

MANCHESTER  
1824

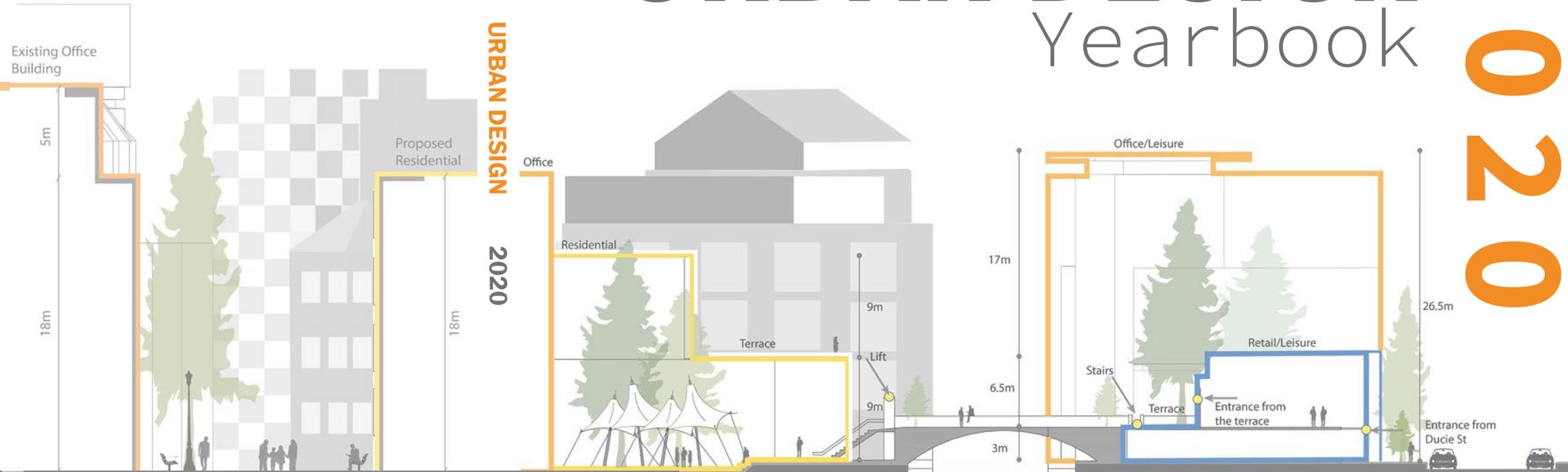
The University of Manchester

# URBAN DESIGN

## Yearbook

2020

URBAN DESIGN  
2020



MANCHESTER  
1824  
The University of Manchester

<http://www.seed.manchester.ac.uk/planning/>

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**Edited and designed by:**

Dr Taki Eddin Sonbli

Dr Philip Black

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University of Manchester

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# URBAN DESIGN

PLANNING & ENVIRONMENTAL MANAGEMENT



# Contents

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<b>1. INTRODUCTION</b>	3
<b>2. URBAN DESIGN AT UoM</b>	5
<b>3. URBAN DESIGN TOOLKIT</b>	7
<b>4. URBAN DESIGN APPLIED SKILLS</b>	9
<b>5. URBAN DESIGN STUDY TOUR</b>	11
<b>6. THE URBAN DESIGN PROCESS</b>	13
<b>7. PEGASUS GROUP AWARDS</b>	15
<b>8. LDA DESIGN DISSERTATION PRIZE</b>	23
<b>9. URBAN DESIGN STUDIO</b>	27
<b>10. URBAN DESIGN PROJECT</b>	43
<b>11. MASTERPLAN STUDIO</b>	61
<b>12. DESIGN DISSERTATIONS</b>	77
<b>13. 3D MODELLING</b>	91
<b>14. URBAN DESIGN GRADUATES 2019</b>	99



The Urban Design Studio

# INTRODUCTION

## URBAN DESIGN YEARBOOK 2020

This Yearbook has been designed to showcase the urban design project work from the MSc Urban Design & International Planning programme at University of Manchester. All graphics are student's own work.

The Yearbook is divided into project types based on the core urban design modules that students undertake, covering proposals on neighbourhood analysis; small city centre design interventions; large/medium scale masterplans; and research focused design dissertation projects. The graphics and images from each student are only a

small selection of the submitted proposals and are intended to be for illustrative purposes only.

The projects have been chosen by the urban design teaching team here at Manchester to represent the most accomplished projects and unfortunately due to space constraints not all student work is able to be included.

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*© University of Manchester 2020*

## A MESSAGE

As this Yearbook would not have been possible without the hard work of all the students involved, the urban design teaching team would like to take this opportunity to thank each student, regardless of inclusion in this document, for their energy, enthusiasm, and willingness to engage and learn. Well done to all on a successful year and we wish each and every one of you success in your future careers!

*The Urban Design Team.*

# URBAN DESIGN AT THE UNIVERSITY OF MANCHESTER

## **MSc URBAN DESIGN**

MSc Urban Design and International Planning at University of Manchester is a 1 year [2 year P/T] fully RTPI accredited programme that focuses on a specialist understanding of the relationship between urban design and planning and provides students with the core competencies and knowledge to specialise in the discipline of urban design.

The programme centres around an applied studio-based approach to teaching and learning, equipping students with the fundamentals of design, skills in design development and delivery across multiple scales,

and technical knowledge within the core software's utilised in professional practice.

## **THE DESIGN STUDIO**

The university has a dedicated studio space for urban design students within the Humanities Bridgeford Street building that provides a consistent space to work on projects and collaborate with peers. Students are encouraged to work regularly in the studio to engage in critique with fellow students. The studio space includes a full range of equipment to assist in design and delivery including light boxes, drawing boards, technical equipment, panel boards to present work, personal storage

facilities, and state-of the art teaching screens and software.

Design teaching takes place predominately in the studio and students work on their projects weekly under the supervision of the teaching team. Sessions involve short interactive lectures, technical workshops, and applied project based examples in which students work in groups to actively learn and develop core skills. Projects are also developed in studio time and progress is critiqued through a series of design crits at key stages to allow students to receive feedback on analysis and ideas.

Professional practitioners are also invited to run special studio workshops – this year has seen designers from Pegasus Group, OPEN, WYG, OMI Architects, LDA Design, and URBED deliver specialised sessions.

## **COMPUTER CLUSTERS**

Adjacent the urban design studio two computer suites operate the latest design software's free of use for students. Software packages available include Adobe Creative Suite (Ps, Ai, Id); Sketch-up, ArcGIS, and AutoCAD. Students are provided with a free year-long Adobe Creative Suite license.

## **PRINTING**

Urban design students have full use of a dedicated A0+ plotter and trimmer for printing and

displaying project work. Design projects are presented at A1.

## **MODELLING**

Urban Design at University of Manchester also operates its own physical modelling workshop which students engage with a different stages of the design process. Examples of student modelling work can be found within the Yearbook.

## **INFORMATION**

If you are interested in a career in urban design and wish to find out more about the programme please visit:

[www.manchester.ac.uk/planning](http://www.manchester.ac.uk/planning)

Or contact Programme Director

Dr Philip Black

[philip.black@manchester.ac.uk](mailto:philip.black@manchester.ac.uk)

## **TEACHING TEAM**

The urban design teaching team consists of academic staff, technical staff and studio assistants.

### **Programme Director & Lecturer in Urban Design**

Dr Philip Black

### **Lecturers**

Mr Robert Phillips (Practitioner)

Dr Razieh Zandieh

### **Technical Lead**

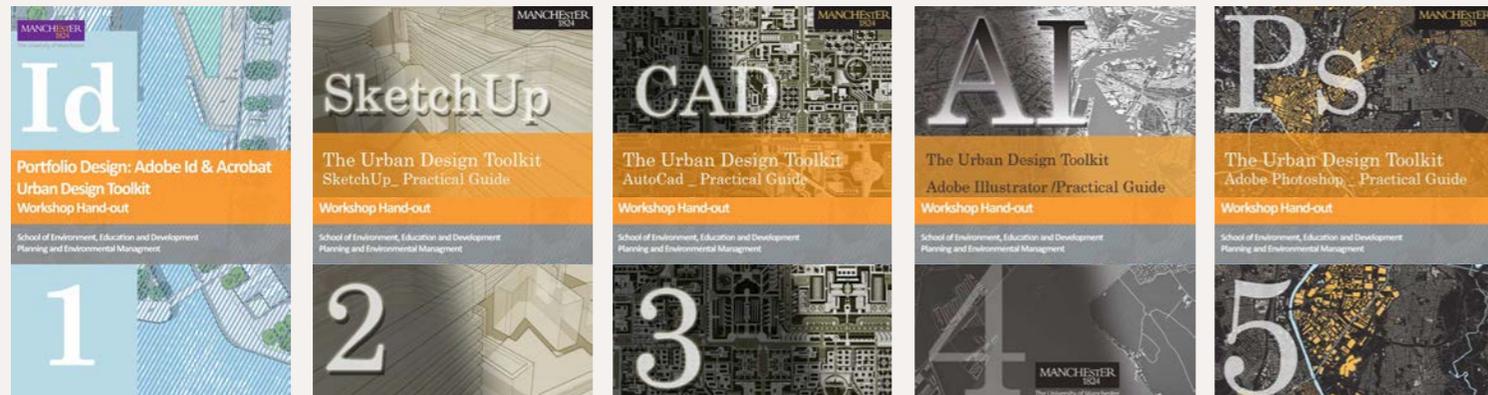
Dr Taki Eddin Sonbli

### **Studio Assistants**

Mr Alex Wharton

Ms May Newisar

# THE UNIVERSITY OF MANCHESTER URBAN DESIGN TOOLKIT



## URBAN DESIGN TOOLKIT

The urban design toolkit is a bespoke series of hand-outs and videos designed to provide University of Manchester students with a free to use accessible resource to assist their urban design software skills and develop their techniques in a wide range of core urban design techniques, approaches, and methods. The Toolkit offers students outside the classroom learning opportunities in how to develop urban design analysis, ideas, and proposals.

The toolkit includes simple to use step-by-step guides through the core design software packages, including Illustrator, Photoshop,

InDesign, Sketch-Up, and AutoCAD. It also has extensive hand sketching/drawing and technical drawing guidance. This is a unique and invaluable resource for students and is continually being updated and added too.

To compliment the toolkit urban design students are also provided with a series of technical workshops to develop their competencies in the core design software. These workshops are aimed at beginners and are designed to present how software is utilised in an urban design professional practice setting.

## TOOLKIT AUTHORS

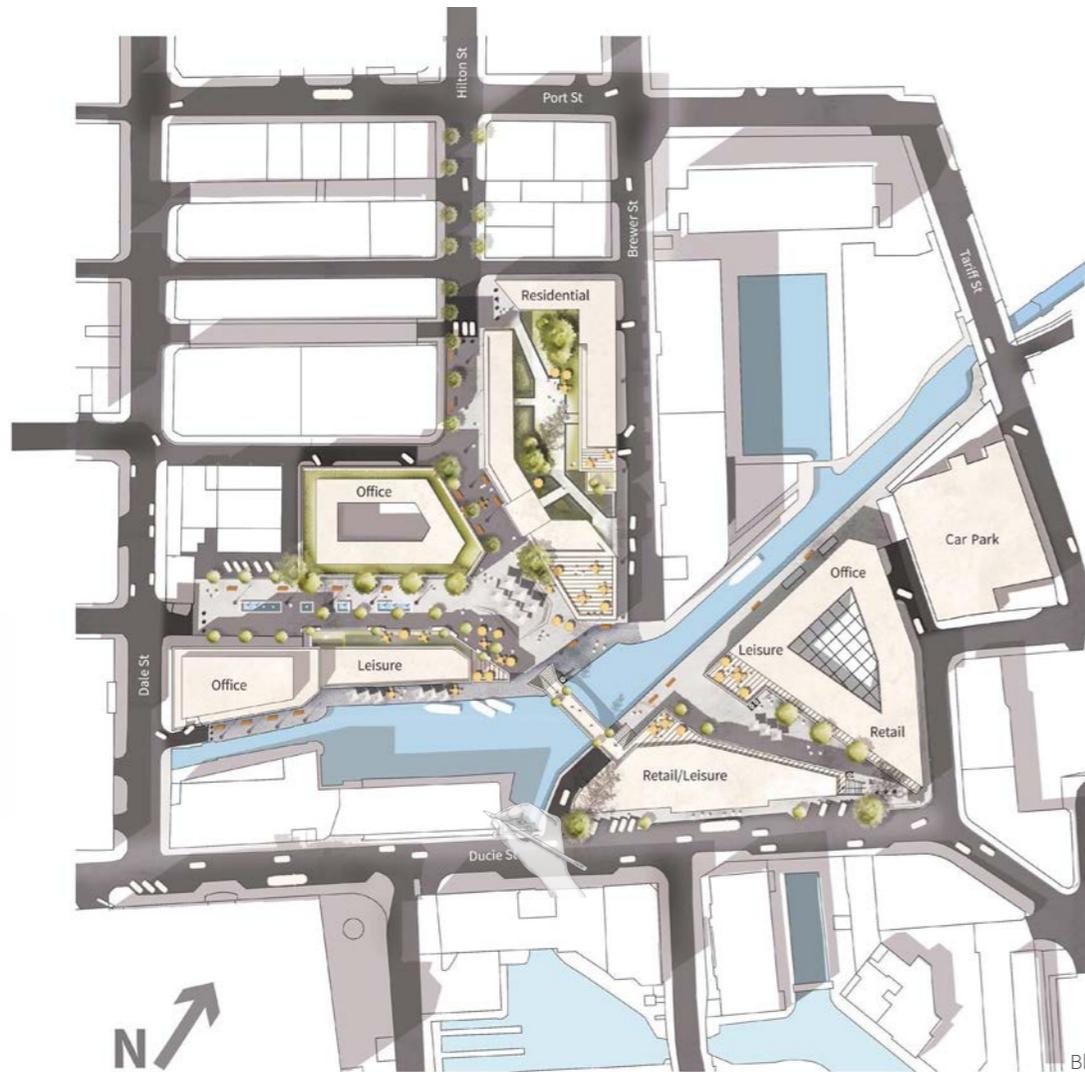
Dr Taki Eddin Sonbli  
Mr Michael Martin  
Mr Robert Phillips  
Dr Philip Black

## TOOLKIT SERIES EDITOR

Dr Philip Black

## TOOLKIT GRAPHICS EDITOR

Dr Taki Eddin Sonbli



Black and Sonbli (2019)

# URBAN DESIGN APPLIED SKILLS

## TECHNICAL SESSIONS

The urban design applied technical skills sessions are a year-long series of bespoke workshops that take students through the various techniques of visualising information. The workshops are more than simply software sessions, with sketching and technical drawing playing a key role also. They are directly relevant to the materials presented in the urban design studio lectures in which students learn how to visualise what they learned.

The sessions are split between the urban design studio and the dedicated computer clusters. Students use the software provided free by the university and have access to a range of equipment and tools.

## TECHNICAL SUPPORT

The urban design team here at University of Manchester has a full-time Technical Officer to assist students through their technical requirements. This involves the opportunity for one-to-one sessions; personal mentoring; and an online advice and guidance service for general trouble-shooting and more specific problems encountered.

All studio sessions are supported by our Technical Lead and a number of qualified studio assistants to ensure students have year-round support on all technical matters.

## Course leaders

Dr Taki Eddin Sonbli  
Dr Philip Black

# URBAN DESIGN STUDY TOUR



## OVERVIEW

This unit gives students the opportunity to study urban design and international planning in a European city. Students get to explore urban design responses within an international context, considering differences in development policies and planning frameworks. They also continue to develop their design skills regarding culturally sensitive and contextually responsive urban design approaches.

The recent field-trips have had a focus on heritage and conservation aspects.

## VIENNA 2019

The fieldtrip in 2019 was to the city of Vienna, Austria. The students undertook a number of site visits and presentations from a range of professionals and academics. These included trips to Museums Quarter; Alt-Erlaa; Karl-Marx-Hoff; Seessadt; Mariahilfer Strasse; Business University; Donau City; Gasometers; and Nordbahnhof.

During the trip students had the opportunity to spend studio time at TU Wien.

Previous trips have included Berlin; Barcelona; Dublin; Amsterdam; Seattle; and Toronto.

## UNIT CONVENOR

Dr Razieh Zandieh

## STAFF ATTENDING

Dr Philip Black

Mr Robert Phillips

Dr Taki Eddin Sonbli

# THE URBAN DESIGN PROCESS (Black and Sonbli, 2019)

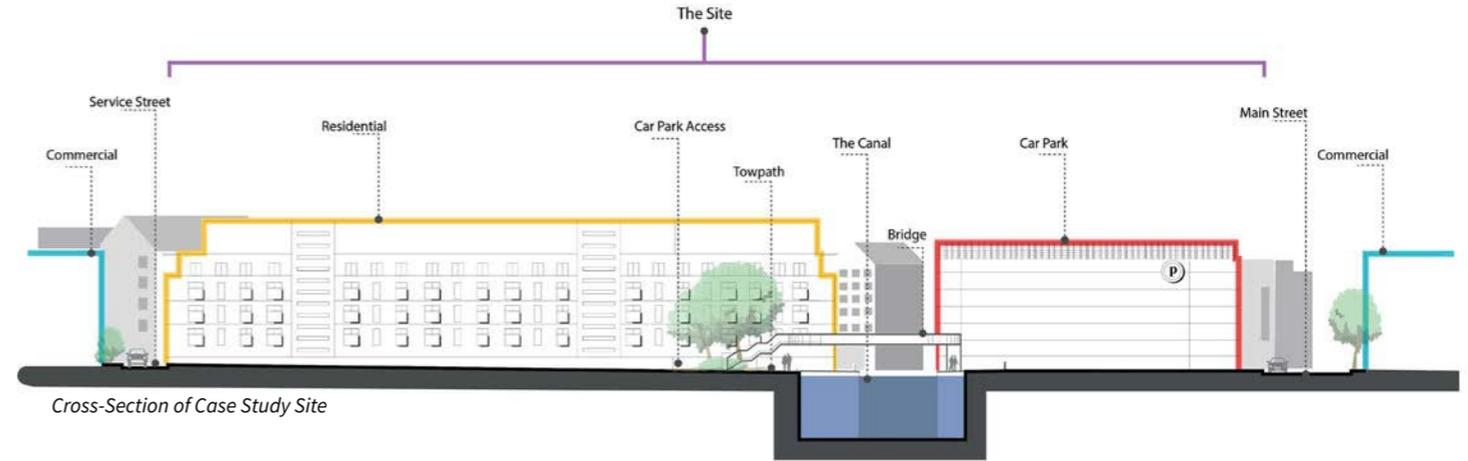
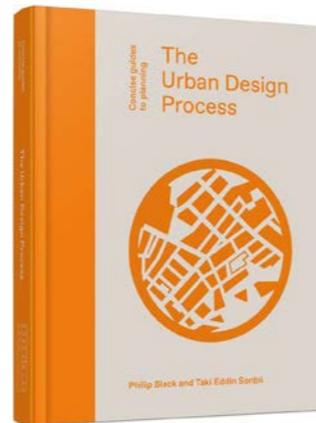


**The Urban Design Process**, published in 2019 by Lund Humphries Ltd., was our response to the need for a structured, yet flexible, framework that enables students to practice urban design as a technical product within the limited year-long timeframe of the MSc programme. The process structures a contextually responsive approach to understanding and designing place, and allows students to develop projects along a logical pathway, yet still requires flexible and creative approaches, thinking, and a full commitment to engage and deliver. The process acts as a guide, a road map for student designers that informs and provides contextual information and clues to help shape design, as well as a robust framework for evaluating design decisions. It seeks to better equip the designer with the necessary contextual detail to make appropriate decisions and avoid generic or context-less results.

Students who undertake this process during their studies develop a broad range of skills:

- The ability to analyse place across different scales [city; neighborhood; block]
- A deep understanding of the importance of, and how to engage with, people.
- The ability to identify and interpret relevant policy and guidance.
- An understanding of design composition and complexity
- Collaborating with key stakeholders and other design professionals.
- Developing design ideas and concepts.
- Evaluating design for quality and contextual awareness.
- Competence in rationalising design decisions and real-world feasibility.
- The ability to present urban analysis; ideas; designs; and complete project narratives in a clear and comprehensive manner to both designers and non-designers.

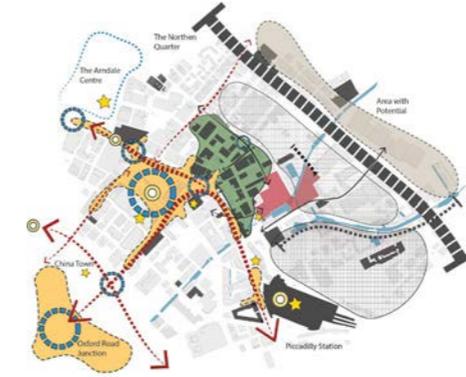
The purpose of urban design education should be to produce the next generation of well-equipped, knowledgeable, and passionate urban designers who will make a genuine contribution to the health of the planet and quality of life for those who inhabit it. Cities are complex and constantly evolving organisms, and urban designers must be ready to respond to existing and emerging challenges, here at **University of Manchester** we aim to prepare our students to face the issues of today, and of tomorrow.



