and will be recoverable from the returns made from the development.

## **Financial Consequences – Capital**

There are no financial implications arising directly from this report. A Part B report presented to the Executive in September 2016 set out the arrangements regarding the disposal of the Council's land interests into the Mayfield Joint Venture.

---

### **Contact Officers:**

Name: Eddie Smith  
Position: Strategic Director  
Telephone: 0161 234 5515  
E-mail: e.smith@manchester.gov.uk

Name: Dave Roscoe  
Position: Planning Development Manager  
Telephone: 0161 234 4567  
E-mail: d.roscoe@manchester.gov.uk

Name: Pat Bartoli  
Position: Head of City Centre Growth & Regeneration  
Telephone: 0161 234 3329  
Email: p.bartoli@manchester.gov.uk

### **Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above;

- 16th December 2009: Report to Executive - Mayfield SRF
- 10th March 2010: Report to Executive - Mayfield SRF
- Mayfield SRF 2010 – Final Report
- 30th August 2013: Report to Executive - Mayfield SRF
- 30th August 2013: Report to Executive - Manchester Piccadilly HS2 SRF
- Manchester Piccadilly HS2 SRF Final Report – January 2014
- 27th July 2016: Report to Executive - Mayfield Development
- 14th September 2016: Report to Executive – Mayfield Development Part A and B
- Mayfield SRF 2018
- 7<sup>th</sup> February 2018: Report to Executive - Mayfield Strategic Regeneration Framework Update 2018

- 7<sup>th</sup> March 2018: Report to Executive - Manchester Piccadilly Strategic Regeneration Framework Update 2018
- Manchester Piccadilly Strategic Regeneration Framework 2018

## **1.0 Introduction**

- 1.1 On 7 February 2018, the Executive endorsed, in principle, an updated Strategic Regeneration Framework (SRF) for the Mayfield area. Mayfield occupies a 30 acre site adjacent to Piccadilly Station, and sits within the Eastern gateway area of the city centre. The Executive requested that the Chief Executive undertake a public consultation exercise in relation to the updated Mayfield SRF.
- 1.2 The 2018 Mayfield SRF set out a vision for Mayfield as a world class, transformational, distinctive and imaginative commercially-led, mixed use neighbourhood, anchored by the new 6.5 acre Mayfield Park. The SRF proposes to capitalise on the area's existing assets - the Mayfield Depot, River Medlock, and the gateway location alongside extensive transport hub – to become a destination for work, play and living for all.
- 1.3 This report summarises the outcome of the public consultation on the updated Mayfield SRF; responds to the comments received; and outlines the changes made to the SRF as a result of the consultation.
- 1.4 The February 2018 report also noted that the Mayfield SRF is part of the wider High Speed 2 (HS2) Manchester Piccadilly SRF, with Mayfield forming the first phase of development. The Piccadilly SRF has also been refreshed in light of HS2's changes to the line of route and station location, and other changes in the area. The draft revised Piccadilly SRF was considered at the March 2018 Executive, with Members agreeing that a public consultation also be carried out on this Framework. The outcome of the consultation on the Manchester Piccadilly 2018 SRF will also be reported back to a future meeting of the Executive.

## **2.0 The Consultation Process**

- 2.1 Consultation letters were sent out to 1,976 local residents, businesses, and stakeholders informing them about the public consultation, how to engage in the consultation process, and where to access the SRF. The SRF was made available on the Council's website, and comments were invited.
- 2.2 A series of public exhibitions on the SRF were also carried out during the first two weeks of March by the development partner, U+I, on behalf of The Mayfield Partnership. Those attending the events were encouraged to give written feedback via comment cards and questionnaires. A summary of the consultation events is given in Section 4 of this report.
- 2.3 The formal consultation closed on 22 March 2018, following a six week period of consultation.
- 2.4 In total 9 responses were received by the City Council to the consultation letters, broken down as follows:
  - 1 from an individual resident

- 2 from landowners in a neighbouring area
- 1 from a charity
- 3 from statutory/public organisations
- 2 from local Councillor candidates

At the same time, U+I publicised their consultation events and people were able to leave their comments in this way. The next sections summarise the comments received directly to the City Council's consultation (Section 3) and arising from the consultation events (Section 4).