Cross-Section of Case Study Site



Technical Public Real Proposal



Contextual Appraisal



Key View Sketch

# Pegasus Award Group



We are delighted to announce Pegasus Group as our new sponsors for the **Best Urban Design Project** at University of Manchester from 2020.

Pegasus Group is a leading national development consultancy specialising in planning, design, environment, economics and heritage. Its masterplanning and urban design team excellence in providing distinctive, integrated, and sustainable developments that are based on a firm understanding of existing movement networks, the existing landscape and the surrounding urban fabric.

The prize is awarded to the best overall design related project from a list of 7 nominees. .

The winning project and commendations are presented on the following pages.

#### **WINNER 2020**

Marina Fomina

#### **COMMENDATIONS 2020**

Areen Al Athamneh

Josephine Gregory

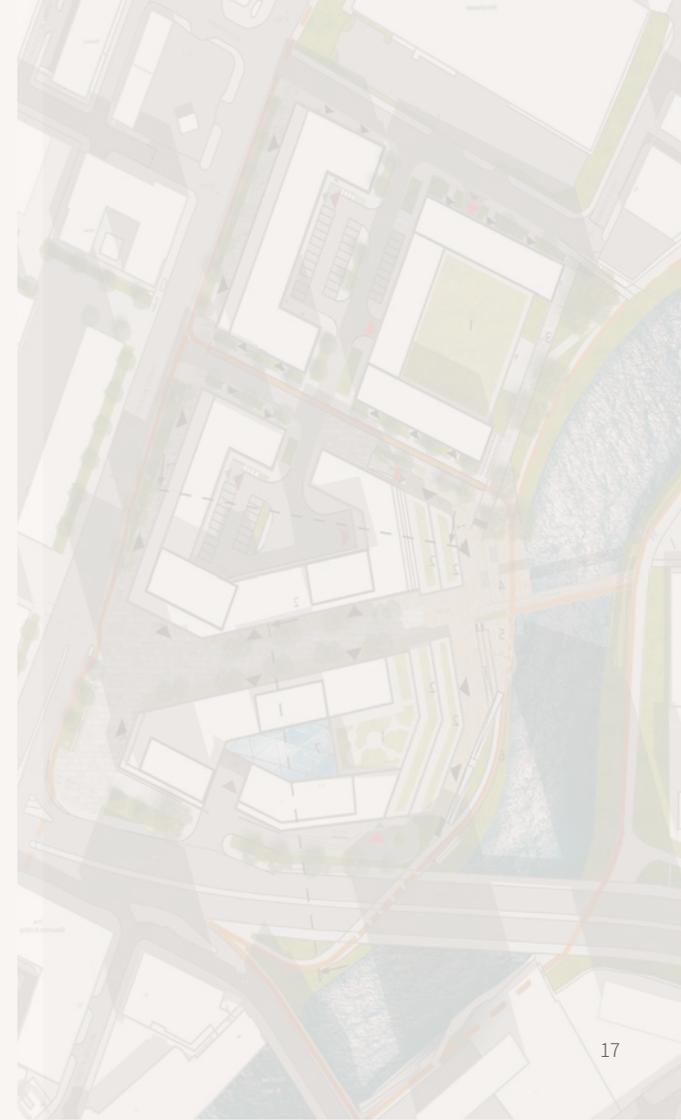
#### **ALSO NOMINATED 2020**

Harriet Haldenby

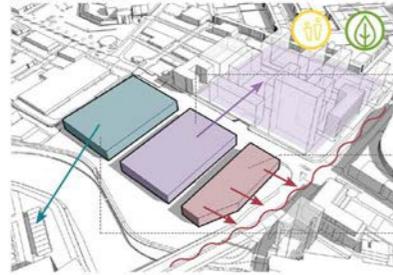
Aime Robson

Tomasz Jakubiak

Divya Sachdeva



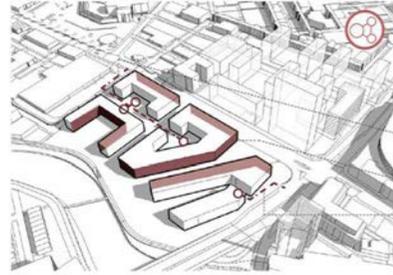
OPTION DEVELOPMENT  
INITIAL CONCEPT



LAND USE RESPONDS TO ENVIRONMENT

- Office connecting to Boddington office dev
- Commercial facing noisy road
- Residential connects to quiet riverpark and resi across the river

URBAN BLOCKS - SERVICE AND FRONTAGE



SERVICE ROUTES DESIGNED TO NOT TO INTERRUPT MAIN PEDESTRIAN ROUTES AND FRONTAGES

- Servicing from secondary road
- Frontages
- Servicing from Trinityway

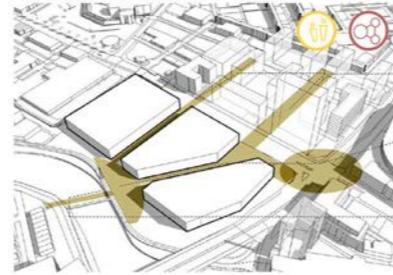
RELATIONSHIP TO THE RIVERFRONT



BUILDING CONFIGURATION ALLOWS FOR BETTER VIEWS AND CONNECTION TO THE RIVERFRONT

- Residential block facing the river with rooftop garden
- Roof Terraces facing the River

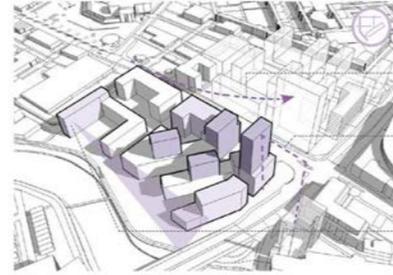
ROUTES AND CONNECTIONS



MAIN PEDESTRIAN CONNECTIONS

- Secondary connections to Boddington office
- Straightforward Connection from Main Node to main Public Space
- Connect residential to riverpark

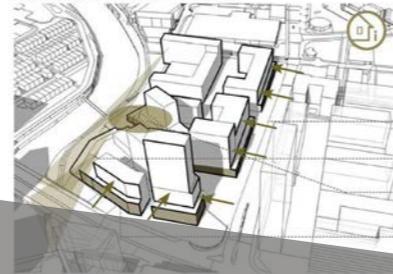
BUILDING HEIGHTS - GATEWAY AND TRANSITION



HIGHTS RESPONDING TO THE CONTEXT

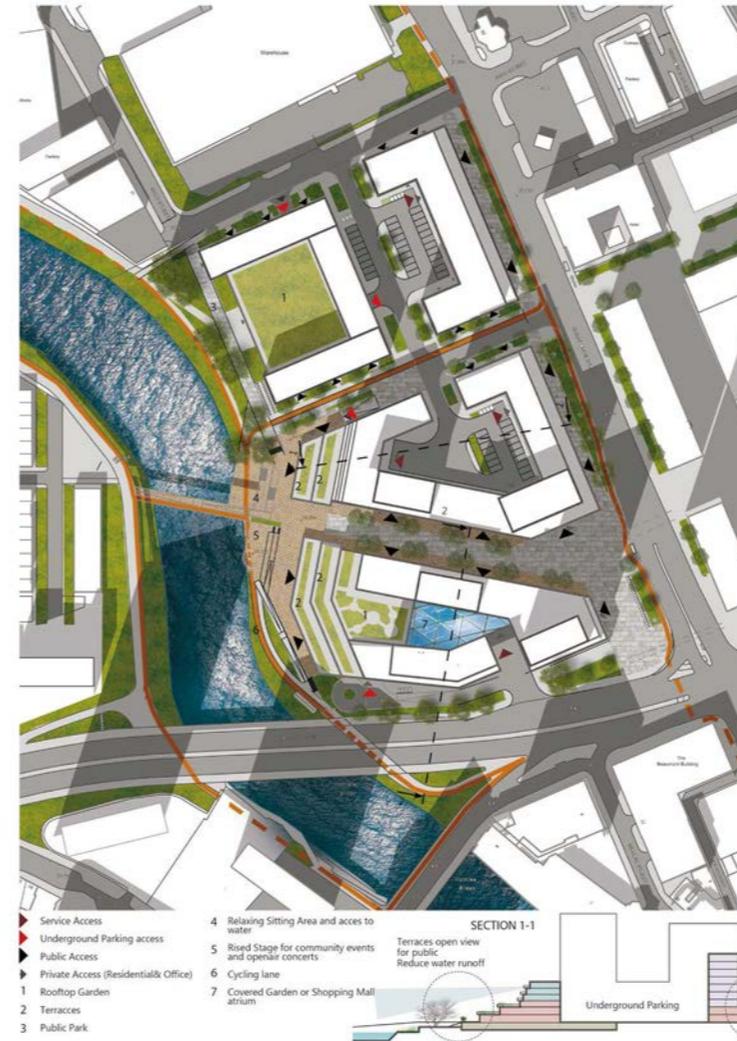
- Transition to City Center - from low to high
- Gateway to Manchester
- Creating views towards Cathedral from residential block

HUMAN SCALE AND CHARACTER



SETBACKS RETAINING VIEWS AND COMMUNITY CENTER CREATES CHARACTER

- Setbacks along the Ducie street
- Views toward City Center
- Center and public space for local community
- Setback repeating Listed Building across



# Pegasus Winner Group 2020

This year the **winner** of the Pegasus Group Award for Best Urban Design Project goes to **MARINA FOMINA**

*"Marina has taken a difficult, yet strategic, site and shown a deftness of touch in providing a contextually responsive and exciting intervention. Her understanding of the wider neighbourhood and area is clear, as is her ability to draw people into the natural assets within her site to provide active public space and movement for a wide range of people. The project is a deserving winner of the 2020 Pegasus Award"*

Programme Director, MSc Urban Design & Int. Planning

**A OFFICE BUILDING**  
Foot print :1448 M2  
Story Number : 6-9 Floors

**B MIXED USE BUILDING**  
Retail on Ground Floor  
Office On top  
Private Terrace  
Foot print : 420 M2  
Story Number: 5 Floors

**C OFFICE BUILDING**  
Foot print : 815 m2  
Story Number: 4-5 Floors

**D MIXED USE BUILDING**  
Leisure and Recreational on Ground floor with terrace  
Office and Gym on top  
Foot print : 2335 M2  
Story Number: 3 Floors

**E RAILWAY ARCHES**  
Commercial use ( Cafe, restaurants)  
Green Linear Park on top  
Foot Print: 837 M2  
Story Number : One floor  
6 Windows

**F MIXED USE BUILDING**  
Leisure on Ground floor  
Civic Building on top (Library, workshops)  
Foot print : 1590 M2  
Story Number 3-6 Floors

**G MIXED USE BUILDING**  
Retail on Ground floor facing street with public terrace  
Civic on top  
Foot print: 900 M2  
Story Number :1-4 Floor

**H RESIDENTIAL BLOCK**  
Retail on Ground floor only facing the street  
Single aspect apartment buildings  
Foot Print: 2260 M2  
Story Number : 4-6 Floors

**I CAR PARKING STRUCTURE**  
Four-Floor car parking structure to service the project  
Foot print :1666  
Capacity : 350-400 Car

1 Semi Private space for office block

2 Linear Public Green spine

3 Public Plaza

4 Semi private space for residential block

Parking entrance for pedestrians on side , parking building forward shifted to use main street

3-4 story human scale town scape

Land mark space

Commercial And Green spine

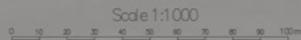
Residential facing future and existing residential development

Block to limit pedestrian use of Route

Higher build to block noise and visual constraints

Inward facing building to block visual constraints and to create enclosure (Scrap land)

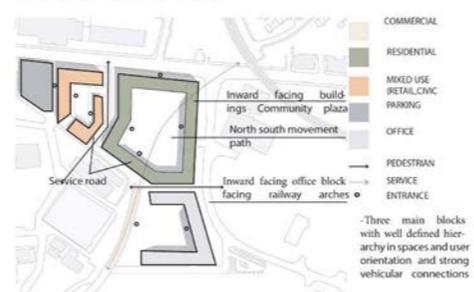
Viaduct roof top as linear park to connect south and north  
Railway arches commercial use



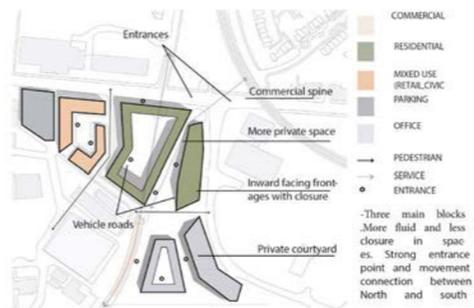
**AREEN AL ATHAMNEH**  
Old Ashton Road, Manchester

**DESIGN OPTIONS**

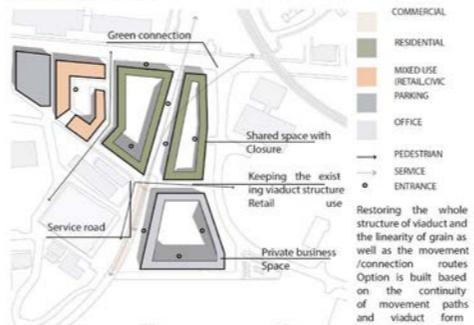
**OPTION 2 INWARD COMMUNITY COURTYARD**



**OPTION 2 NORTH-SOUTH CONNECTION**



**OPTION 3 LINEAR GREEN PARK**



# Pegasus Group

## Commendation 2020

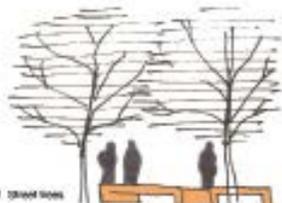
This year Pegasus Group have awarded two **special commendations** for projects shortlisted for the Pegasus Award for Best Urban Design Project.

The first of these commendations is awarded to **AREEN AL ATHAMNEH**

*“Areen’s design on a tight site show an ability to provide high quality movement corridors, enclosure, and a clear hierarchy of public space. It is a well crafted and considered project.”*

Programme Director, MSc Urban Design & Int. Planning

CONNECTING NEW AND EXISTING GREEN INFRASTRUCTURE



1 Street trees



2 Quiet garden



3 Community library

A MIXED USE CIVIC HUB WITH LIBRARY



4 Office breakfast nook

7 Retail forecourt

ENCOURAGING PEOPLE TO PASS THROUGH AND SPEND TIME ON THE SITE

CREATING VIBRANCY AT THE EDGE OF THE CITY CENTRE



5 Flexible seating library

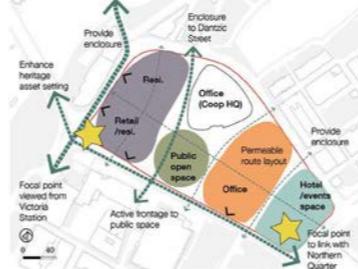


8 Pop-up library

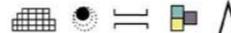
ENCOURAGING SOCIAL INTERACTION BETWEEN ALL

CREATING A NEW CIVIC SPACE FOR THE LOCAL NEIGHBOURHOOD

PROVIDING A RANGE OF HIGH QUALITY HOMES



- Achieves the following objectives:
- Improves permeability as a priority.
  - Provides a series of new spaces which encourage movement through the site to neighbouring districts.
  - Reinforces Dantzig Street and Corporation Street with strong enclosure.
- Fails to achieve:
- Poor interaction with Miller Street and neighbouring character areas to the north and south.
  - Has the risk of being inward looking due to internal routes and not improving passive surveillance on neighbouring streets.



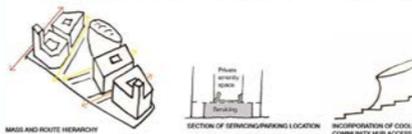
CONCEPT 3 MINIMAL DISRUPTION



- Achieves the following objectives:
- Retains Coop HQ and the Angel Square as focus.
  - Improves permeability in part through new east west link.
  - Seeks to encourage public transport use by visually linking with railway station and bus stops.
- Fails to achieve:
- Represents inefficient use of land resulting in a lack of enclosure and focus on the site itself.
  - Fails to interact with the CIS Tower and Coop historic complex.
  - Provides no enclosure or interaction with Miller Street to the south.

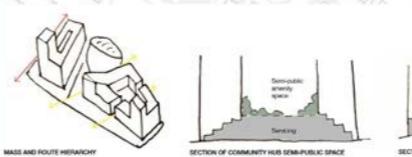
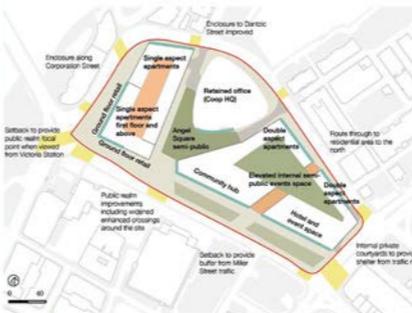


OPTION 2



MASS AND ROUTE HIERARCHY SECTION OF TERRACING/PARKING LOCATION INCORPORATION OF COOLING COMMUNITY HUB ACCESS

OPTION 3



MASS AND ROUTE HIERARCHY SECTION OF COMMUNITY HUB SEMI-PUBLIC SPACE SECTION

# Pegasus Group Commendation 2020

This year Pegasus Group have awarded two **special commendations** for projects shortlisted for the Pegasus Award for Best Urban Design Project.

The second of these commendations is awarded to **JOSEPHINE GREGORY**

*“Jo’s understanding of context is outstanding and her proposed design here illustrates that perfectly. Her attention to detail, particularly in the public realm, is key to the success of this project. It is comprehensive and well presented throughout.”*

Programme Director, MSc Urban Design & Int. Planning



LDĀ DESIGN  
Prize

**LDA Urban Design Dissertation Prize**

A new prize for 2020 is the **LDA Urban Design Dissertation Prize**. This prize is awarded to the student who receives the highest grade in a design focused dissertation on the MSc Urban Design and International Planning programme.

The prize is kindly sponsored by our friends at LDA Design [Manchester] in what we hope is the beginning of a new fruitful relationship.

LDA Design are an independent consultancy of urban designers, landscape architects and planners with a single mission: to create great places and shape the world around us for the better.

**WINNER 2020**

Areen Al Athamneh



قَاعُ  
المَدِينَةِ  
لِنَا مَنَّا

# Winner 2020

LDĀDESIGN



**Green and Public space network with mix of hierarchies**

**Flexibility in inclusive public space and user activities**

**Robust social accessibility and connectivity** creating a local hub and place for various social groups

**Cultural and city Centre extension** with strong pedestrian and public transit connections

**Enhancement for Character**, existing social and commercial nodes (Flea market and public spaces)

**Safety improvement and vehicular mode limitations**



Figure 77: Site areal view (Source: Author, 2019)



## Dissertation Title

Public Space in Amman: On the effect of public space to reduce social and spatial disparities

This dissertation focused on the effect of social and spatial disparity in Amman which has forged 2 cities, East and West Amman, crystallizing inequality and imbalance across Amman. The study evaluated the public spaces in Amman at both macro and micro scales, considering the opportunities and constraints for providing inclusive public realm development. The dissertation was comprehensive and provided a wide scale masterplan for the city as well as more focused micro scale interventions that aimed to create a model for socially cohesive design. Areen's ability to think about the future of the city as well as its present state has lead to both interesting and feasible development plans, alongside the potential to influence policy and emerging strategies for the wider city.

## SERIAL VISION



## AREEN AL ATHAMNEH

Public Space and Social Exclusion in Amman





# URBAN DESIGN STUDIO

This studio based module aims to introduce students to basic urban design analysis, it provides a framework of critical urban analysis at multiple scales and sets the foundations for the formation of urban design principles and practice. Students are expected to develop design, graphical and presentational skills to communicate urban design analysis and design proposals, as well as begin to think critically on form, space and process.

The project involves a detailed design assessment of a neighbourhood within the Greater Manchester region were students illustrate a detailed

understanding of the current condition and character of the location culminating in broad urban design opportunities and constraints model.

*Each Yearbook entry is for illustrative purposes only as only selected graphics/images from the full design proposal submission could be showcased.*

## UNIT CONVENORS

Mr Robert Phillips  
Dr Philip Black

## DESIGN TUTOR

Dr Razieh Zandieh

## TECHNICAL LEAD

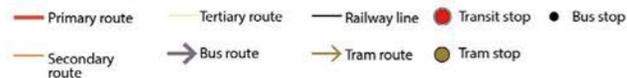
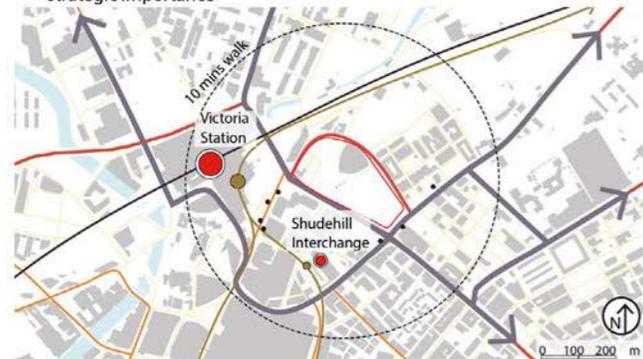
Dr Taki Eddin Sonbli

## STUDIO ASSISTANTS

Ms May Newisar  
Mr Alex Wharton

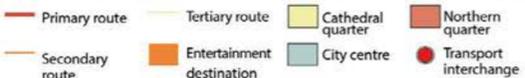
## ACCESS AND PUBLIC TRANSPORT

- The site sits in close proximity to several transport interchanges of strategic importance



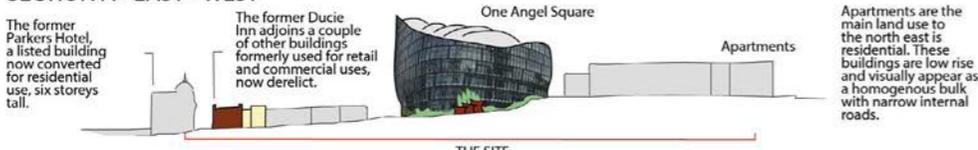
## KEY DESTINATIONS

- The site has excellent access to city scale destinations, there is less everyday convenience provision



## SECTIONS

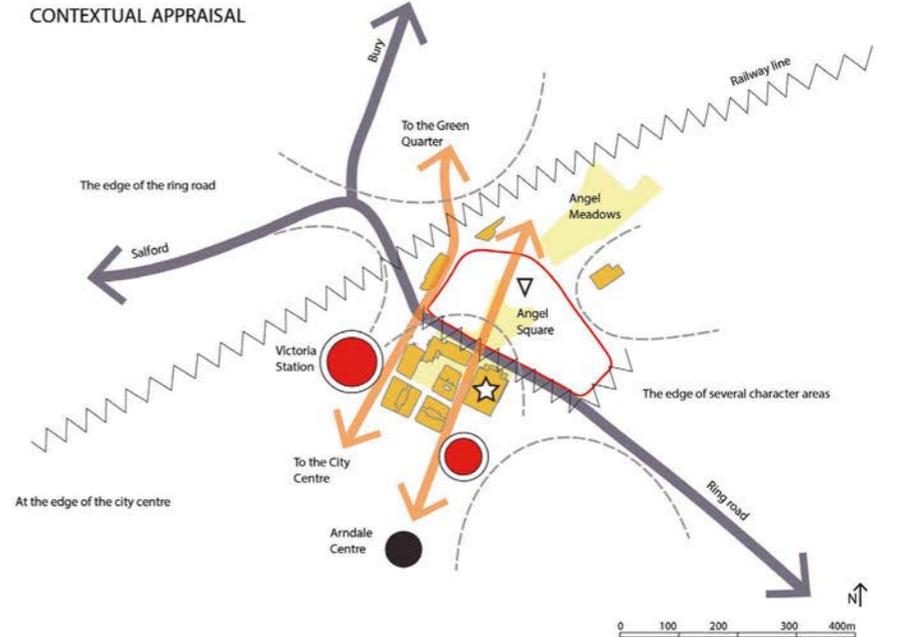
### SECTION A - EAST - WEST



- The sections show the topography of the site as it slopes from east to west.
- This slope reinforces the dominance that one angel square has over the site as one of the few buildings on site.



## CONTEXTUAL APPRAISAL



- EDGE OF CHARACTER AREA**  
The site is bounded by a number of character areas. The site is located in the transition area between four of these areas.
- MAJOR ROAD**  
The ring road passes by the site providing good road connections and making it strategically located on the regional road network.
- HIGH PEDESTRIAN FLOW**  
Two paths of high pedestrian flow pass through and adjacent to the site making it crucial in the link between key transport interchanges, residential areas and the city centre.
- BARRIER TO MOVEMENT**  
The ring road and railway viaduct act as major barriers to pedestrian movement, a key issue given the high level of pedestrian traffic.
- PUBLIC SPACE**  
The site is located between an important swathe of adjoined public spaces; Sadlers Yard, Angel Square (on the site) and Angel Meadows.
- HERITAGE ASSET**  
The site lies within the setting of nine listed buildings.
- LANDMARK (MAJOR)**  
The site is directly adjacent to the CIS Tower, a city wide landmark.
- LANDMARK (MEDIUM)**  
On the site itself is One Angel Square, an important landmark in the north of the city partly due to its unique architecture.
- TRANSIT STOP (MAJOR)**  
Victoria Station and Shudehill are both city scale transport interchanges in terms of importance.
- DESTINATION**  
The Arndale Centre is the heart of the City's retail offer and is of regional importance.

**JOSEPHINE GREGORY**  
Angel Square, Manchester

## STRANGWAYS-CONTEXTUAL ANALYSIS



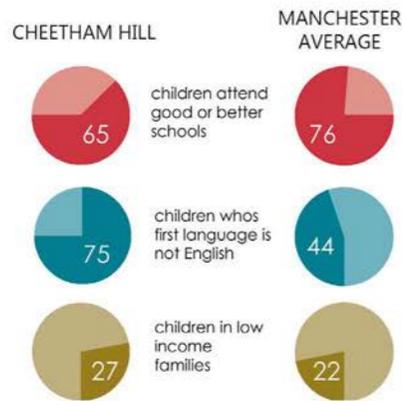
### STATISTICS

**11000 workplaces** -  
STRANGWAYS - City's second highest  
employment and business area outside city center.

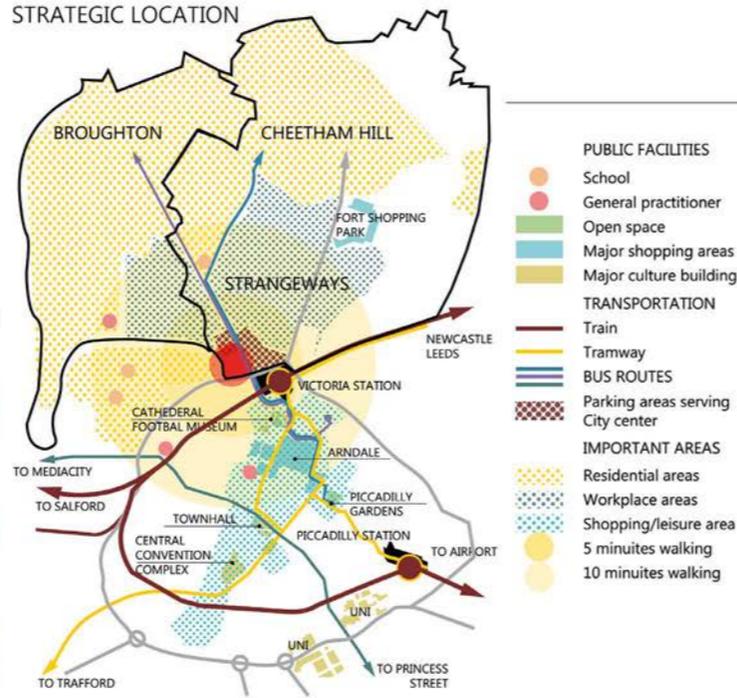
### AGE DISTRIBUTION (CHEETHAM HILL)



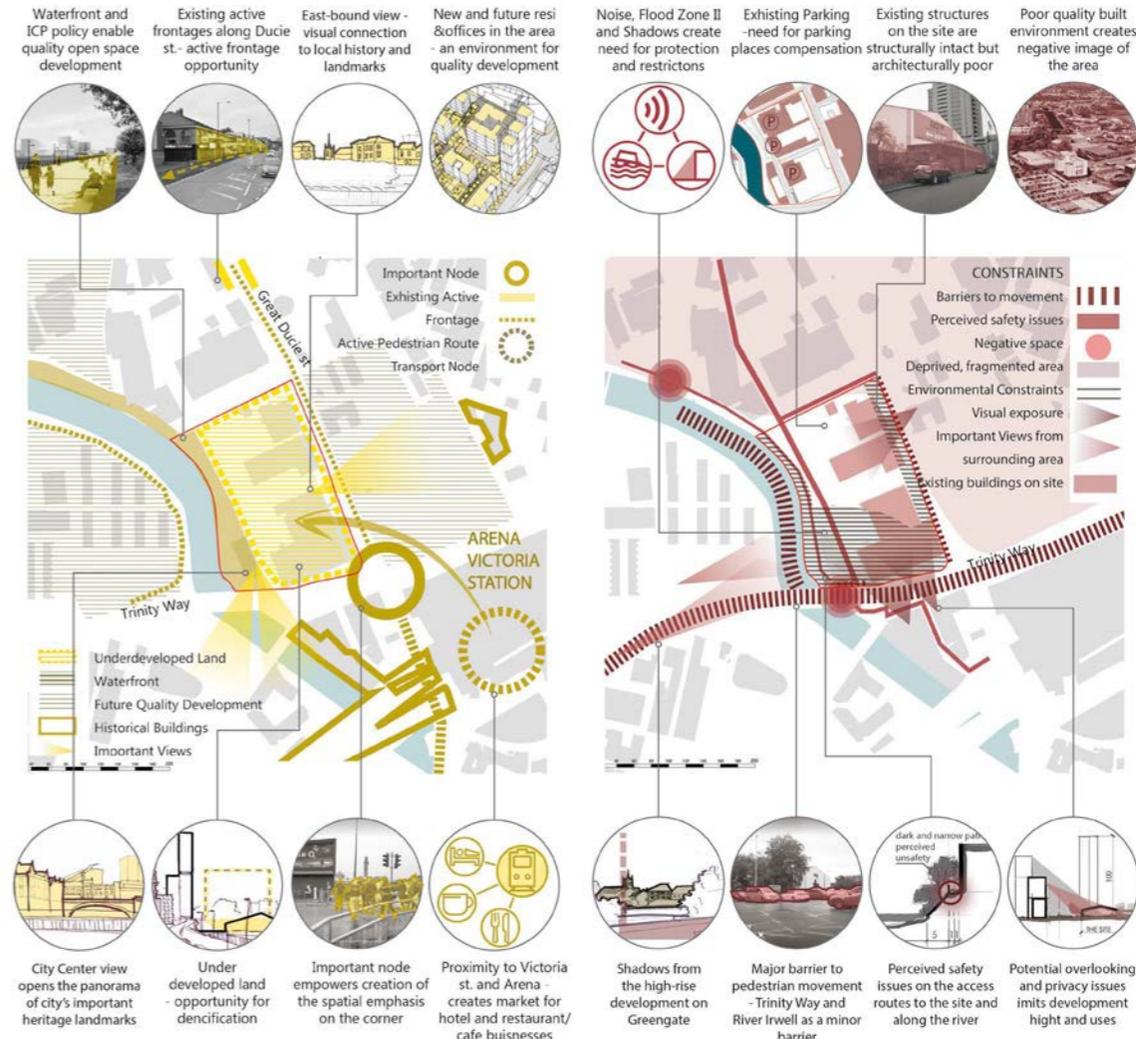
Job Seekers allowance Rate - 2.9 out of 5.1  
Children in Low Income families - 27.7% -  
around average for the City  
Highest Drugs-related Crime Rate outside City  
Center (Reported crimes by LSOA (2017))

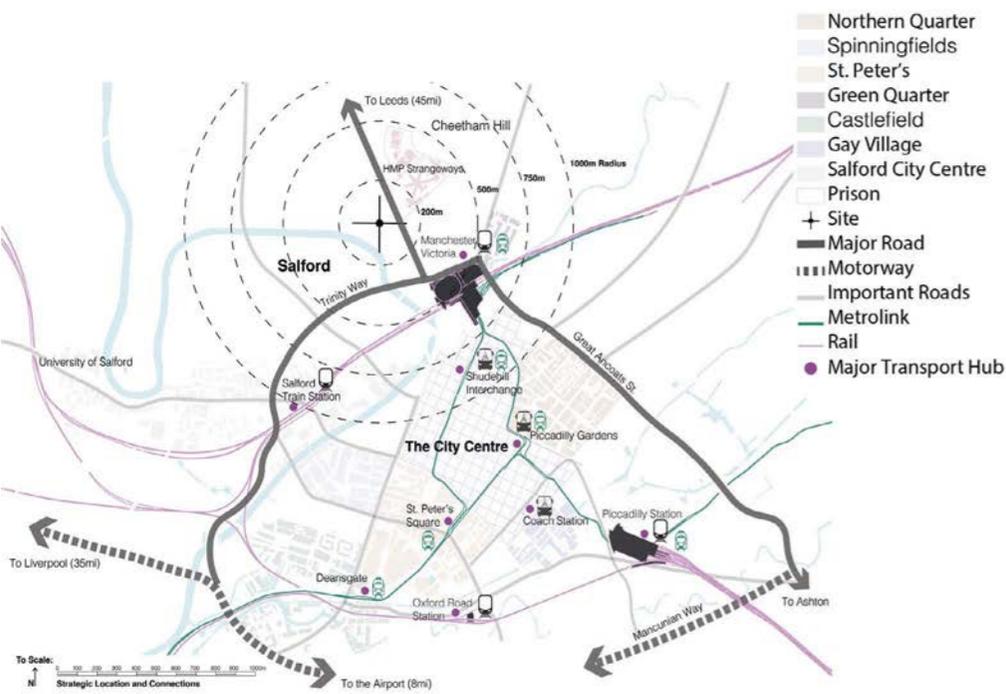


## STRATEGIC LOCATION



## OPPORTUNITIES AND CONSTRAINTS



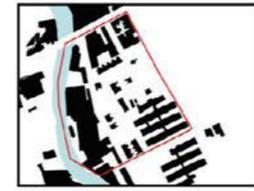


- Northern Quarter
- Spinningfields
- St. Peter's
- Green Quarter
- Castlefield
- Gay Village
- Salford City Centre
- Prison
- ⊕ Site
- Major Road
- Motorway
- Important Roads
- Metrolink
- Rail
- Major Transport Hub

### HISTORICAL ANALYSIS



- 1930s**
- A range of small to medium/large buildings.
  - High density and enclosed streets.
  - Residential terraced houses and industrial building use.
  - Full enclosure along Great Ducie St with a range of services such as hotels and civic buildings.



- 1950s**
- Decrease of density paired with increase of grain size due to the rise of residential buildings.
  - Losses in urban grain due to the Manchester Blitz bombings.
  - Loss of enclosure and presence of blank voids.
  - Area's character changed due to the appearance of most services.



- 2018**
- Further increase in grain size and increase in density as a result of industrialisation and introduction of wholesale commercial usage.
  - River channel widened and reas part of flood management area.
  - Area perceived as fragmented.

### CHARACTER ANALYSIS



To Scale:  
 0 100 200 300 400 500 600 700 800 900 1000m  
 Character Area

#### HIGH DENSITY RESIDENTIAL

- Newly developing area in close proximity to the city centre.
- High rise residential buildings, some reaching up to forty stories high, are a visible landmark.
- Predominantly glass, metal and prefabricated panels used as building materials.
- Presence of cranes indicates current development.
- Large amount of temporary parking, soon to be developed.
- Some industrial historical buildings incorporated into new design.
- Fairly poor quality public realm.



Greengate tower

#### LOW DENSITY RESIDENTIAL

- A range of modern semi-detached and terraced houses and occasional apartment blocks.
- Most properties have a private driveway and a small garden.
- Access via local roads and cul-de-sacs.
- Building range between 2 to 3 stories high.
- Building materials include red and yellow brick, light colour rendering or prefabricated materials.



Irwell Riverside housing estate, Salford

#### CITY CENTRE



The Printworks

- High density, multi-functional area.
- High concentration of listed buildings.
- Main retail and leisure destination, including the Arndale shopping centre and a range of museums.
- High number of public spaces with good public realm, e.g. Exchange Square.
- Range of building materials ranging from brick, stone to metal and glass.
- Good connectivity via public transport network.
- Includes major transport hubs e.g. Manchester Victoria and Shudehill Interchange.
- Place of major events, e.g. Christmas Markets or music events at Manchester Arena which attract large amounts of visitors.

#### WATERFRONT

- High density built up waterfront along River Irwell.
- Boundary between Manchester and Salford.
- Mostly residential with some office space.
- Good connectivity between the two cities via a number of bridges.
- Fairly good quality public realm.
- Some vegetation along the river.
- New developments with good quality public realm near the Spinningfields area of Manchester.



View from Victoria St. Bridge

#### HMP STRANGEWAYS

- The prison includes four Grade 2 listed buildings including the 71m tall tower and the prison gate (see illustrations).
- The site is located on raised land and together with comparable larger building mass than the rest of the area, it is a visible landmark in the neighbourhood.
- Building materials include red brick with yellow brick and limestone detail.
- The site includes a large car park facing Great Ducie St and a tall brick wall to the north, east and south.



HMP Strangeways tower

#### INDUSTRIAL DERBY STREET

- Fairly good quality historical buildings from early 20th Century with high amount of detail in brick work.
- Good enclosure along a fairly strong grid street pattern.
- High number of metal cubic ware house building in use with service entrances for large vehicles.
- Strong industrial/commercial character with poor quality public realm and no green space.



Manchester Ice Palace, Derby St.

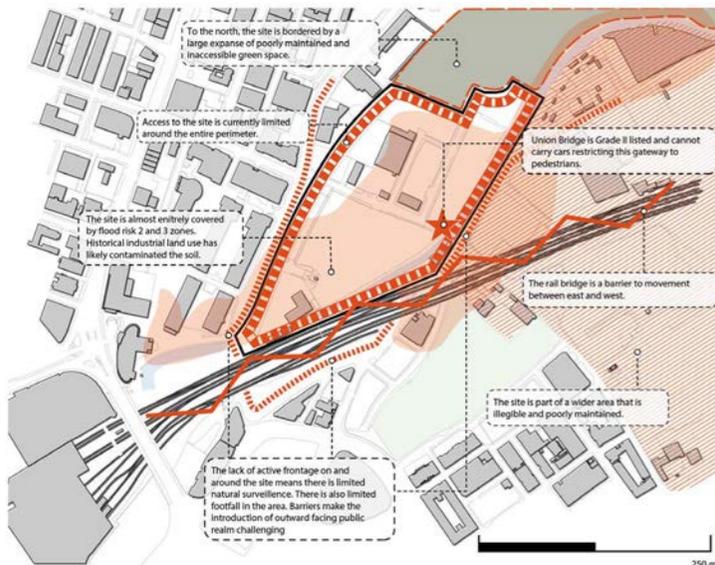
#### DERELICT INDUSTRIAL AREA

- Old mills and warehouses scattered around the area.
- Generally derelict area with very poor public realm.
- High amount of poor quality built structures used for wholesale commercial and industrial purposes.
- Large amount of urban voids, some used as parking.
- Many obstructions e.g. fences with barbed wire and walls.
- On-street parking.
- Poor legibility due to lack of enclosure.

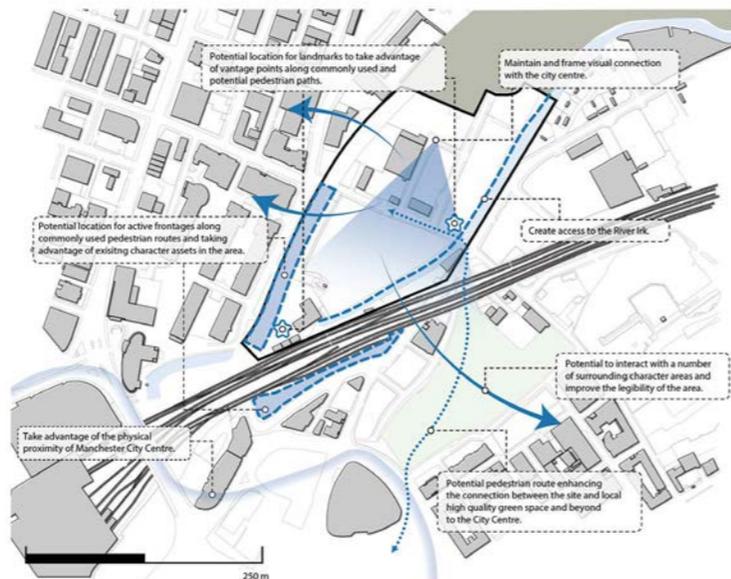


Unused warehouse building on Cottenham Ln.