### **3.0 Consultation comments**

3.1 The majority of the responses received to the Council's consultation were generally supportive of regenerating the Mayfield area, and of the SRF proposals. A number of issues were raised, which fall within the following major categories:

- The Mayfield Park, green space & bio-diversity
- Residential provision & typology
- Accessibility & connectivity
- Economic & social benefits
- Heritage
- Building design, height & use
- Environmental sustainability
- Consultation

#### **The Mayfield Park, Green Space & Biodiversity**

3.2 The majority of the comments in relation to the proposals for green space and biodiversity, including the Mayfield Park, were positive. Respondents were generally supportive of the inclusion of the park and green space in the city centre, highlighting the need for more green space in Manchester, and the importance to individual and community well-being and ecology/eco-systems. They also welcomed the fact that the park was central to the development and the investment in biodiversity.

3.3 There were also specific comments from the Councillor candidates for the park to be as large as possible; to include a range of uses for families; for measurable commitments on biodiversity; and assurances on the maintenance of the park.

3.4 The charity response felt that the scale of the green space was ambitious and would significantly improve the quality, connectivity and accessibility of green space in the city centre as a whole. In particular, they supported the rehabilitation of the river; creation of wetlands; the benefits provided by the play island and lawn; and the connectivity of green space. They further commented that adequate provision should be made for the park's maintenance and suggested that opportunities be created for the local community and businesses to be involved in the ongoing up-keep of the park.

## **Residential Provision & Typology**

- 3.5 Both Councillor candidate responses commented on the provision of housing at Mayfield. One of the responses welcomed the provision of more housing in the city centre, but requested that this should be at a variety of price points and appropriate to people with a variety of circumstances, including families and older people. It also supported the creation of mixed commercial and residential zones.
- 3.6 The other candidate response requested that affordable housing be provided at Mayfield. It also supported the provision of town houses in this location, and gave some examples of other housing schemes.

## **Accessibility & Connectivity**

- 3.7 Links to the rest of the city centre and the city was raised by a number of respondents. One of the Councillor candidate responses welcomed the building of development near transport hubs to reduce car use, and supported the increased pedestrian and cycling access, and commitment to reduce hard barriers. A request to make the area cycle friendly and provide high levels of cycle storage was raised in the other Councillor response, as well as welcoming the connections to surrounding areas. The charity supported the connectivity of the green space with the adjacent Piccadilly SRF.
- 3.8 A landowner with a site in an adjacent area commented that this residential development would provide a hub to link together the Mayfield site through to the Brunswick area, and requested confirmation of adequate connections between Mayfield and Ardwick to facilitate the movement of people and support the wider regeneration.

## **Economic & Social Benefits**

- 3.9 Two responses were particularly supportive of the economic and regeneration benefits that would be provided, including the creation of new jobs in the area, particularly in well-paid, highly skilled professions, and apprenticeship opportunities. One of the Councillor candidate responses also requested information on skills development work with local education institutions, and monitoring of how many local people are recruited to jobs. It further sought assurance that all workers would be paid at least the Manchester Living Wage/construction Joint Industry Board Rate and the right for Trade Unions to operate on site by all contractors. The other candidate response requested that there is minimal inconvenience to the current businesses in the railway arches.

## **Heritage**

- 3.10 The retention and re-use of existing buildings, including the Mayfield Depot and the railway arches, was welcomed by a number of respondents. One person cited another city as an example of how arches are used.