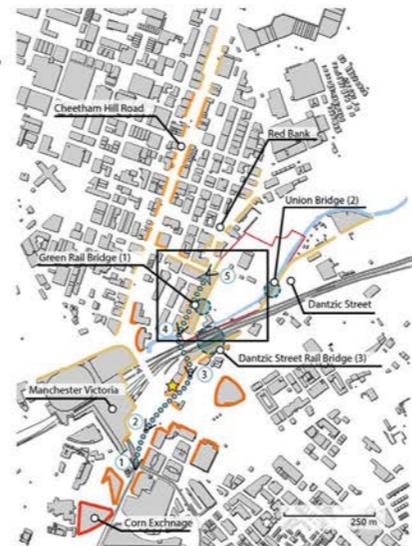
## Constraints



## Opportunities

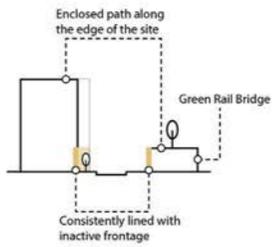


## Streetscape



There is a significant change in streetscape when moving from the City Centre to the site creating a feeling of arrival, but the main view into the site is poor quality.

The active frontage along common pedestrian paths passed the site is severely limited as evidenced in the streetscape cross section. This limits natural surveillance in the area as there are a limited number of windows facing the street and limited foot fall, this is especially true of Dantzic street which borders the site along the canal on the eastern side.



**Manchester's Northern Gateway**

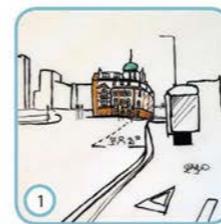
Create a sense of place by capitalising on existing **heritage** and **natural** assets.

**Capitalising on heritage assets**

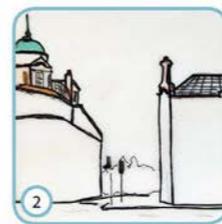
The railway bridges that dominate the site speak to the **industrial heritage**

**Enhancing natural assets**

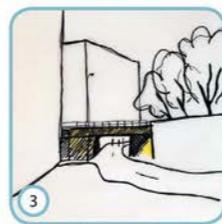
The **green rail bridge** and the **River Irk** could be enhanced to improve the living environment for the local community.



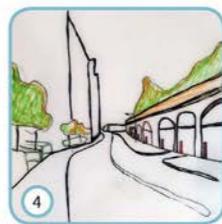
View towards site from Manchester Victoria. At this point the site is nearly obscured from view.



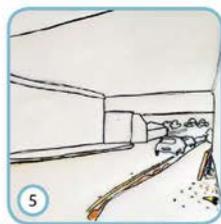
The route passes through a distinctive gateway created by the Parkers Hotel (Grade II listed) and the Ducie Bridge Public House - to be replaced in the N.O.M.A scheme.



The feeling of arrival is extended by the railway bridge passing overhead. Passing under the bridge there is a stark contrast in character.

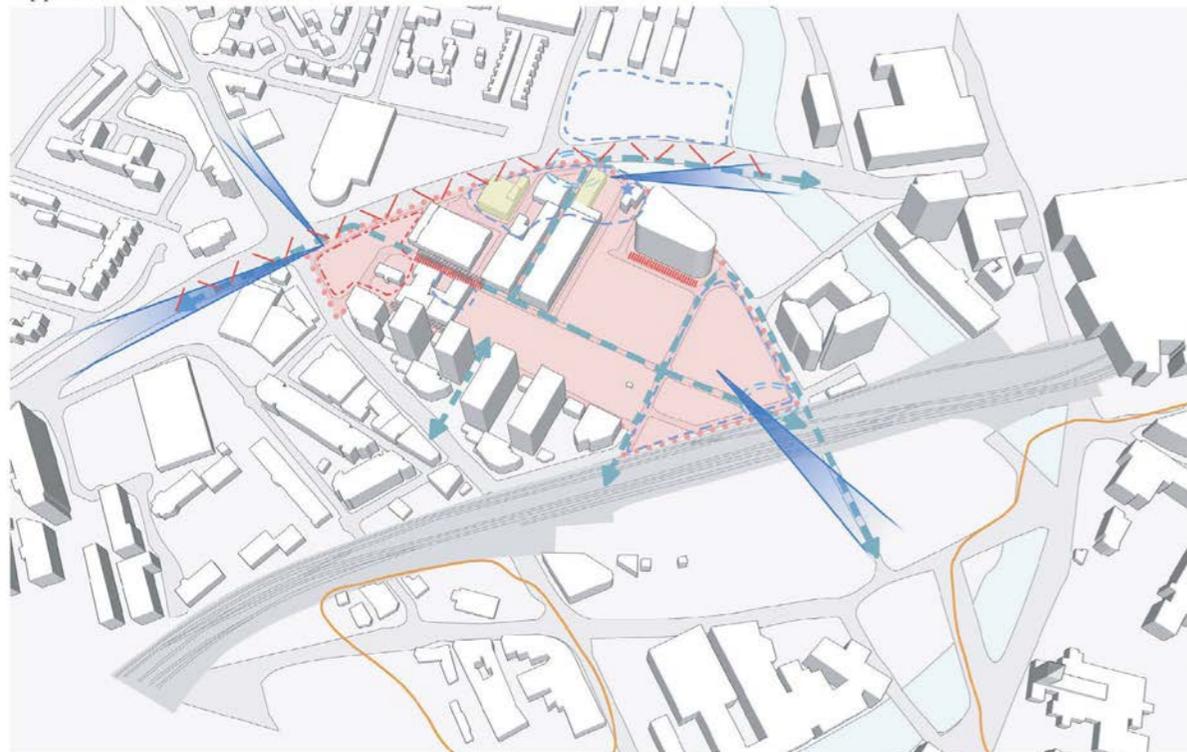


The route opens up into a quiet street with very few pedestrians or cars and no active frontage. The disused railway bridge and green infrastructure give the street character.



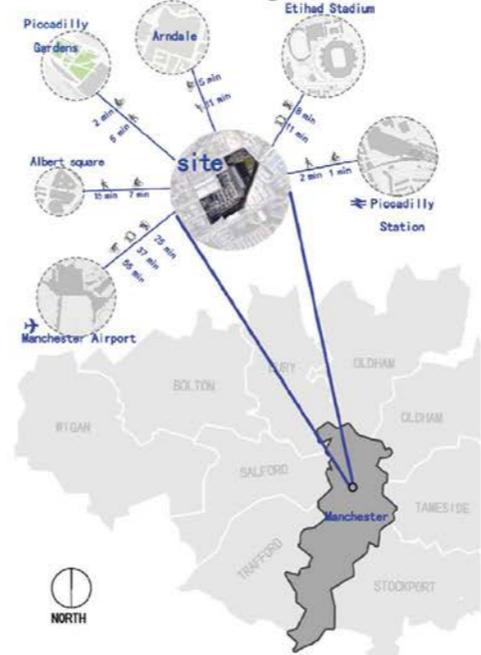
On arriving at the main view into the site, there is a stark contrast in the maintenance and building quality. The River Irk is hidden from view, and the ownership of the area is unclear (public/private).

## Opportunities and Constraints



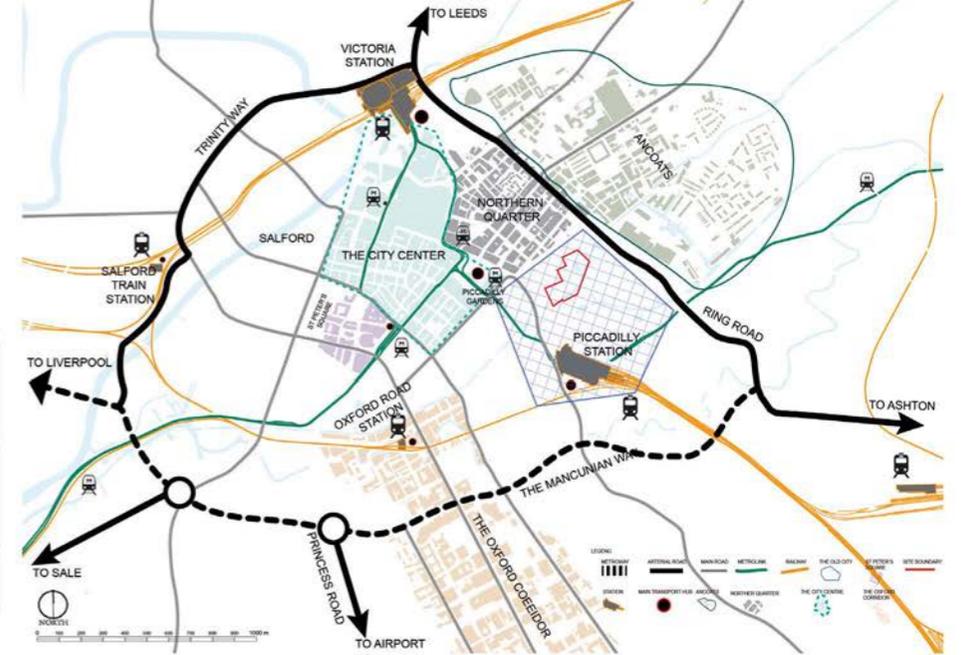
- OPPORTUNITIES**
- Enhance Key Gateway
  - Conservation Areas
  - Improve Areas
  - Potential Landmark
  - Potential Improvement Road
  - Potential Locations
  - Key Views
- CONSTRAINTS**
- Barrier
  - Poor Quality Public Realm
  - Lack Of Active Frontage
  - Effected By Shadow

## STRATEGIC LOCATION ①



The site has a total area of 2.4 hectares. Excellent location. It is close to public transportation hubs such as Piccadilly Railway Station. The area has a long history and the Rochdale Canal passes through it, making it a

## STRATEGIC CONTEXT AND CONNECTION ②



- Located in a thriving City Centre.
- Adjacent to a major transport hub with exceptional transport connections.
- The ability to create vibrant and legible new connections to surrounding neighbourhoods of great character.

# Figure Ground Analysis + Character Study

## 1. Industrial Wasteland



- Highly levels of fragmentation
- Poorly maintained
- No enclosure
- Characterised by lack of distinctive character
- Noise from busy vehicular routes
- Generally unpleasant area

## 2. Angel Meadows



- Modern, high density residential area
- Some ground floor office uses
- 3:1 enclosure
- Character maintained of former industrial uses
- Level change - see cross section

## 3. Royal Mail Depot/Oldham Road



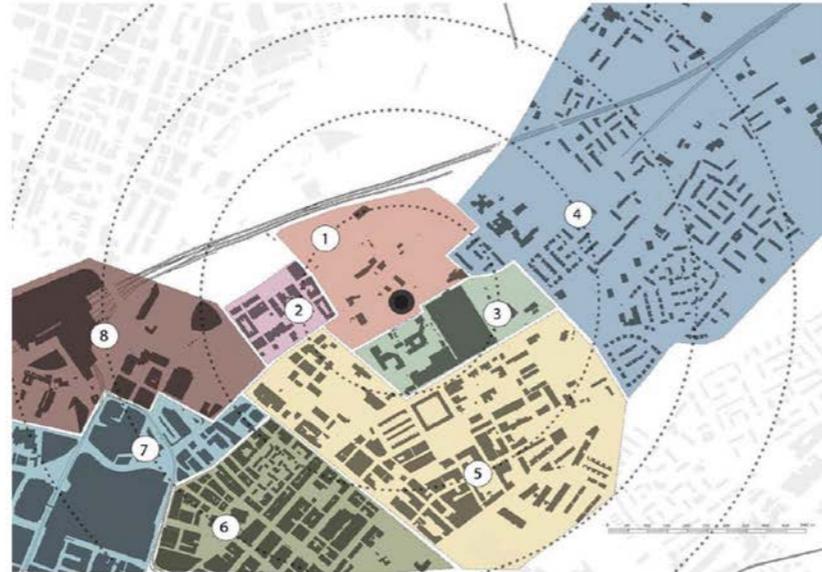
- Semi-active frontage on one side of street
- Noise from busy arterial route
- Oppressively inactive frontage on one side of street
- Poor permeability and connectivity due to physical barriers

## 4. Miles Platting



- Rows of 1930s terraces
- Fine grain grid pattern
- Front and rear gardens

**NEILÍDE GRIFFIN**  
Irwell, Manchester



## 5. Ancoats



- Mix of housing tenure ranging from terraced housing to retrofitted industrial buildings
- Fragmentation in places due to surface car parking
- Tight enclosure and illegible in places

## 6. Northern Quarter



- Very active frontage
- No uniform building typology
- Young demographic
- Tight linear grid pattern with

## 5. Arndale Centre/Exchange Square



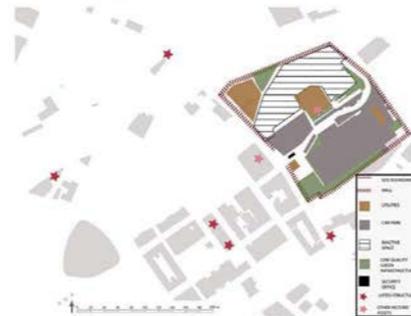
- Major retail area
- Large building footprints
- Permeable and walkable routes
- Large amounts of footfall
- Noisy due to tram link

## 8. NOMA/Victoria Station



- High density, mixed use, primarily office and commercial
- with major transport interchange
- Large daytime footfall
- Very noisy due to traffic
- Poor human scale and high levels of fragmentation

## Site Features



### Utilities



The Gasworks and other utilities could pose potential barriers to development on the site.

### Space



The site is dominated by car-parking; an inefficient and temporal use of land.

### Historical Assets



-The Marble Arch is an indicator of site's industrial heritage and one of the few social hubs for the local community.

## Accessibility



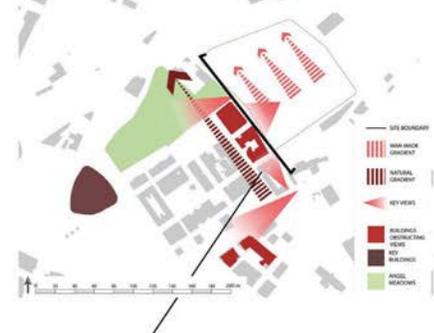
On-street parking, narrow paths, rubbish and lack of overall maintenance makes a streetscape that is uninviting. It also inhibits pedestrian movement around the site.



Wider and well maintained streets, gradual gradient and direct access to city centre make this street more accessible to a wider proportion of the public.

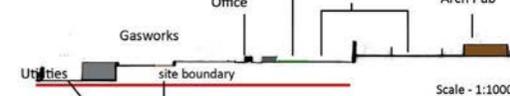
Angel Meadows also provides an aesthetically pleasing route.

## Topography and Key Views



-Change in gradient and adjacent buildings impede views of key landmarks; such as the Co-Op Building

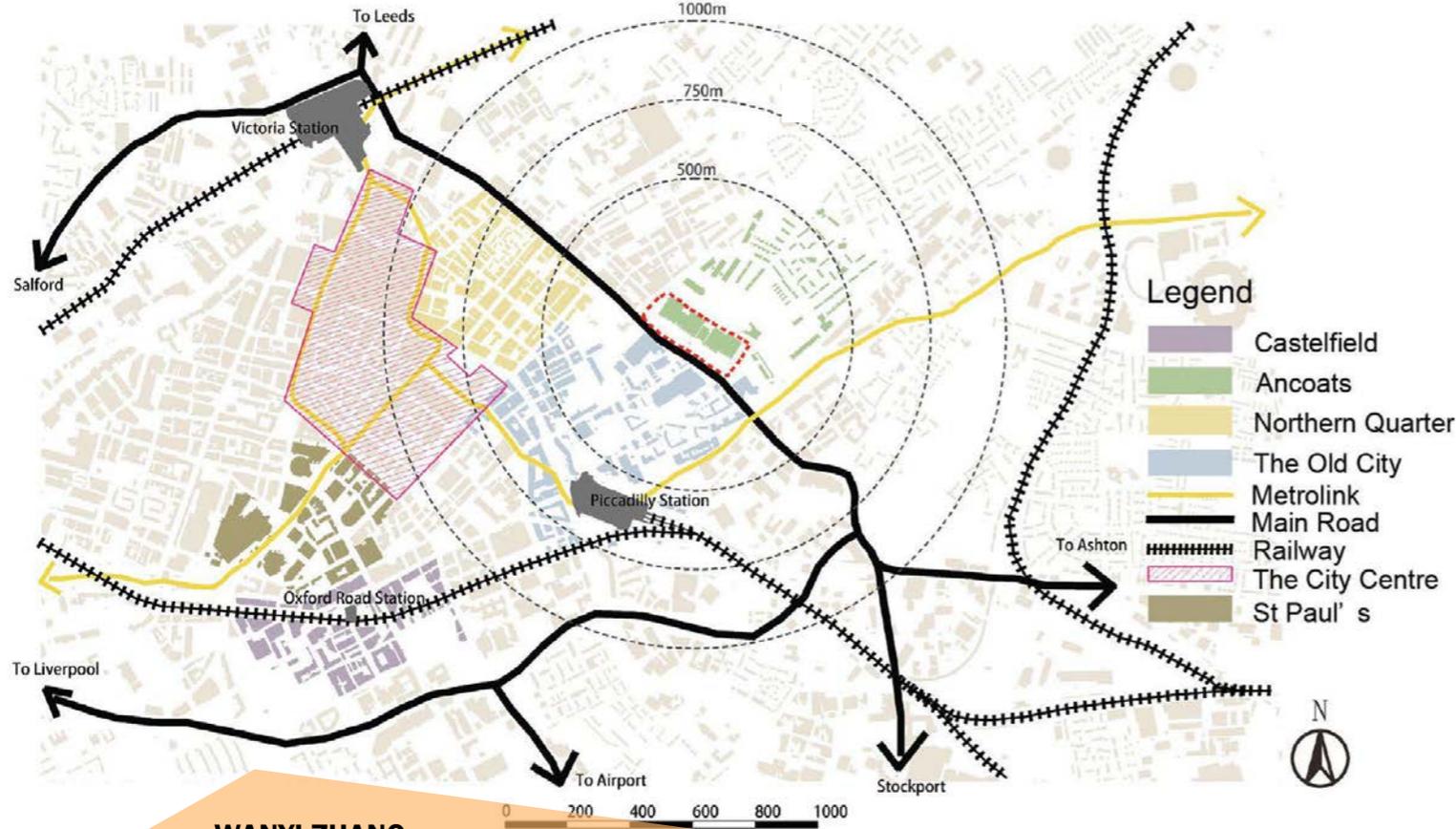
## Cross-Section



From the marble arch pub to northern edge of site, there is a 14m drop in the gradient. This impedes the site's legibility from the street level of rochdale road. It may also make the site inaccessible for certain members in society, such as the elderly.