## **Building Design, Height & Use**

- 3.11 Three of the respondents commented on the design and height of the building proposals in the SRF. One individual expressed concerns about the high rise development proposals for the north of site, and felt that they were out of keeping with the history of the area and the city and cut off the area from Piccadilly Station.
- 3.12 On the other hand, one of the Councillor candidate responses welcomed the innovative and exciting architecture, which would provide a good first impression for visitors arriving at Piccadilly Station. They made a specific request that the hotel provision does not put an excessive strain on local residents. The other Councillor candidate response supported the proposals for tall buildings to be located close to the station and at the South East end of the site, and for smaller buildings in the centre of the site, requesting innovative design of the taller buildings.
- 3.13 There was a specific comment from a landowner in an adjacent area that his property be included in the SRF boundary, reflecting the previous version of the SRF.

## **Environmental Sustainability**

- 3.14 The commitment to low carbon and efficient energy use was supported by the two Councillor candidate responses. One response also requested that further information and comparisons with other developments be provided, while the other suggested use of solar and wind power installations where appropriate.

## **Consultation**

- 3.15 Both Councillor candidate responses also welcomed the outreach work to the wider community and the opportunity for more community consultation as the proposals are further advanced.

## **3.16 Statutory Agency Responses**

- 3.17 Responses were received from the following statutory agencies: Transport for Greater Manchester (TfGM), Network Rail and the Environment Agency (EA), all of which supported the regeneration proposals and the benefits that these would bring. Their specific comments are outlined below. Heritage England also responded directly to U+I, welcoming the positive approach to redeveloping the site, which recognises the strengths of the area, and the retention of the historic structures.

## **TfGM**

- 3.18 TfGM, who are also a landowner at Mayfield, responded that the high level of public transport accessibility to the Mayfield area provided an excellent opportunity for sustainable growth, minimising the need for car use. Their response, therefore, supported the proposals to create high levels of jobs,



office space and homes in this location. The response expressed particular support for the following elements of the SRF:

- The emphasis on active travel modes, both to and through the site, including the creation of new public realm and green space.
  - The improved connectivity, transforming Mayfield to a fully integrated part of the city centre, including the aim to reduce the severance of the Mancunian Way, although this would need to address safety concerns around traffic movements.
  - The range of regeneration benefits for the surrounding communities, assisted through the increased connectivity of these areas to Mayfield.
  - Maximisation of the opportunities presented by the proposed rail investment in Piccadilly, including the future HS2 station and opportunities for Northern Powerhouse Rail, and the public realm proposals for Wyre Street, which would enhance the connection between Mayfield and the station.
  - The flexible approach which can respond to changes in policy and market conditions, including in relation to car parking demand.
- 3.19 The response noted the need to undertake an assessment of the full transport impacts, and a desire to continue working with the other Mayfield partners to help deliver the aspirations for both the Mayfield and Piccadilly areas.

### **Network Rail**

- 3.20 In their response to the consultation, Network Rail requested to be identified as a key stakeholder in respect of their future development aspirations for the area. They suggested that the railway arches are regarded as an opportunity to create a sense of place through their refurbishment for commercial uses, and offered to work in partnership with the Mayfield partners to maximise this potential. They also requested that the traffic measures for the area consider access to existing businesses and for maintenance of the viaduct, as well as for shared surfacing for new public realm. The need for adequate on-site parking, as well as strong pedestrian links to public transport provision, was also raised, in order to minimise “fly parking” in the area.

### **Environment Agency**

- 3.21 The EA were very supportive of the proposals to rejuvenate the site, and create a range of high quality green infrastructure for both people and wildlife, including the park and improvements to River Medlock. They made the following specific comments:
- Following initial discussions with U+I and their consultants, the overall flood risk measures are welcomed, but detailed proposals would need to be accompanied by site specific flood risk assessment, to understand the impact of proposed changes to the river and ground levels.

- In some of the park proposals, there may be a need for compromise to bring together issues of leisure/recreation, flood risk, maintenance access to the river, and ecology in a practical way.
- Elements of the development that affect the river may require a permit from the EA for works or structures.