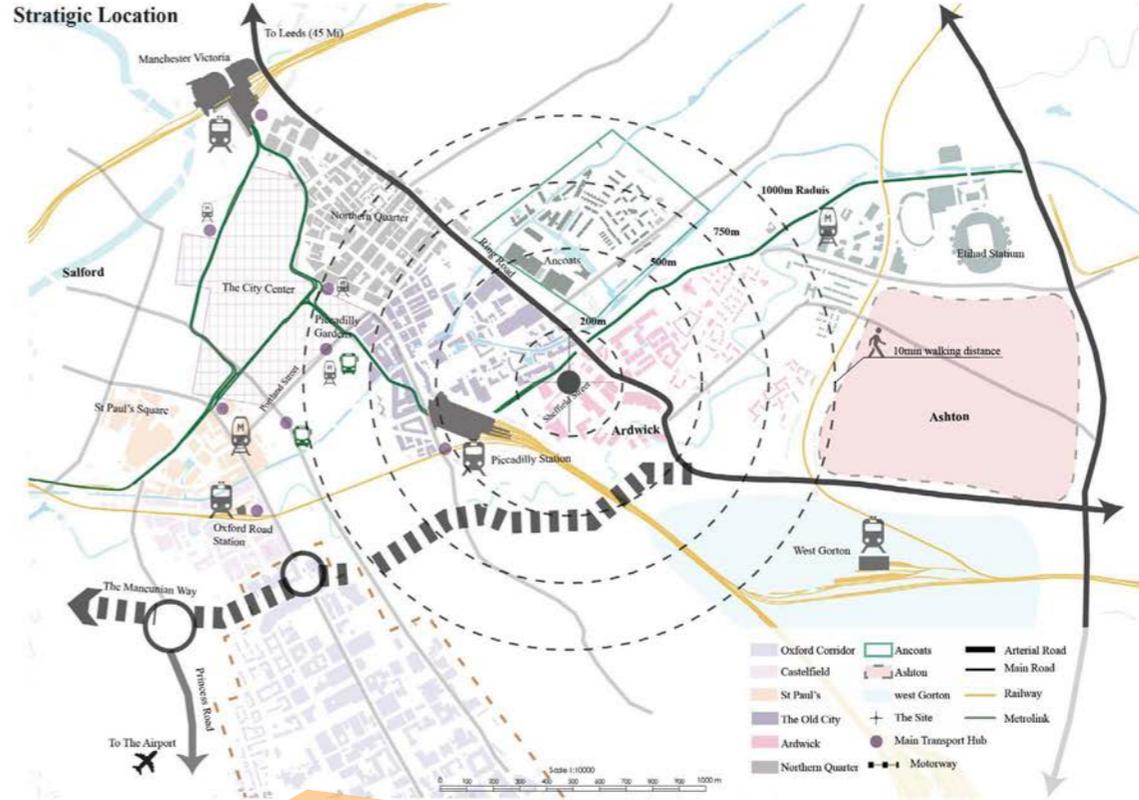
**POLLY HANNAH MURRAY**  
Gould Square

# Strategic Context



**WANYI ZHANG**  
Trinity Way, Manchester

# Strategic Location



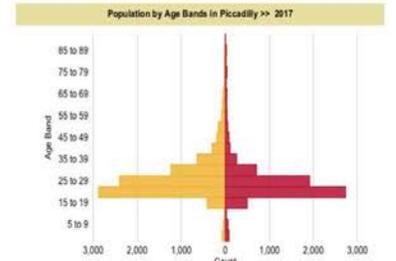
**SHUJUN ZHANG**  
Adair Street, Manchester

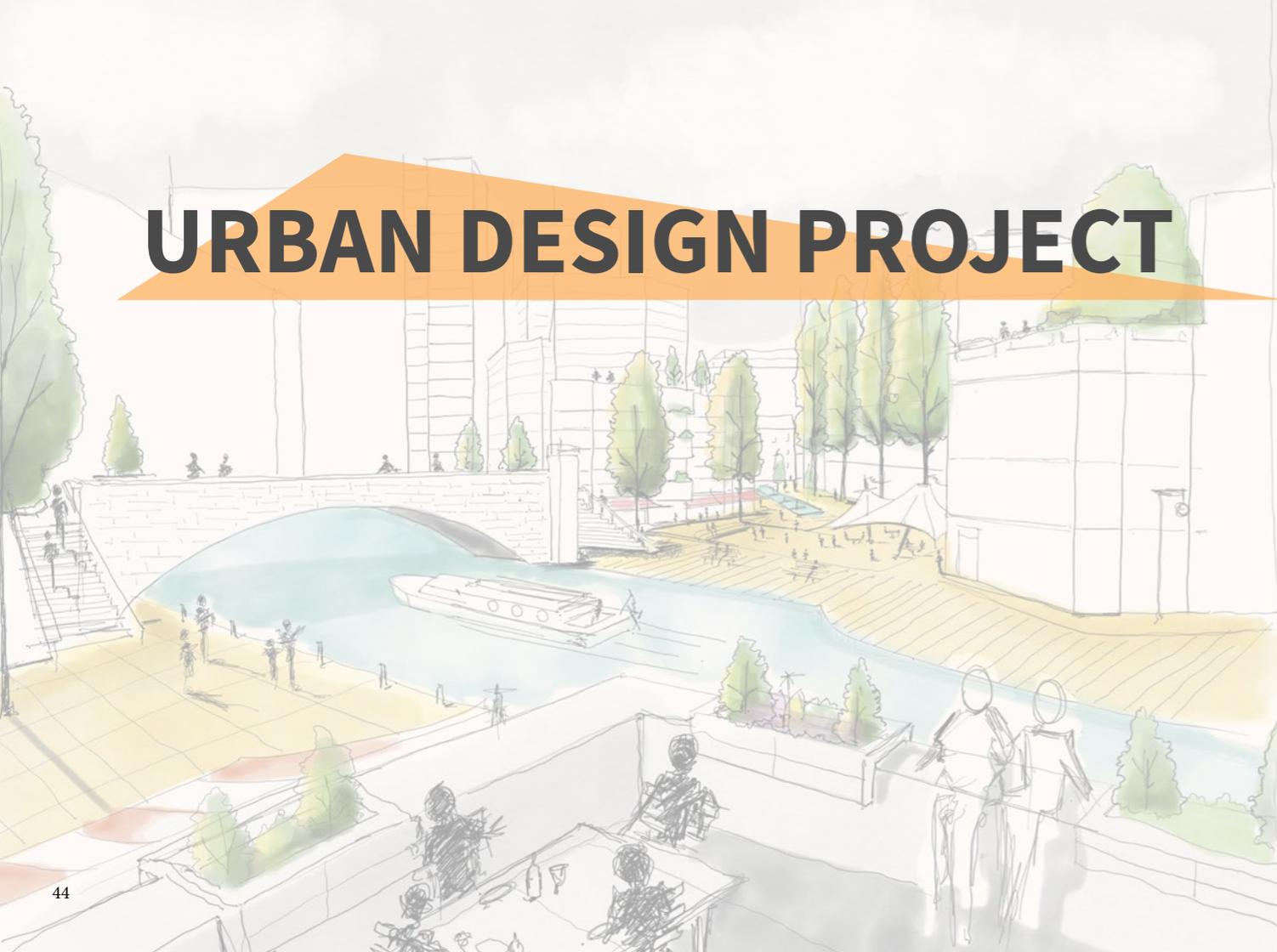
## Strategic Location

The site is located on the north-east of Piccadilly station, with an arterial road connects the site to the north and the east, and the tramway makes it easy to go to the city center from the site. The site area, adjacent to the railway line, offers potential for rail-related development. People could go to the old city and the Ancoats within 10 min walking. There is also public transportation around the site as a link to Oxford Corridor.

## Site Profile

- The site sits in the administrative boundary of Ardwick and is immediately adjacent to the Old City.
- The site area is characterized by diverse population groups, and a considerable proportion of people aged between 19-25.
- According to the statistics, the site location is ranked 9,703 out of 32,844 LSOAs in England; where 1 is the most deprived LSOA. This is amongst the 30% most deprived neighborhood in the country.





# URBAN DESIGN PROJECT

This studio based module aims to reinforce, through applied practice, the main principles of urban design; skills of architectural observation and description; techniques for analysis of urban space; design policy and guidance; design and access statements; and urban design proposals and schemes. The project involved the delivery of a detailed urban design proposal on a city centre site (approx. 3-5 ha.) and a 3D physical model.

The unit aims to allow students to develop a project-oriented approach to urban design; apply site analysis techniques to support urban design proposals; explore urban design principles

and their relationship with practice; design and communicate an urban design scaled intervention; and develop skills of design, presentation, and 3D physical modelling.

A series of crits throughout the year assist students in progressing their analysis, ideas and eventual designs, and the final project must include a technical scaled drawing of the design scheme at 1:1000 or 1:500 scale and a 3D physical model.

*Each Yearbook entry is for illustrative purposes only as only selected graphics/images from the full design proposal submission could be showcased.*

## UNIT CONVENOR

Dr Philip Black

## DESIGN TUTORS

Mr Robert Phillips

Dr Razieh Zandieh

## TECHNICAL LEAD

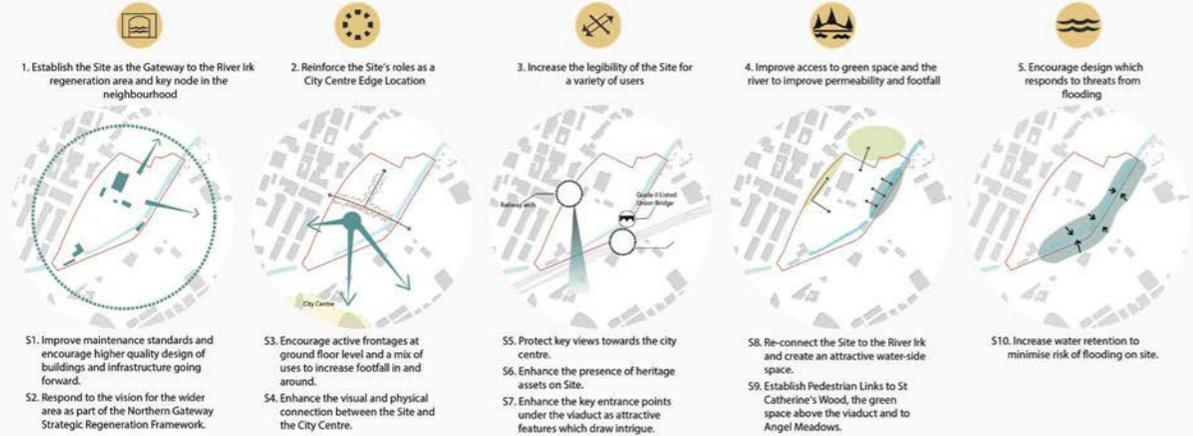
Dr Taki Eddin Sonbli

## STUDIO ASSISTANTS

Mr Alex Wharton

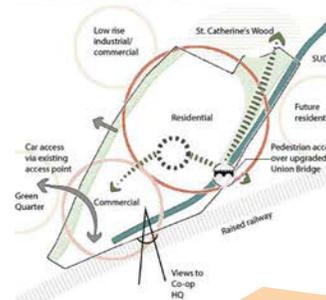
Ms May Newisar

## STRATEGIC DESIGN FRAMEWORK

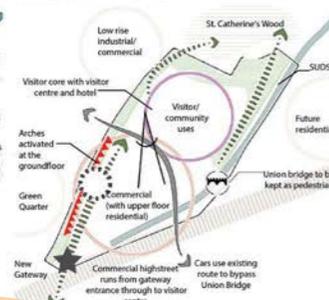


## DESIGN CONCEPTS

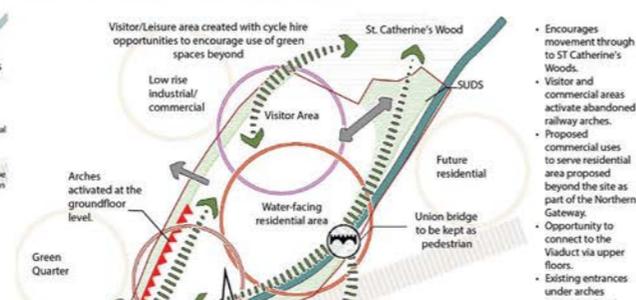
### CONCEPT 1: RESIDENTIAL NEIGHBOURHOOD



### CONCEPT 2: VISITOR CENTRE



### FINAL CONCEPT: THE HEART OF THE NORTHERN GATEWAY



- Encourages movement through to St Catherine's Woods.
- Visitor and commercial areas activate abandoned railway arches.
- Proposed commercial uses to serve residential area proposed beyond the site as part of the Northern Gateway.
- Opportunity to connect to the Viaduct via upper floors.
- Existing entrances under arches maintained and new one to south established.

- Could become overly dominated by residential uses if NG plans go ahead. Does not respond to strategy to create a gateway zone which stands out from rest of character area.
- No housing means no natural surveillance at night.
- May be difficult to establish higher density residential without housing.
- Possibly too much green space given proximity to Angel Meadows.

- Commercial highstreet runs from gateway entrance through to visitor centre.
- New Gateway.
- Views to City Centre.

**HARRIET HALDENBY**

River Irk, Manchester



# ANGEL SQUARE

## DESIGN FRAMEWORK

### Vision

Angel Square will be a significant inclusive green and active public square enclosed by mixed use developments complementing its diverse surrounding neighbourhoods and typologies.

### Objectives

1. Improve and enhance the quality of existing pedestrian routes
2. Improve Legibility on the north eastern side of the site
3. Encourage activity along the north east direction
4. Enhance the Public Realm
5. Overcome Barriers of Movement
6. Overcome lack of cohesiveness
7. Sustainable and Resilient Design

### Strategies

1. Improve connections across north-west and south-east axis
2. Encourage active frontages towards north-east
3. Coherent orientation of the buildings, inclusive urban design
4. Improve enclosure on and around site
5. Rethink the building use near major nodes attracting footfall
6. Enhance existing pedestrian routes
7. Enhance Angel Square Public Realm to its full potential
8. Improve connectivity with the adjacent districts, hence improving permeability

**DIVYA SACHDEVA**  
Angel Square, Manchester

## DESIGN PROPOSAL

**DESIGN EXPLANATION**

1. GATEWAYS
  - The building uses near the gateways are well thought in order to attract maximum footfall on the site.
  - Site has two main gateways via the historic Dantzic street and the other via the busiest node which tends to bring a lot of people on the main square.
  - Both the gateways are human scale with good enclosure welcoming footfall on site with accessible green and paved sidewalks, attractive trees and good, safe and comfortable.
2. ANGEL SQUARE
  - Keeping in mind the topography of site, the main square is designed with 1 meter level down with accessible ramps (1:12 slope) and stairs which can also be used as a place to sit as the treads are 1.5 meter in width.
  - Good enclosed public space also acting as a transition spot towards various directions into different districts.
  - The arms of the square are extended to create some semi public squares preventing the leakage of footfall from the main square.
  - The existing pedestrian routes via Angel square are enhanced with good GI value integrating a network with the Angel Meadows at the backside of Coop building.
3. BUILDING USES
  - The building uses near the major nodes are well thought in order to complement the neighbourhood and attract footfall on the site.
  - The building use near the Victoria station node is primarily retail with active ground frontage attracting people from the city center as well as the station.
  - The center of the site is driven by the policies and provides a good enclosure on and around the site with a semi private office public square with cafes and restaurants on the ground floor fronting the square.

**Scale 1:1000**

**Best Practice**  
Entrance to the Lowry Outlet Mall  
The design for level change for the office square is inspired by this entrance space with ramps on either sides and an open space for temporary markets. It provides a certain amount of privacy and at the same time is welcoming to general public apart from the office buildings.

## CONCEPTS

### 1. COMMERCIAL AREA ALONG GREEN INFRASTRUCTURE



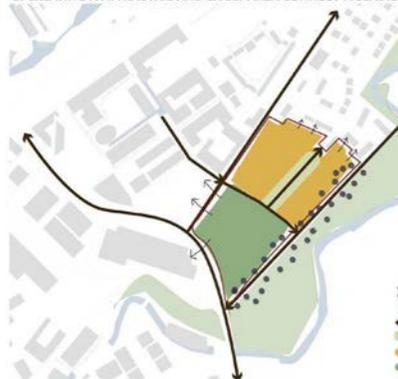
- Potential connection to link the Green infrastructure below.
- Enhance local economic development by the function of retails.
- Provide more connection out of site.

### 2. KEEPING TRADITIONAL RESIDENTIAL FUNCTION



- Different scale for residence
- Good connection to local people
- Create connection from New Islington and Piccadilly station to the site.

### 3. CREATING A ATTRACTIVE AND LIVELY AREA CONNECT PICCADILLY STATION TO MANCHESTER CITY FC



- Potential connection to link the Green infrastructure below.
- Create a good connection from New Islington and Piccadilly station to the site and urban grain nearby.
- Enhance local economic development by the function of retails.
- Improve the use of green infrastructure as a key connection to the site.
- Connect existing facilities like church and market to the site.
- Use the site as a area to connect the Beswick and Ardwick through Medlock and Mersy River Valley areas.
- Provide an attractive space for residents leisure and enjoy.

## OPTIONS

### 1. MAIN FUNCTION FOR PUBLIC SPACE



- This park to be designed an attractive sustainable park which is in the shadow of high buildings. The different florished trees will be planting in the lowest point, which can release the flood risk there in some extent.
- This area provide an active frontages along the road and add more access points to this area.
- The special design will attract people who leave Piccadilly station to Travel Manchester City FC to have a seat here, enjoy the afternoon. Enhance local employment. Have more sight to see the church from the site.
- The semi round park will have a great connection between the site and out site and make site safe and comfort.
- Reduce the noise by the main road.

### SKATEBOARD PARK



- Maintain the main function to the area in the past to create more peaceful area.
- Enhance the active frontages which made up of ground floor retail with apartments above, along the road along to the reservation area. It can provide a chance for people who own their house.
- The open space will served by residents live nearby.

## MASTERPLAN



### HOTEL

- The hotel here become a landmark which located at the big corner the crossing of the Every Street and Piccadilly station on the left side, and bus station is near to this area as well.
- This legible hotel has a good connection to this site and Piccadilly station on the left side, and bus station is near to this area as well.
- Due to the height of the hotel it has a fantastic view to everything nearby. People who live in this hotel can see the beautiful views like active public space, green park, church and green infrastructure in this area.

### RESIDENTIAL

- 3 stores
- Active frontage with green infrastructure.
- Semi-private garden inside can see the church spire.
- Bus station can directly arrive this building.

### TEMPORARY PARKING AREA

- These area is for people who come here for visiting or consulting.

### DISABLED PARKING AREA

- This area can easily access the hotel.

### OFFICE

- 6 stores
- Ground floor retail with office above.
- Create green corridor to link the green infrastructure.

### BASEMENT PARKING ENTRANCE

- These four points are the basement parking entrance for worker. The elevator is directly access the building.
- This point is in the minor road to avoid the jam.

### GREEN INFRASTRUCTURE

- Putting rain garden in front of the buildings to create a good sense of frontages and it also have a potential connection to the Green infrastructure opposite.
- The planting for the rainwater garden can reduce the heavy flood risk in the bottom of the site to some extent.
- The liner green infrastructure which is the main link to connect Manchester City FC and Piccadilly station.

### OPEN SPACE

- The route here is only for pedestrian walk across which have a connection from church to the site when people leave to the bus station, they can have a seat in this area.
- This open space provide a quiet and peaceful place for residents, and it also can connect the active frontages which provide a compare to the noisy and quiet in this site.

### PEDESTRIAN ROUTE

- Green liner space create a invisible connection which diverge by key roads.
- People can see the church when they cross the active frontages lane.
- There are cafes, restaurants and shops in the daytime. Some of them will close in the night to make area quietly.
- These active frontages with light on the wall to make area more safety.
- Building ratio:1 give people more comfort.

### CORNER

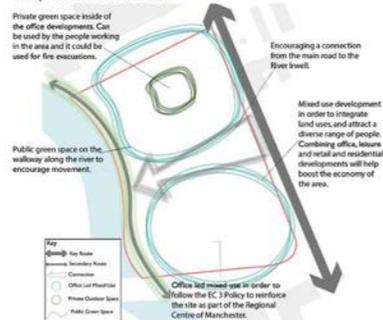
- There is a main road in the middle of this site to make this area active which connect GI key pedestrian to the church and the transform of different functional buildings.
- Provide a open space for community and socialise.
- People can see the church spire and good quality of GI at this corner.

### OFFICE FRONTAGE DESIGN

- The liner good quality trees have a connection to the GI to create a sense of place.
- The entrance of office building is set slightly lower to make it more private.
- Setback is made of glass and it own lighting in the night can make this area more bright. The under is a cycling parking which can provide space for people who cycling here.

**EXPLORING CONCEPTS**

**Concept One: River Inwell Office Park**

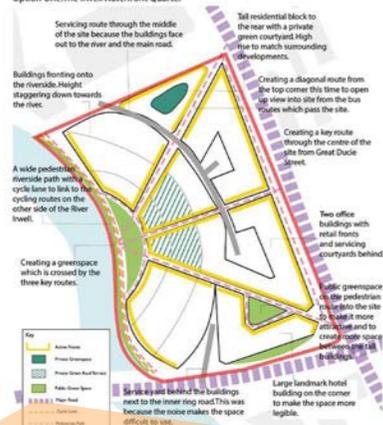


**Points for Improvement**

- Having a whole site of office led mixed use could potentially make the space feel private, rather than an accessible and useable space for all.
- This concept could go further in creating a sense of place around the River Inwell.

**EXPLORING OPTIONS**

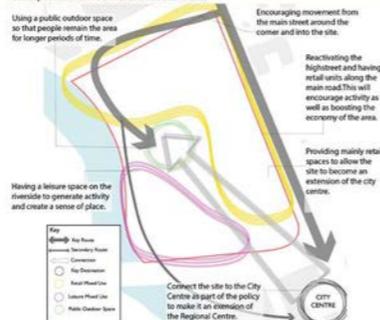
**Option One: The Inwell Waterfront Quarter**



**Points for Improvement**

- Having a whole site of office led mixed use could potentially make the space feel private, rather than an accessible and useable space for all.
- This concept could go further in creating a sense of place around the River Inwell.

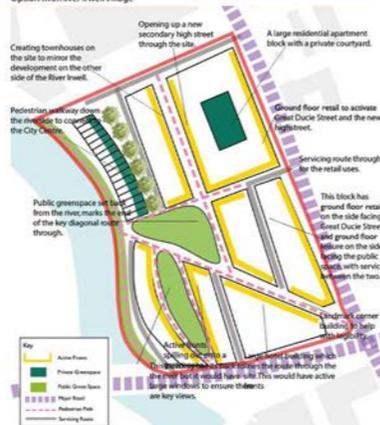
**Concept Two: River Inwell Retail and Leisure Core**



**Points for Improvement**

- This concept could be difficult because the city centre already has so much retail space that this area may not be suitable for large units.
- The concept could make the River Inwell more of a feature in order to create a sense of place.

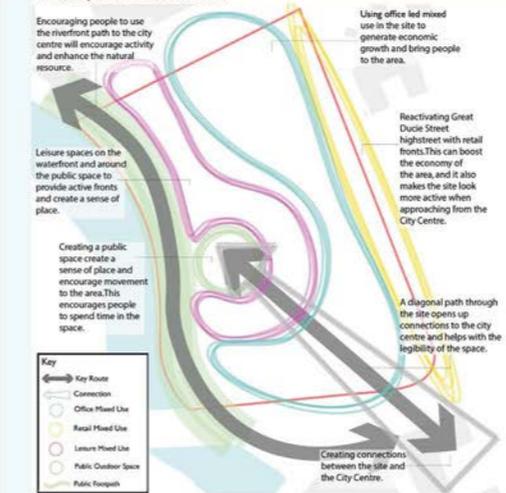
**Option Two: River Inwell Village**



**Points for Improvement**

- Having a whole site of office led mixed use could potentially make the space feel private, rather than an accessible and useable space for all.
- This concept could go further in creating a sense of place around the River Inwell.

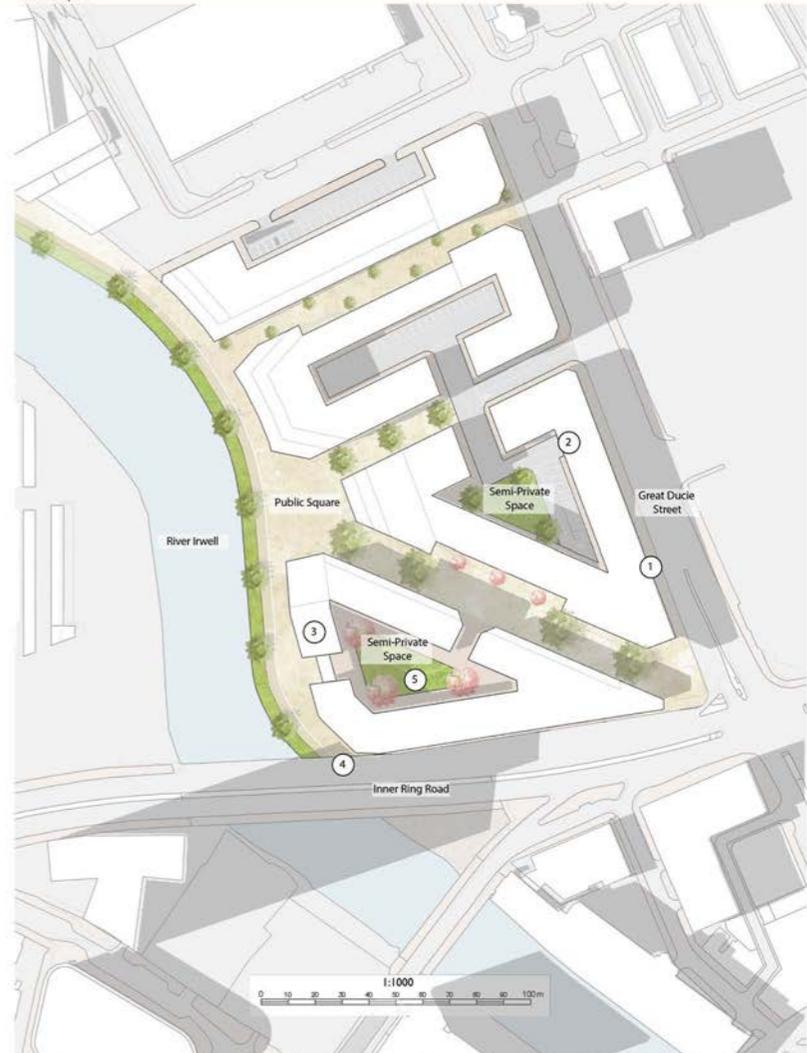
**Final Concept: The River Inwell Waterfront**



**Precedent Images**



**The Masterplan**



**STRATEGIC FRAMEWORK**

**ENHANCING CONNECTIONS**



**PRESERVING INDUSTRIAL HERITAGE**



**INTRODUCING GREEN INFRASTRUCTURE**



**CREATING A MIXED USE SPACE**



**CREATING A WATERFRONT DESTINATION**



**STRENGTHENING THE CHARACTER OF GREAT DUCIE STREET**

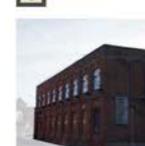


- Enhance access to the river travel via Julia St.
- Enable access to the river via Langton and Thompson St.
- Improve connectivity to Salford and the city centre.
- Create a network of paths through the site to increase safety and legibility.
- Improve links to the city centre.

- Preserve local industrial character by incorporating historical buildings with new design.
- Create historical landmarks by opening new views.
- Adapt historical buildings to suit modern needs.
- Create a diverse design which will highlight historical assets.
- Restore historical grid pattern.

- Enhance riverside footpath by introducing good quality green infrastructure.
- Create a green buffer along Great Ducie St, enhancing the link into the city centre.
- Use green infrastructure to create a clear link between Great Ducie St and the waterfront.
- Create semi-private green public spaces within urban blocks.

**HERITAGE CONSERVATION**



KEY PUBLIC SPACE (see detailed plan next page)

Delequer's Co building facade is incorporated into a new building, a small plaza in front to guarantee a better view of the feature.

Building temporary in use, potential conversion into residential.

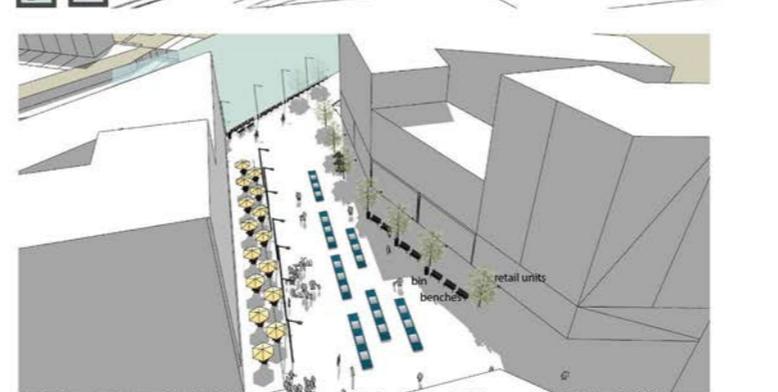
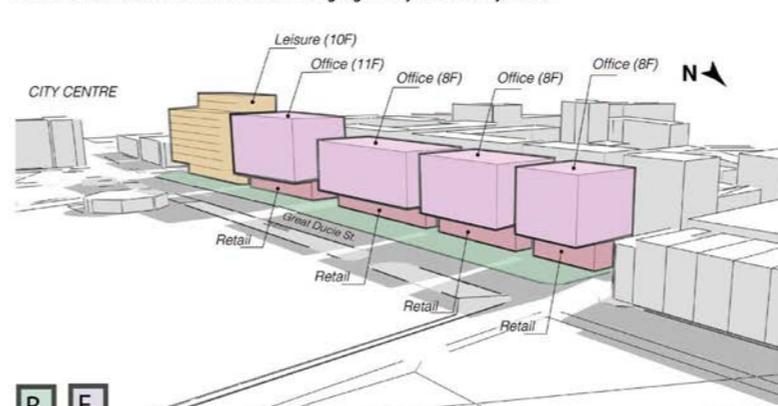
Unused building converted into apartments. The characteristic triangular roof is visible in the pedestrian corridor.

Delequer's Co building facade is incorporated into a new building, a small plaza in front to guarantee a better view of the feature.

**MASTERPLAN 1:1000**



**BUILDING USE ON GREAT DUCIE ST: Creating a gateway into the city centre**



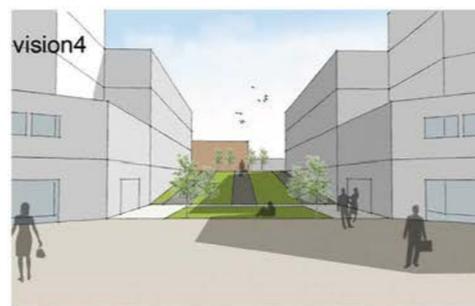
Graphic shows how the square is divided into three sections: commercial seating / restaurants (left), movement (middle), relaxation (right). The layout of the fountains encourages movement towards the waterfront, but also enables movement between the commercial and relaxation area. Provision of seating and bins makes the place more inclusive and eliminates the problem of litter.

**BUILDING USE (rest of site)**

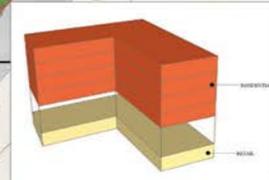
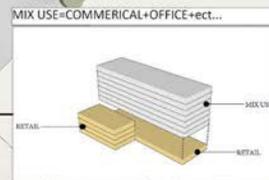
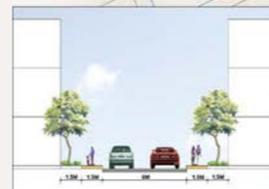
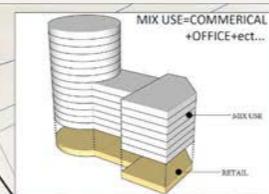


View from the river: in the first plan we can see a viewing spot where people can see the city skyline. The waterfront route has good quality green infrastructure, lighting to promote safety and provides sufficient space for pedestrians and cyclists - the waterfront route is part of the planned b-lane network, provision of bike racks makes the square an accessible destination for cyclists.

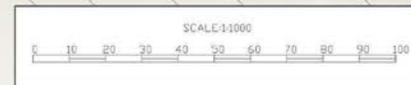
SERIAL VISION



**ZHENQI ZHANG**  
Trinity Way, Manchester



The ground floor of this building is used as retail, mainly for the residents who live in the residential area, while there is a public space in front of the retail for residents to rest and social. The public space in front of the retail is connected to the public space inside the residential area by the pedestrian path, and arrange green space inside the public space. Try to provide residents with a good living environment and high quality leisure space.



1. All residential buildings are in 5 stories and the residential property is apartment.
2. The frontage of all buildings is on the inside, making the residential area with a good privacy.
3. There is green spaces on the outside of the residential area, these green spaces are used to isolate noise.



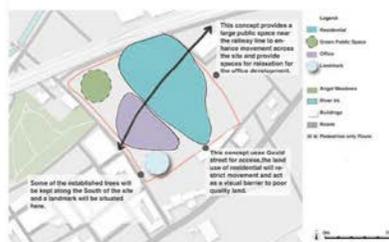
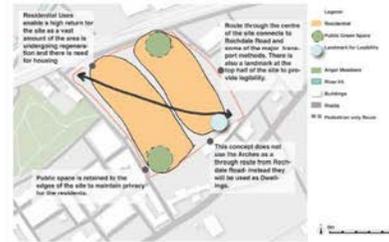
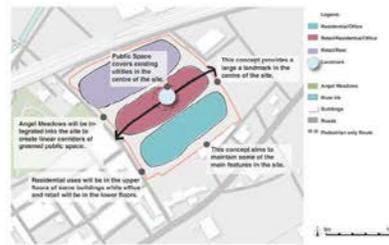
COMPARISON—FIGURE GOOUND



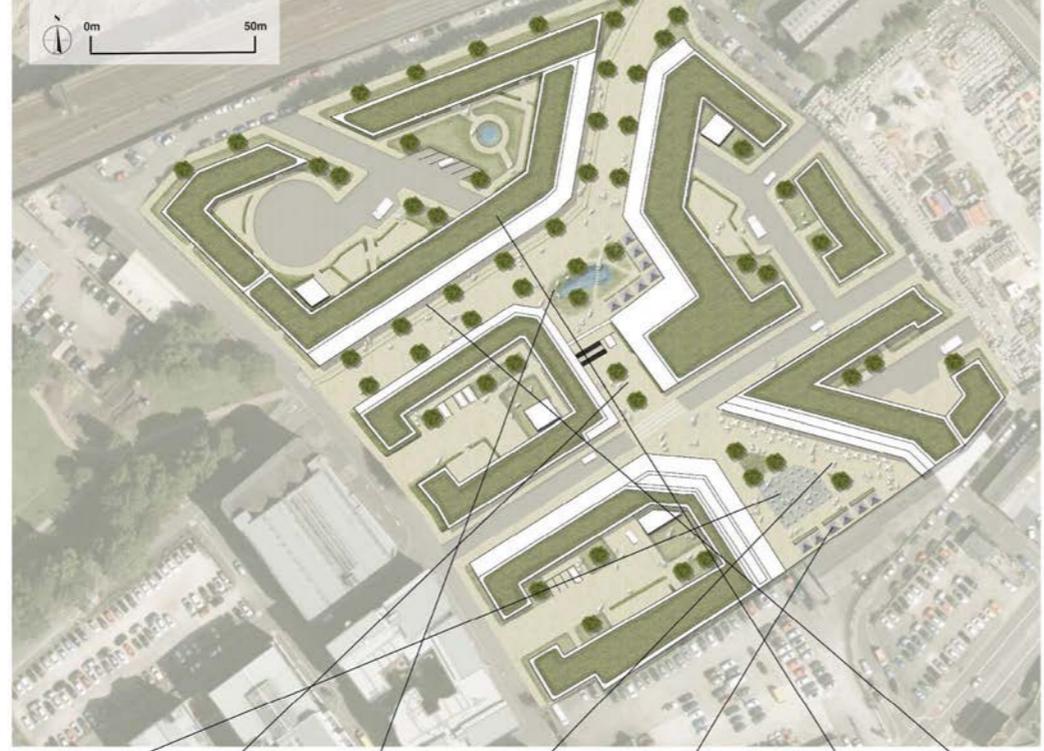
**MEI HU**  
Adair St, Manchester



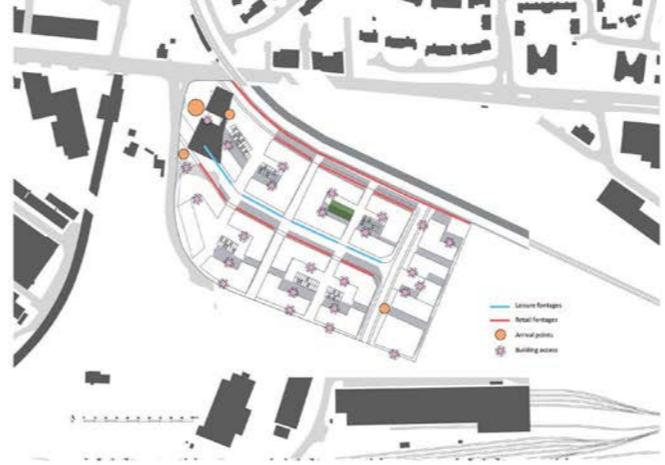
## Concepts



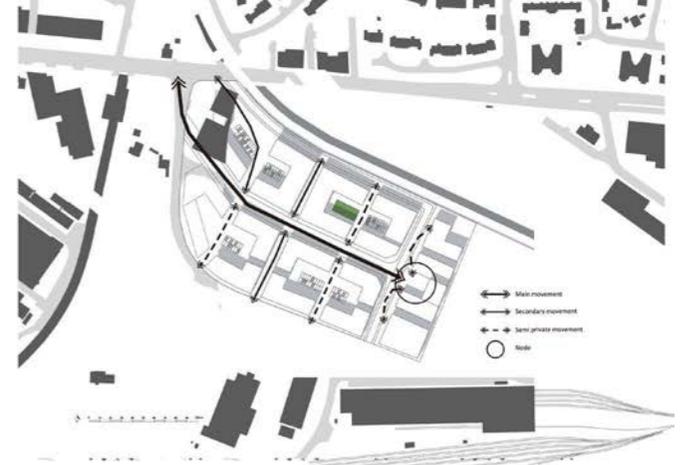
## Detailed Design



## Arrival points



## Movement



## Connection



## Frontages and Access





# MASTERPLAN STUDIO

This studio based unit aims to introduce students to the process of masterplanning, providing skills in analysis at larger scales; design option development and testing; working to a brief; and detailing a masterplan project design at 2D and illustrative 3D

The unit aims to provide advanced practice in urban design; consolidate the work on the interface of urban design and masterplanning scales; develop advanced graphical and presentation skills to deliver urban design projects; and develop a critical approach to the urban design process and a strong link between the theory and the practice of urban design.

The project asks for the delivery of a spatial masterplan design proposal for a selected 18-25 hectare site. A series of crits assists students throughout the year in developing their analysis and design. The final submission includes a detailed strategic framework, design options, a technical scaled masterplan, 2D and 3D visualisations, and a considered implementation plan.

*Each Yearbook entry is for illustrative purposes only as only selected graphics/images from the full design proposal submission could be showcased.*

## UNIT CONVENOR

Dr Philip Black

## DESIGN TUTOR

Mr Robert Phillips

## TECHNICAL OFFICER

Dr Taki Eddin Sonbli

## STUDIO ASSISTANT

Ms Amanda Briggs

## UNIT CONTRIBUTORS

Urban Imprint

WYG

Optimised Environments







## TOWN CENTER PARK WITH SPORT FACILITIES



Line of trees separating from noise and pollution of Cavendish street and Improving legibility as a leading line

Sport Facilities  
Seating Area  
Outdoor dining area

Town Center Park responds to the Policy Introducing Active Town Center park with facilities for sport and play. It reconnects route of regional importance and maximises waterfront assets, attracting local people and PB visitors

## ACTIVE CANAL FRONTAGE AND PUBLIC SPACE

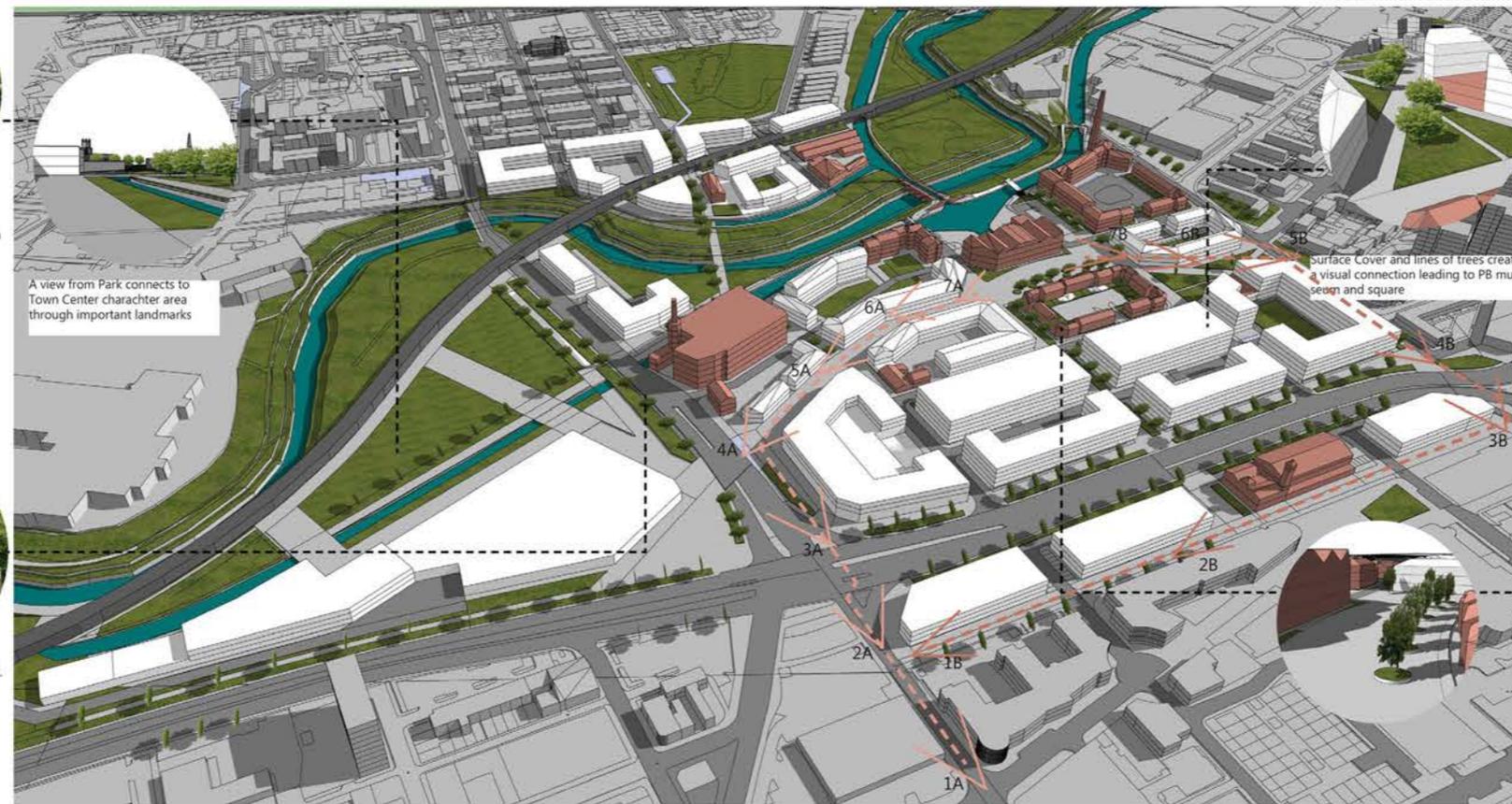


Line of trees visually connects and leads to the path along the canal, across the road improving legibility

Outdoor dining area  
Path to Eco-Industrial Park  
Path to Town-Center Park

Active canal front maximises water assets and activates the area. It creates a local node connecting North-South of Portland basin

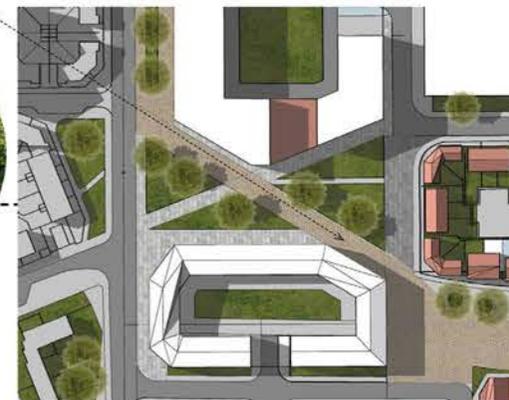
## 3D VISUALISATION



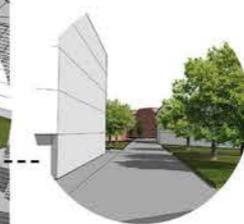
A view from Park connects to Town Center character area through important landmarks

Surface Cover and lines of trees create a visual connection leading to PB museum and square

## LOCAL LEVEL PARK AND LOCAL NODE



Active Frontage improves safety and encourages footfall



Different surface cover for transition between pedestrianised street and road

Introduced local level GI serves surrounding residential and connects to semi-private residential GI. Improves legibility this place leads to the PB museum & square.