#### **4.0 Feedback from Informal Consultation Events**

- 4.1 The consultation events held by U+I, on behalf of The Mayfield Partnership, took place between 1<sup>st</sup> and 11<sup>th</sup> March. The comments received via this route are summarised below.
- 4.2 Over 80% of the comments received in response to the consultation events were wholly positive about the proposals within the draft SRF. Overall areas of support included:
- Bringing redevelopment and regeneration to the area.
  - Variety of architecture, building styles and mix of uses.
  - Opportunity to bring jobs and accommodation to the area.
  - Overall heights and massing, and the fact that the location of taller buildings will not overshadow the park.
  - Provision of green space and health and well-being opportunities.
  - Improved views/first impression of the city to visitors arriving by train.
  - Retaining heritage.
  - Creation of a new community.
  - Focus on transport links.
  - The consultation events.
- 4.3 The main overall themes raised in feedback to the events were similar to those raised through the formal consultation, and are summarised below.

- **The Mayfield Park, Green Space & Biodiversity**

There was a high level of support for the amount and accessibility of the green space and the main features proposed, including the use of the River Medlock, as well as the investment in biodiversity. There were also a number of specific suggestions made regarding the facilities and uses for the park, including garden spaces to teach children; beehives; places to fish; a community farm and food growing areas; wildlife reserve; trees; and wild areas. There were some specific requests to ensure that the green space and ecology remained a priority, and that the space would be publicly accessible.

- **Residential Provision & Typology**

There were a number of requests for the provision of affordable and social housing as part of the Mayfield development. A number of respondents also commented on the mix of housing tenure and type – with some welcoming the

mix proposed in the draft SRF, and others emphasising the need for a mix, including houses/lower density buildings, as well as apartments, family oriented housing, homes available for local people to buy.

- **Accessibility & Connectivity**

Issues included pedestrian links, particularly to Ardwick and Brunswick; links to public services, such as schools and health facilities; and disabled access provision. A number of respondents welcomed the limited use car access to and around the site.

- **Economic & Social Benefit**

A number of respondents were keen for the area to appeal to local, small, start-up, independent businesses and pop ups, and for more of the arches to be let, leading to employment opportunities. Opportunities for cultural and community facilities and events were also suggested, e.g. an art gallery, market space, event/performance space, community centre and health and education facilities.

- **Heritage**

There was general support for maintaining and preserving the heritage and history of the Mayfield area, and the existing buildings, in particular the Mayfield Depot and Star and Garter public house, with some specific comments around re-use of historic materials; recording/interpreting the history of the area; and the use of the Mayfield Depot.

- **Building Design, Height & Use**

Comments were divided between those who felt that building design should be aspirational, bold and distinctive, particularly for the larger, residential buildings, and those concerned that the designs should fit better with the heritage and context of the area and the city, or were concerned about the potential for tall buildings and their impact. Opportunities for sustainable design and fit with the natural environment were also raised.

- **Environmental Sustainability**

The commitment to, and importance of, sustainability was also welcomed by a number of respondents, with suggestions for green walls/roofs, sustainable urban drainage, solar panels and carbon capture structures for traffic fumes, as well as a request for more information.

- **Traffic Management & Vehicle Parking**

A number of comments were made concerning the need to ensure adequate parking and the potential overflow/displacement of parking to surrounding areas.

- **Management & Delivery**

There were some further specific queries and concerns about ongoing delivery and management of the area, including how it will be financed; the need for the area to be affordable to local businesses and people; and security, particularly at night.

## **5.0 Response to consultation comments**

- 5.1 A response to the main comments raised during the consultation process is given below. A number of specific revisions are proposed to the SRF subject to Members' agreement, although the overall visions and concepts remain the same. These changes are also outlined.

### **The Mayfield Park, Green Space & Biodiversity**

- 5.2 The Mayfield Partnership is committed to the green space at the heart of the proposals. This substantial investment in green infrastructure within Manchester City Centre will have a positive impact on the attractiveness of the area and will become a popular destination that is accessible to all. The inclusion of Mayfield Park will significantly boost biodiversity and ecology in the area, with the design of the park aimed to facilitate the creation of ecologically distinctive areas within the park.
- 5.3 The park will be of a large scale with an accommodating design that offers something for everybody, including space for families. A sequence of spaces will be provided, from informal through to more natural and wild: an urban square with a range of activities; open greens for lawn sport and informal play; adventure play areas; floodable meadows and biodiverse ecological areas where children and adults can engage with the river. Small structures will provide sheltered spaces within the park to make the park inviting and fun to use in all weather conditions and during all seasons.
- 5.4 The Mayfield Partnership will be proactive in managing the park to ensure that it retains its quality over the long term, and the management of the park will be detailed within a park maintenance and management strategy. The Partnership will consider how the community might become involved as the maintenance strategy is developed (building on the work started through the 'meanwhile' greening activity), for example, there may be a possibility for community and corporate days to be organised to aid in the maintenance of the new park. The day-to-day management and maintenance of the park will be carried out by a management company acting on behalf of the owners. It is anticipated that the maintenance costs will be met from an estate service charge, which will be funded by contributions from all property owners on the estate. The park will remain fully accessible to the public.

### **Residential Provision & Typology**

- 5.5 Quality of place is the one of the core development principles of the Mayfield SRF, and is reflected throughout the Framework. Fundamental to place

making is the creation of a strong identity for the neighbourhood, of which the delivery of new public spaces, and the re-use of existing structures to help define the character of the area, are key parts.

- 5.6 The Mayfield proposals will deliver substantial public benefits. These include the retention of historic buildings that would otherwise be redundant, ultimately bringing them back into active use; the provision of a 6.5 acre public park and other public realm; and better connections between neighbourhoods on the edge of Manchester City Centre, for example Ardwick, and the city centre. In addition, there will be substantial job creation, both temporarily during the construction process, and from the businesses who locate there. These place making benefits will be funded by the Mayfield Partnership.
- 5.7 Mayfield provides a key opportunity to expand and deepen the housing offer in the city centre, including to provide more homes suitable for families. There is a commitment to deliver a range of housing types within Mayfield that will appeal to different people. This includes both homes to rent and for sale, and at a range of prices. In addition, the SRF proposes to provide family homes within the Hoyle Street West neighbourhood, which is envisaged as a low-to-medium rise family orientated neighbourhood, with apartments and single family houses or stacked duplexes. This type of housing could also be attractive to older people. This overall approach will help facilitate the creation of a diverse, sustainable community within Mayfield.
- 5.8 The scale and cost of transforming this site into a new mixed used neighbourhoods, with both high quality buildings and high quality public realm is significant. The cost of place making, plus securing well designed buildings will form a major development cost, making the cost of any residential development expensive in comparison with other parts of the city.
- 5.9 Any plots brought forward for residential development would be expected to comply with the Council's affordable housing policy. This would be subject to a viability assessment, which will take account of the reasonable and appropriate costs of placemaking and securing the quality of buildings that this SRF demands. The detailed planning applications for residential development will be considered on a case by case basis, in line with relevant national and local planning policy as required, and an appropriate level of developer contribution will be assessed and agreed at that time.

### **Accessibility & Connectivity**

- 5.10 The Mayfield SRF area is in a pivotal location and will enhance connectivity to surrounding areas, particularly making new connections through to Ardwick; the remainder of the city centre; Piccadilly Station and the Piccadilly framework area; North Campus; and the Oxford Road Corridor. Accessibility for pedestrians and cyclists is a priority for the Mayfield area. The vision for Mayfield is to create inclusive through routes and connections with the wider city which will be accessible to all those visiting, living and working in Mayfield, regardless of age and ability.