## PORTLAND SQUARE MAIN PUBLIC SPACE



Line of Trees separating Residential from unwanted gazes from public square and Market



Market Place Area and Shared surface for servicing

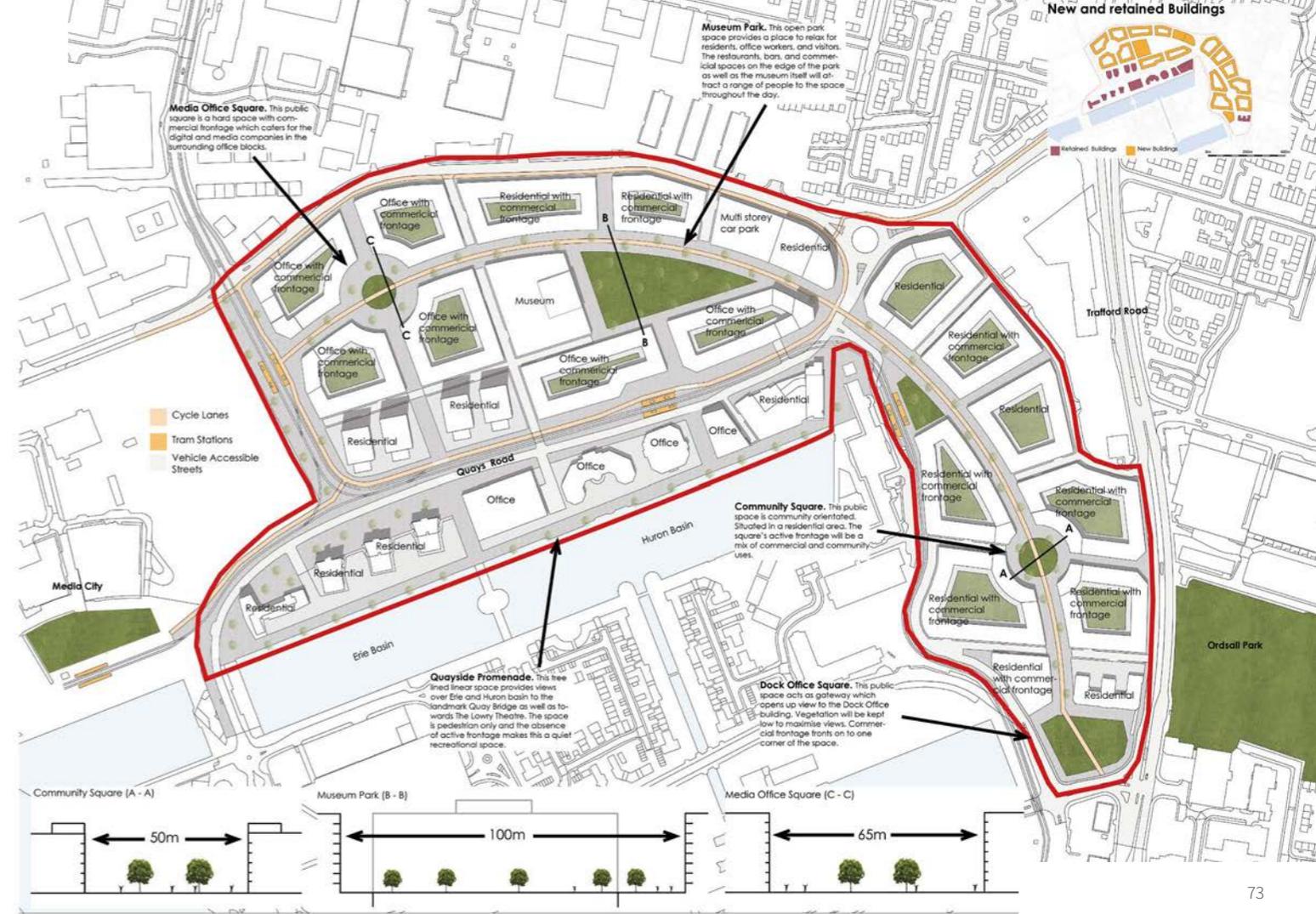
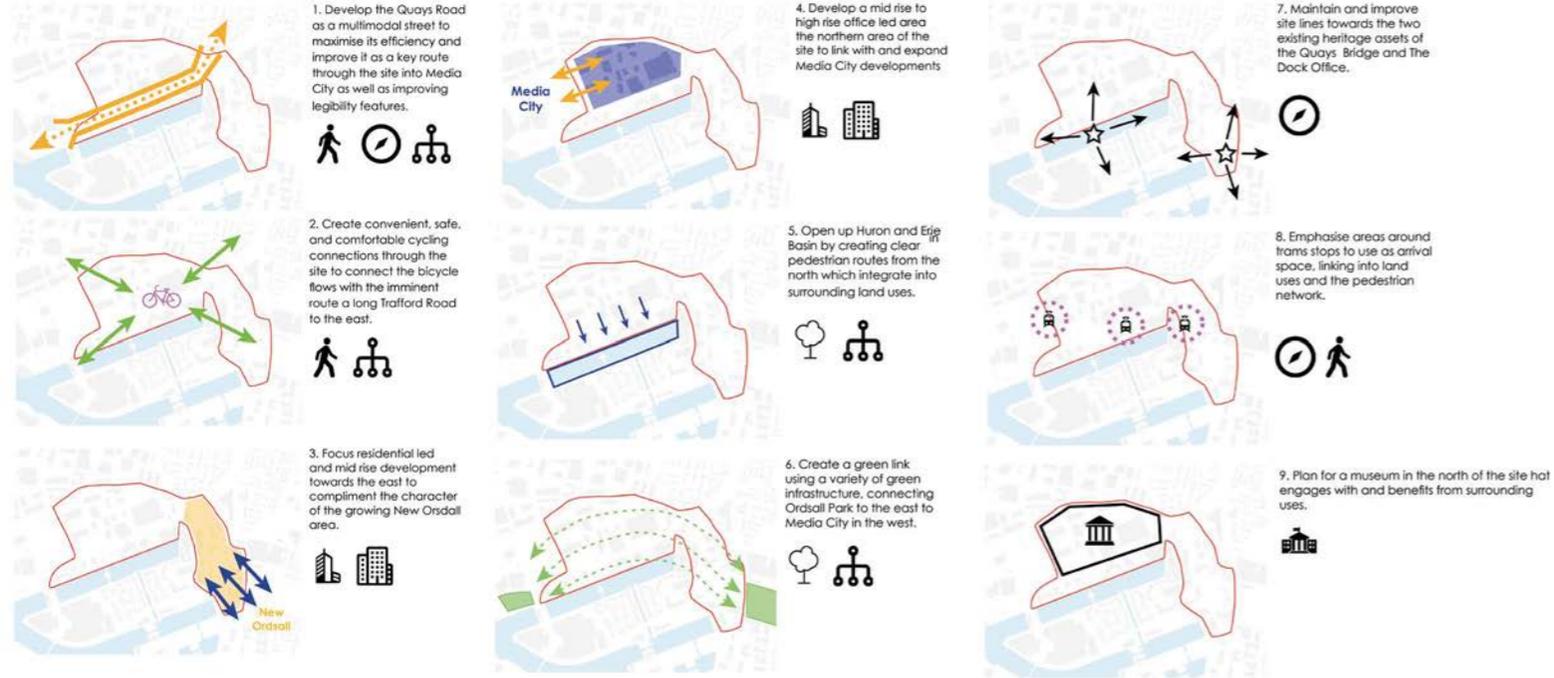
New Bridge leading towards Viaduct through a more open and intuitive route

Improved Public space. Car traffic is restricted and residential building is separated by line of trees. Area for flea market is introduced. Service access for the market and PB museum is through the shared space (service time only) Activates the area, Improves quality of public space and legibility

**MARINA FOMINA**

Portland Basin, Manchester

## Strategies



### Salford Key Policy-

Ordsall Waterfront (AP4)  
2100 Dwellings with an aim to reconnect the city centre and Salford Quays. Ground Floor uses will include Retail and Leisure. As well as developments to contribute to an attractive waterside walkway.

(Salford Council, 2018)

### Manchester Key Policy-

Castlefield Conservation Area

H5- Delivery of 8,200 Residential units by 2027  
EC8- Delivery of 14 ha of Employment Land

(Manchester City Council, 2019)

### Trafford Key Policy-

Manchester United Stadium Area (TP13)

Local Shopping Centre (S10 and S14)

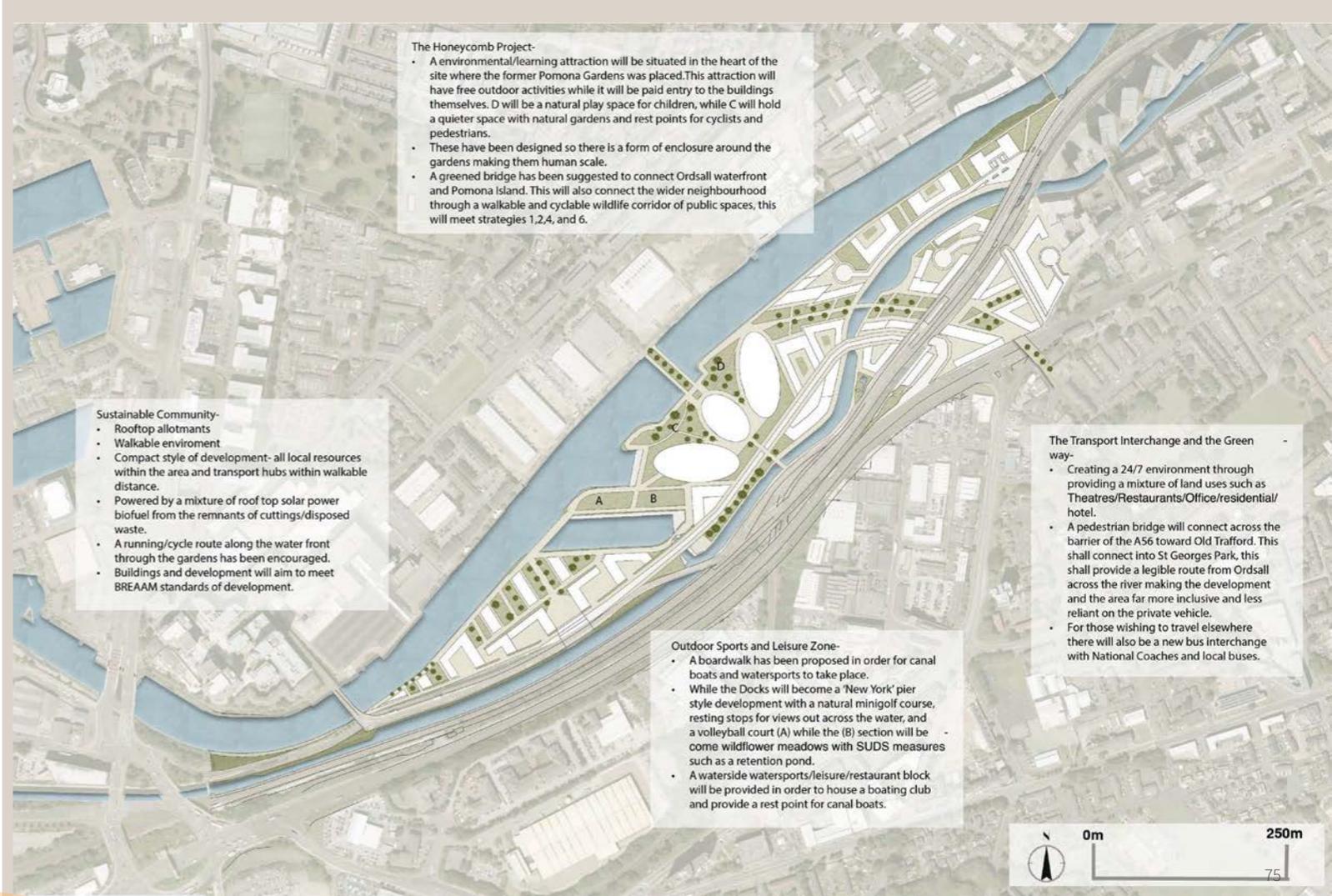
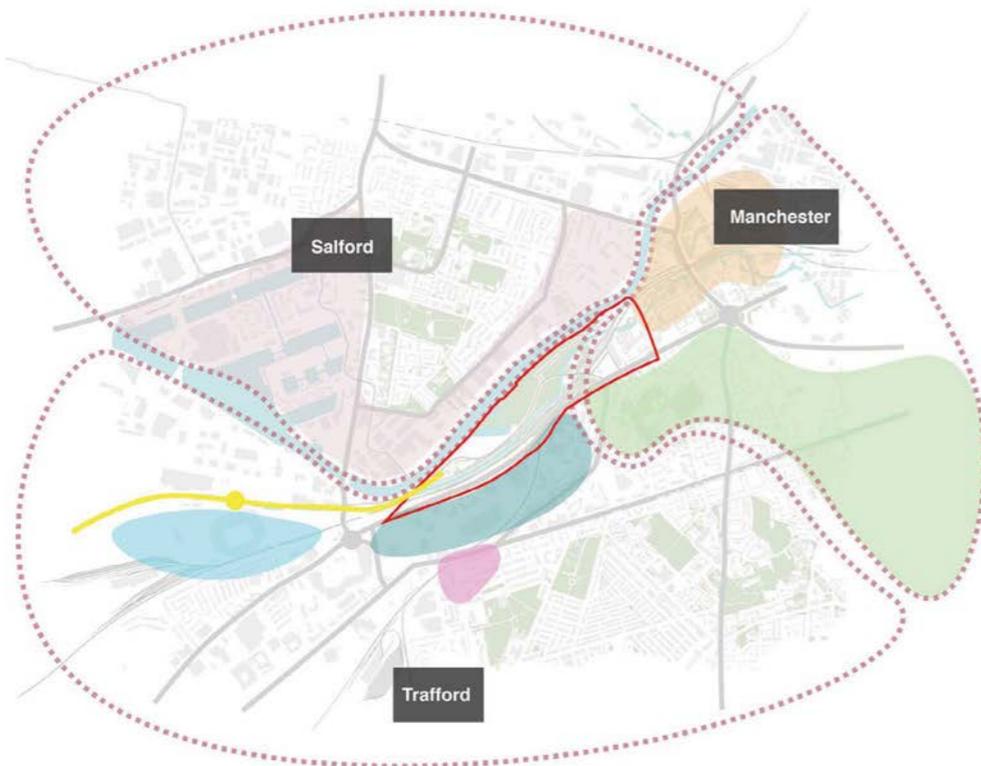
Hadfield Street and Trafford Park core industrial Area (TP1 and TP3)

T11- Extension to metrolink

Strategic Development Site  
SL1 - POMONA ISLAND (HIGH PRIORITY)

- It has been vacant for over 20 years
- It's strategic location to the city centre and Salford Quays means that the development of Pomona will contribute significantly to local and regional growth
- A mixed-used development would be preferred to complement surrounding nearby characters along the riverfront
- New community and leisure facilities, better connectivity and accessible open space are key elements that need to be considered/implemented in the redevelopment of Pomona.

(Trafford Council, 2012)



#### The Honeycomb Project-

- A environmental/learning attraction will be situated in the heart of the site where the former Pomona Gardens was placed. This attraction will have free outdoor activities while it will be paid entry to the buildings themselves. D will be a natural play space for children, while C will hold a quieter space with natural gardens and rest points for cyclists and pedestrians.
- These have been designed so there is a form of enclosure around the gardens making them human scale.
- A greened bridge has been suggested to connect Ordsall waterfront and Pomona Island. This will also connect the wider neighbourhood through a walkable and cyclable wildlife corridor of public spaces, this will meet strategies 1,2,4, and 6.

#### Sustainable Community-

- Rooftop allotments
- Walkable environment
- Compact style of development- all local resources within the area and transport hubs within walkable distance.
- Powered by a mixture of roof top solar power biofuel from the remnants of cuttings/disposed waste.
- A running/cycle route along the water front through the gardens has been encouraged.
- Buildings and development will aim to meet BREAAAM standards of development.

#### The Transport Interchange and the Green way-

- Creating a 24/7 environment through providing a mixture of land uses such as Theatres/Restaurants/Office/residential/hotel.
- A pedestrian bridge will connect across the barrier of the A56 toward Old Trafford. This shall connect into St Georges Park, this shall provide a legible route from Ordsall across the river making the development and the area far more inclusive and less reliant on the private vehicle.
- For those wishing to travel elsewhere there will also be a new bus interchange with National Coaches and local buses.

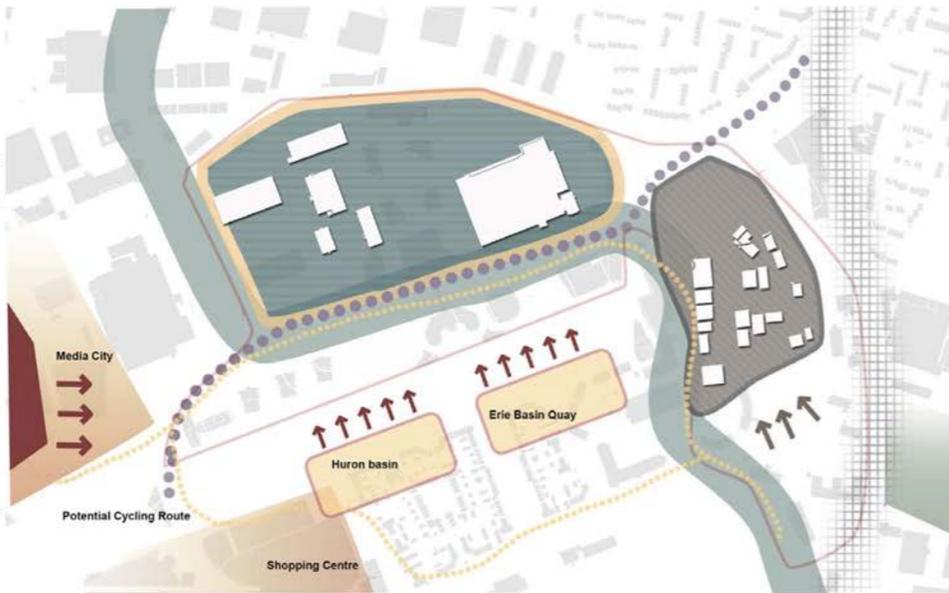
#### Outdoor Sports and Leisure Zone-

- A boardwalk has been proposed in order for canal boats and watersports to take place.
- While the Docks will become a 'New York' pier style development with a natural minigolf course, resting stops for views out across the water, and a volleyball court (A) while the (B) section will be come wildflower meadows with SUDS measures such as a retention pond.
- A waterside watersports/leisure/restaurant block will be provided in order to house a boating club and provide a rest point for canal boats.