- 5.11 In order to reflect the importance of the connections to surrounding areas, in particular to Ardwick, it is proposed that the Transport, Movement and Connectivity section of the draft SRF (page 40) be amended as follows:
- “Indicative crossing zones for pedestrians and cyclists are proposed to Ardwick, Piccadilly Station and North Campus. New crossing points will be explored that can fully integrate with the proposed development, **and surrounding neighbourhoods. The design of these potential new crossing points will be developed in liaison with MCC Highways and immediate neighbours**”.
- 5.12 In order to ensure the Mayfield SRF is fully integrated with the draft Piccadilly SRF, it is planned to add a new diagram to the SRF to show the road layout once the proposed new integrated Piccadilly Station has been constructed, demonstrating enhanced pedestrian and cycle connectivity to the Medlock Valley. The text in the Ecology box on page 42 could be amended to reference the improved ecological and pedestrian connections along the Medlock valley.
- 5.13 High quality cycle parking will be provided for residents, employees and visitors to Mayfield, on a phased basis, as the development is built out. The quantum of cycle parking proposed will meet or exceed MCC’s requirements. All cycle parking will be highly accessible via safe and legible routes, and will be covered, safe and secure.
- 5.14 Mayfield is adjacent to a major transport hub, which should limit the number of people travelling by car to the area. 700 car parking spaces are proposed for the Mayfield area upon completion, for the commercial and residential occupiers. Sufficient spaces will be provided to cater for demand and parking provision will be assessed as each phase of development comes forward, including impact on the surrounding residential areas.
- 5.15 In terms of the specific landowner’s comments, the SRF boundary has been carefully agreed to align with boundaries of adjacent SRF areas and existing neighbourhoods. Whilst the site does not fall within the draft Mayfield SRF (2018) boundary, this does not preclude development coming forward if it was appropriate for the area, and complementary to the adjacent the SRF. This would be subject to the statutory planning tests and governed by Manchester City Council as Local Planning Authority.

### **Economic & Social Benefit**

- 5.16 The Mayfield Partnership has already started discussions with the Council's Work & Skills Team to look at how opportunities for local labour and skills development can be maximized. Where possible, the Partnership will engage with local education institutions to explore opportunities for collaboration. This will include a number of wider initiatives within the city designed to help support our Manchester residents acquire the skills needed to access jobs created in the city centre.

- 5.17 The Partnership will be a responsible employer who have the best interests of their employees at heart, and are committed to contributing to the Manchester Work & Skills Strategy, 2016-21 and social value policy wherever possible. This will include paying a fair wage for services, which will at least equal the Manchester Living Wage, and, as far as possible, recruiting from the local area. This may take the form of a Local Labour Agreement, as part of the planning process, or be a more informal arrangement. This agreement will include a requirement to report on the number of local people employed by the Partnership throughout the development.
- 5.18 The vision for Mayfield includes the creation of a 'distinctive and imaginatively led neighbourhood'. As part of this the Partnership is seeking to encourage independent operators as much as possible. There has already been significant investment in a range of 'meanwhile uses' to help kick-start regeneration and facilitate economic and social activity. These uses have encouraged participation by local, independent businesses and community groups, demonstrating the Partnership's commitment to these types of organisations. It is envisaged that the units at the Mayfield Depot and Temperance Street will continue to be occupied by local independents. There has been an on-going engagement with existing businesses in the area since the original 2009 SRF, which will continue as the regeneration of Mayfield progresses.
- 5.19 The aim is to provide a range of accommodation, that will appeal to all types of commercial occupiers, and it is hoped that this will attract a diverse tenant base within Mayfield. Whilst firm plans for final commercial uses are not yet established, all options, including for cultural, community, and artistic uses, will be considered in formulating a commercial strategy for Mayfield. To recognise the importance of having a range of uses, in particular independent, cultural and community uses, to place making, amendments are proposed to the draft SRF in a number of places:
- References to the provision of cultural, creative and amenity uses across Mayfield in the "Use and Quantum sections on pages 8 and 38 (alongside business, retail and leisure uses).
  - A new paragraph on page 38, stating that Mayfield will provide a range of spaces for different types of commercial occupiers, including unique, independent small businesses.
  - The reference to social infrastructure on page 38 has also been amended to specify that this will be based on anticipated need across the city, and will be agreed in partnership with the City Council and other appropriate organisations.

## Heritage

- 5.20 Respecting and enhancing the historic environment is a key element of the vision for Mayfield. Many of the historic buildings on site are being retained and returned back into active life, including further use of the railway arches.

There may also be opportunities to re-use redundant historic materials in other parts of the development. This can be considered, where practical, during the detailed design stage. In addition, there may be an opportunity for further information to be provided on the site's history. The final uses of the Mayfield Depot will be developed as the detailed design process continues, and ensuring these uses are viable will be an important consideration.

## **Building Design, Height & Use**

- 5.21 Quality of place is a key principle within the draft 2018 SRF, and it is considered imperative that Mayfield is of the highest possible quality, both in its use of materials, design and delivery. The rich history of the site will be drawn upon as the new neighbourhood is designed and built around it. Existing heritage assets will be retained, contributing to the quality of place-making, through the creation of a strong identity. The new buildings will learn from the past, and complement the existing structures with a contemporary form and materials. This approach will help to build character early on.
- 5.22 Durable and long lasting materials will be prioritised to prolong the lifespan of buildings and landscapes, complementing the traditional materials of the retained structures, such as red brick and steel. The use of high quality materials will also reduce the need for maintenance and replacement.
- 5.23 Mayfield represents an outstanding opportunity for regeneration in Manchester city centre, which must play its full role in the future economic growth of the city. Sustainable and well-connected sites such as Mayfield need to be fully utilised so that they contribute their maximum towards Manchester's success. In order to achieve, this there is a need for development on such sites to be of an appropriate density, which will necessitate developing taller buildings within Mayfield. However, it is recognized that there needs to be a balance, and taller buildings will be appropriately tested during the detailed planning application process to ensure that they are appropriate.
- 5.24 There is currently a shortage of homes in the city to accommodate the number of people choosing to live here, and expected to be living here in the future. The City Council has a Residential Growth Strategy which makes a commitment to build 2,500 new homes each year. The city centre is identified as an area which can make a significant contribution to meeting this target, and the City's Core Strategy supports high density residential development on well-connected sites close to public transport. Mayfield is clearly in a key position to help deliver a significant number of the new homes needed, in an extremely accessible location.
- 5.25 Detailed modelling of the interaction between the proposed site massing and sunlight, daylight and wind has been carried out. This modelling has been used to guide the built density. An important consideration of the analysis was protecting sunlight on the high priority areas of the park over the course of a year, while also protecting daylight and sunlight access at existing adjacent properties.



- 5.26 The hotels proposed within Mayfield will be well managed and the occupiers will have experience dealing with city centre locations. The Partnership is committed to bringing new, high quality operators and occupiers to Mayfield, who will meet the aspirations for the area and complement the existing offer. Before a planning application for the hotel is submitted, full consultation will take place, which will allow members of the public to comment on the proposals.

### **Environmental Sustainability**

- 5.27 The aspiration is to deliver a scheme that is environmentally responsible, and this will be developed during the detailed planning process. Full details will be made available as part of planning applications as they come forward.
- 5.28 The use of renewables, such as solar and wind power, will be considered as part of the energy and utilities strategy for the site and will be considered as each phase of development comes forward.
- 5.29 To further address issues of air quality and noise, there are a number of changes suggested to the draft SRF on pages 30 and 74, to highlight the importance of these issues and the fact that they will be considered further through the detailed design process, with appropriate mitigation considered, including hard landscaping, planting and innovative uses of building materials.

### **Statutory Agencies**

- 5.30 The overall support provided by the statutory agencies is welcome. The more general points raised by the agencies are covered in the responses above, while the more specific points are noted. Further transport assessment work will be carried out via MCC's Highways Team, as will further sustainability assessments. The Mayfield Partnership is committed to continuing consultation with the statutory agencies, including TfGM (who are a part of the Partnership), Network Rail and the Environment Agency, throughout the development and delivery of the scheme.

### **Consultation**

- 5.31 There is a commitment from the Partnership to extensive community engagement throughout the development process, and there will be further public consultation as detailed planning proposals come forward.

## **6.0 Conclusions**

- 6.1 The Mayfield SRF presents a significant opportunities to regenerate a currently derelict site, to provide a new mixed-use neighbourhood, in a highly accessible location next to a major transport hub, bringing new jobs, commercial and amenity space, and connections to surrounding areas. It could provide the first phase of the Manchester Piccadilly SRF, also covered on this agenda.

6.2 The majority of responses provided to both the Council's consultation and the consultation events held by The Mayfield Partnership were supportive of the proposals included in the draft 2018 SRF, with some issues raised as reported throughout this report. A response to the issues has been provided above and some changes will be made to the SRF, subject to Members' agreement, in accordance with some of the specific points raised. Further consultation with both local stakeholders and residents will take place as more detailed plans are developed.

6.3 Recommendations appear at the front of the report.

## **7.0 Contributing to the Manchester Strategy**

### **(a) A thriving and sustainable city**

7.1 The scale and potential of development within this area will provide a major focus for new investment and the growth of jobs. With the potential for up to 155,000 sq.m. of office space and a prominent location next to a major transport hub, Mayfield will be an attractive location for business. It will also provide high quality new residential accommodation and new public realm. It is anticipated that up to 10,000 new jobs could be supported at Mayfield.

### **(b) A highly skilled city**

7.2 The site has the potential to accommodate significant new office based jobs, in a range of sectors and levels, particularly in the business and professional services and digital sectors. The partners will seek to maximise local employment and connections to the Manchester Work and Skills Strategy 2015-2020, including apprenticeships during the construction phase. Links have been put in place between the Council's Work & Skills Team and the developer to take this forward.

### **(c) A progressive and equitable city**

7.3 Social value was included as a criteria within the selection of the developer to ensure a positive contribution to jobs growth in the city. The scheme will provide new connections both to other parts of the city centre and to surrounding communities, including Ancoats and New Islington and Ardwick. The area will also provide new leisure opportunities, including a new park, accessible to all members of the public.

### **(d) A liveable and low carbon city**

7.4 The delivery of Mayfield will result in a major mixed use scheme on a currently derelict site. As well as providing new high quality commercial accommodation, the new residential accommodation and the public amenities including public realm, retail and leisure opportunities will create a desirable location in which to live, work and spend leisure time. A major new park for the city, available for all residents and visitors, is proposed as part of the SRF.

Located immediately adjacent to Piccadilly Station, Mayfield is also highly connected to all forms of public transport, minimising the need for car journeys to and from the area, and pedestrian and cycle routes through the area will be prioritised. Sustainability is one of the key principles of the SRF, and the development of Mayfield will involve the regeneration of a major brownfield site, providing the opportunity to create new ecological habitats and a holistic approach to building design to minimise energy use.

**(e) A connected city**

- 7.5 Located immediately adjacent to Piccadilly Station, Mayfield benefits from excellent access to all forms of public transport. The scheme will provide new connections both to other parts of the city centre and to surrounding communities, including Ancoats and New Islington and Ardwick, providing improved access to local residents to the opportunities and amenities within the Mayfield area. High quality new commercial accommodation will be provided as well as significant new public realm, including a new park.

**8. Key Policies and Considerations**

**(a) Equal Opportunities**

- 8.1 The site has the capacity to create a significant number of new jobs, as well as residential and leisure opportunities. The Mayfield scheme will provide new connections to surrounding communities, including Ancoats and New Islington and Ardwick, providing improved access to local residents to the opportunities within the Mayfield area.

**(b) Risk Management**

- 8.2 The developer is required to develop, instigate, monitor and manage an appropriate and robust risk management strategy. Whilst this is owned by the development partner, risk management be considered at the Project Board and therefore will be monitored and managed throughout the delivery of the Mayfield development.

**(c) Legal Considerations**

- 8.3 If approved by the Executive, the regeneration framework will not form part of the Council's Development Plan but would be a material consideration when development control decisions are made.