## OPPORTUNITIES / CONSTRAINTS

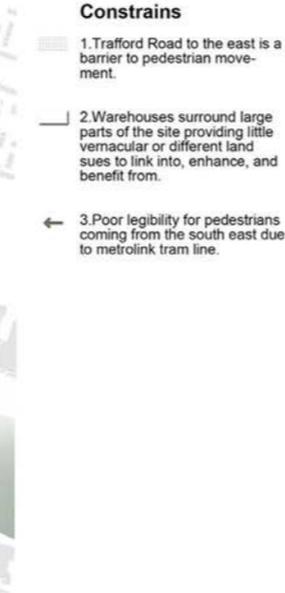
### Opportunities

- Location is adjacent to economic-cultural/social life of media city. The site can access and expand upon this success.
- The high quality green space of Ordsall Park is directly east of the site. The site can connect with this space.
- Cycle trips currently flow from east to west but go around the site. There is an opportunity to provide a connecting link of a high quality cycling route through the area.
- To improve the quality of place along the central road through the site.
- The site faces onto Erie Basin quay and Huron basin providing the opportunity to connect people with this space.
- Landmark buildings such as the Imperial War Museum provide key views from the site.
- For the development of a mixed use area in the north of the site (in response to low quality warehouse uses and Salford Council planning policy for the site).
- Enhance public spaces around tram stops

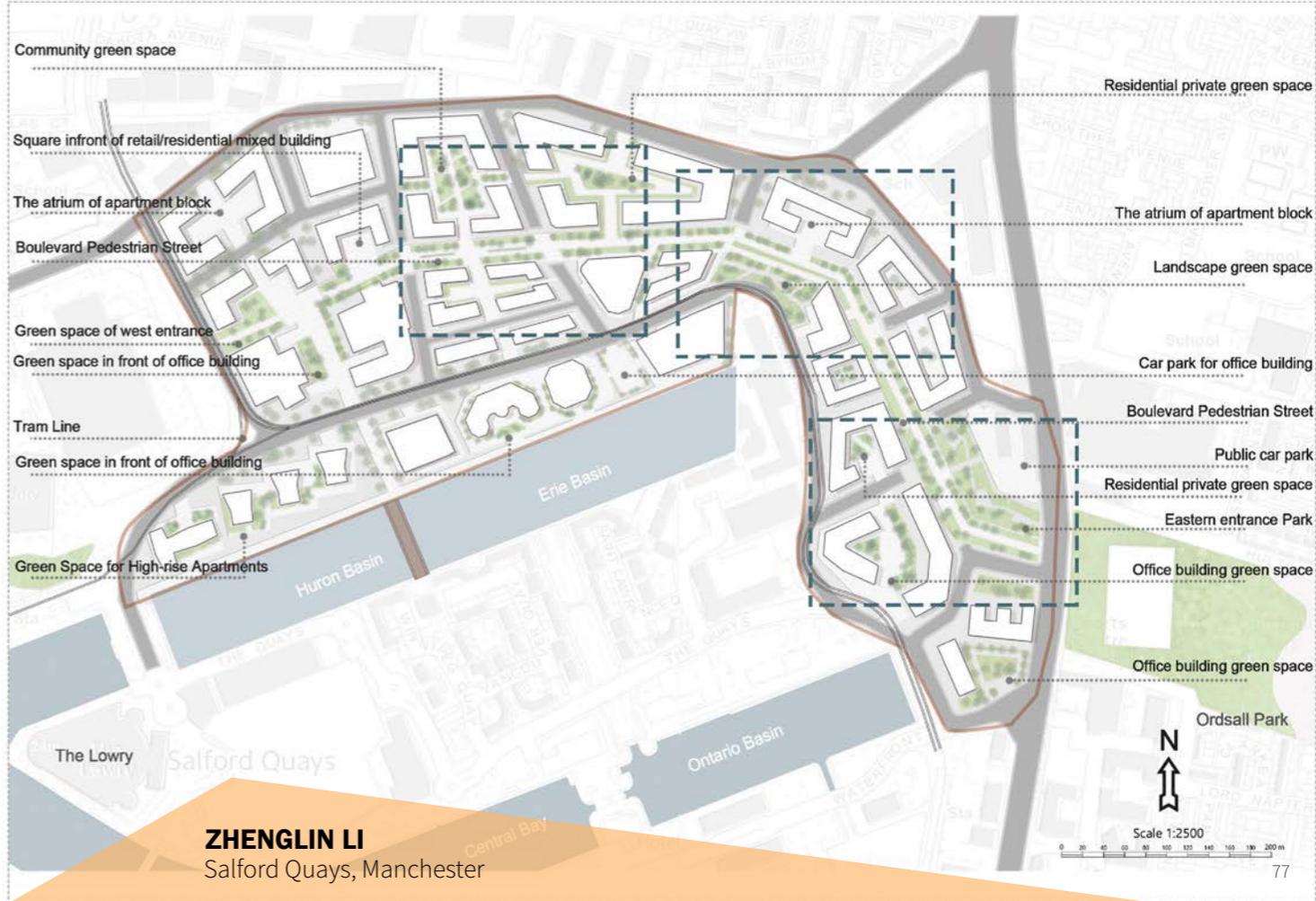


### Constraints

1. Trafford Road to the east is a barrier to pedestrian movement.
2. Warehouses surround large parts of the site providing little vernacular or different land uses to link into, enhance, and benefit from.
3. Poor legibility for pedestrians coming from the south east due to metroink tram line.



## MASTERPLAN



An aerial photograph of a city grid is shown in a light, semi-transparent grey. Overlaid on this is a large, solid orange banner that tapers at both ends, pointing towards the left and right edges of the frame. The banner contains the text 'DESIGN DISSERTATIONS' in white, bold, sans-serif capital letters. In the lower right quadrant of the city grid, a specific building or area is highlighted with a red color.

**DESIGN**

**DISSERTATIONS**

**PRIORITISING PEDESTRIANS ON THE HIGH STREET**

**TRANSFORMING DEAD SPACES**

**IMPROVING LEVENSHULME MARKET SPACE**

**VISUALISATION OF A TRANSFORMED DEAD SPACE**

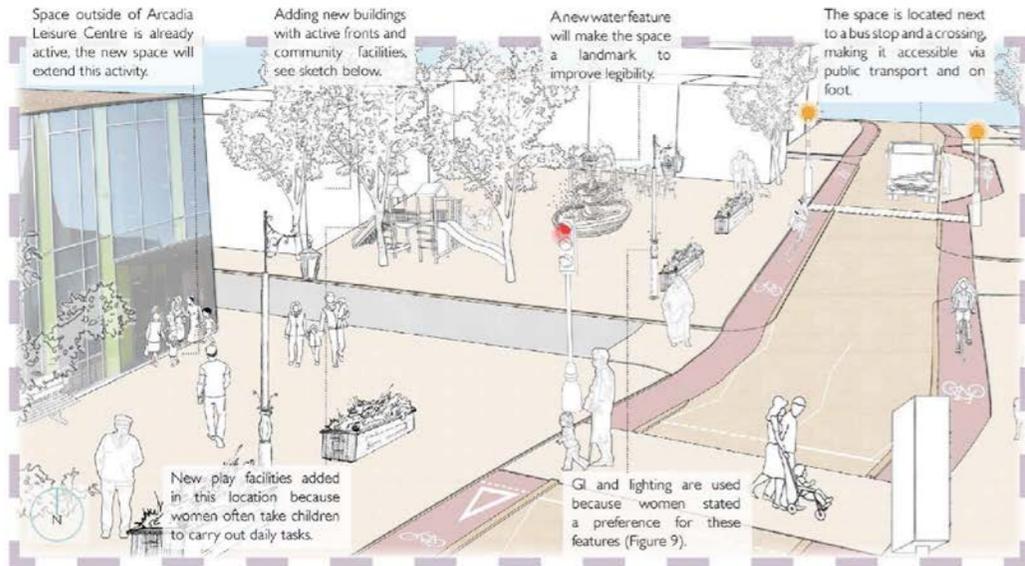


Figure 36: Visualisation of Transformed Dead Space

**SKETCH OF NEW FRONTAGE**



Figure 38: Sketch of New Frontage

- New buildings in the space improve enclosure.
- The buildings will be community facilities in order to strengthen the current offer of Stockport Road and to provide services in one location so it is convenient for women.
- Large windows are encouraged to provide eyes on the street and generate a sense of activity.
- Some buildings can have spill out into the square.

**NEW FRONTAGES AND CONNECTIONS**

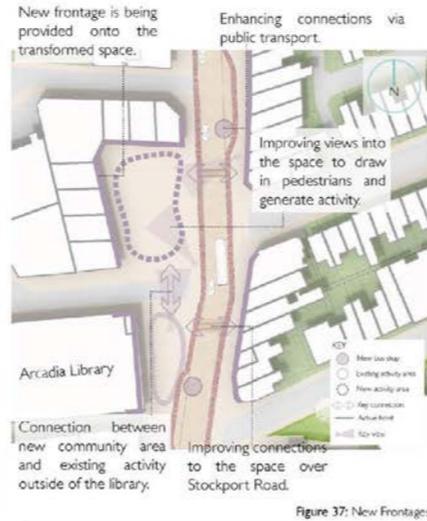


Figure 37: New Frontages

**MEETING THE FRAMEWORK**

- Questionnaires identified that local women feel unsafe around the dead spaces on Stockport Road, and so this design transforms these dead spaces into active hubs (S1)
- Additional community facilities create new active fronts (S4)
- The space is connected to the neighbourhood via public transport, walking and cycling (S2), and provides space for play and rest away from Stockport Road, a technique inspired by Hornchurch best practice (S4 and S7)
- Increasing activity in this space will improve perceptions of safety (S3), placing the priority back to public realm users (S5)



**The Built Environment:  
Redesigning Levenshulmes Public Realm with a Focus on Women**

Supervisor: Dr. Philip Black

This dissertation aimed to consider the ways in which women may contribute to the design of high quality public realm and reap the benefits as a result. This was achieved through an in-depth case study in Levenshulme, South Manchester.



**THE FUTURE OF LEVENSHULME**

Levenshulme will be known for Stockport Road. The well used high street, which seamlessly connects into a wider network of community facilities, high quality public spaces and attractive green spaces.

Throughout Greater Manchester, Levenshulme will be a leading example of a neighbourhood which prioritising women in its urban design and public realm network, ensuring safety for both pedestrians and cyclists.

The unique sense of community and in Levenshulme will be enhanced, making this neighbourhood the place to be for future generations in Manchester.



Figure 76

Repositioning of trees to middle of street removes shadows and improves visibility of path.

Harsh lighting softened at junction and clearer pedestrian crossings installed

Implementation of human scaled lighting along footpath

Implementation of human scaled lighting along footpath

Lightspill on street due to new pedestrian entrance of Oxford Road Station

Repurposed railway arches with night-time uses creates on-street light spill

Blank terminating vista removed through illumination of railway arches. Removal of trees on path opens up views to Principal Tower. Creates interest and invites pedestrian to move along path.

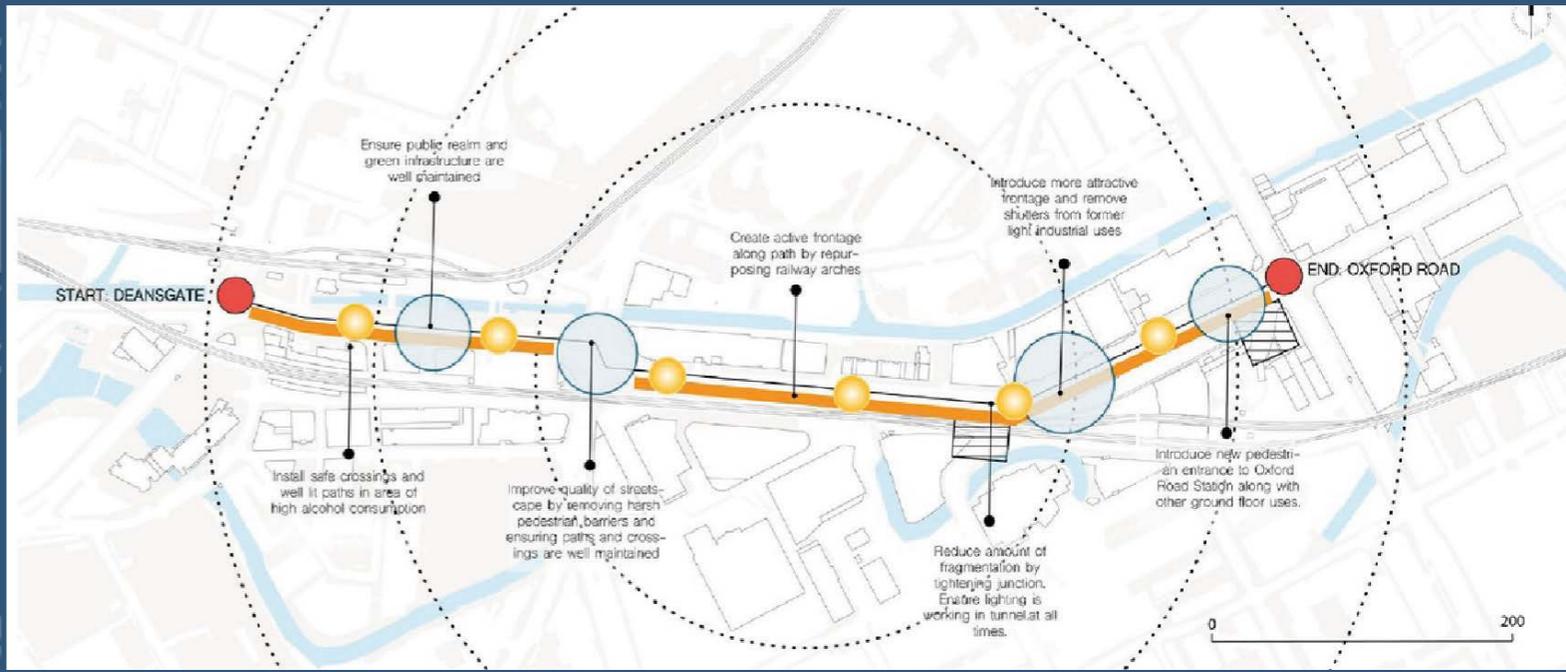
200

NEILÍDE GRIFFIN  
Design for the 24-hour City

### Design for the 24-hour City: Creating a Walkable and Legible Network in the Urban Night

Supervisor: Dr. Philip Black

This design dissertation investigated the ways in which urban areas are subject to change once night falls and the effects these changes may have on users of the public realm. The findings suggested that an 'urban acupuncture' approach to public realm intervention is most effective when developing an active night-time movement network in the city. By fine-tuning urban design principles and incorporating them into the design process, it is possible to create environments that are walkable and legible across a 24-hour cycle.



## 5.2 DESIGN PRINCIPLES

### Summarised

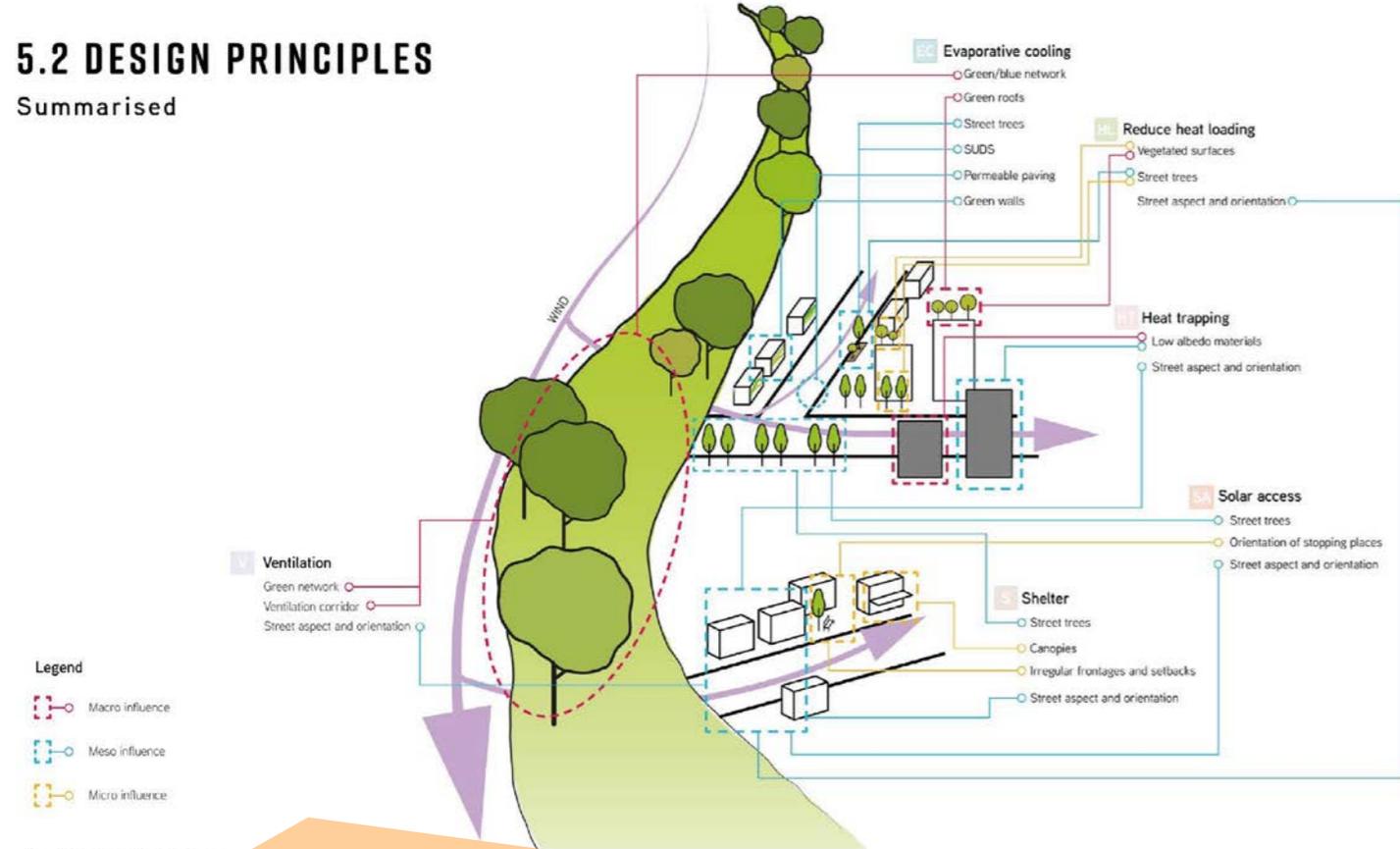


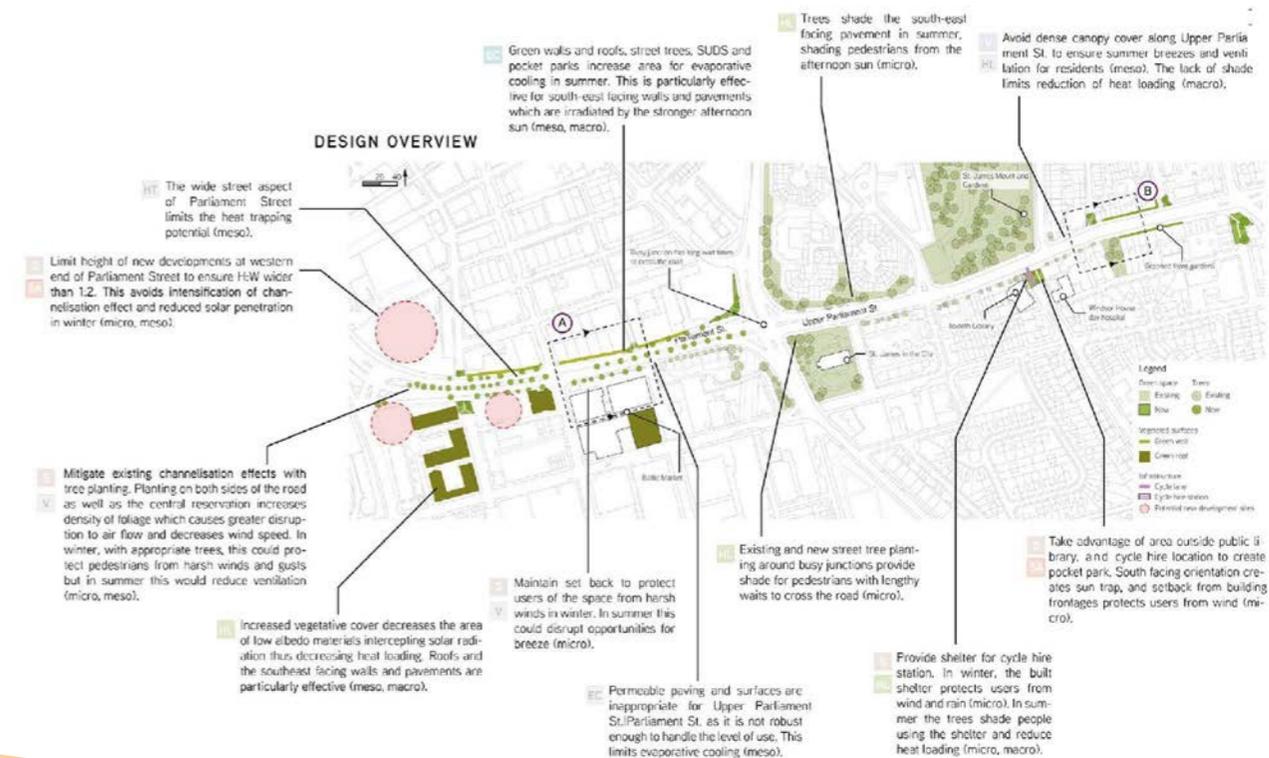
Figure 55. Climate-sensitive design principles.

**NATALIE VANESSA MORTLOCK**  
Thermal Comfort Streets in Liverpool

## On Designing the Thermally Comfort Street and their Impact on Pedestrian Realm: Lessons from the Streets of Liverpool

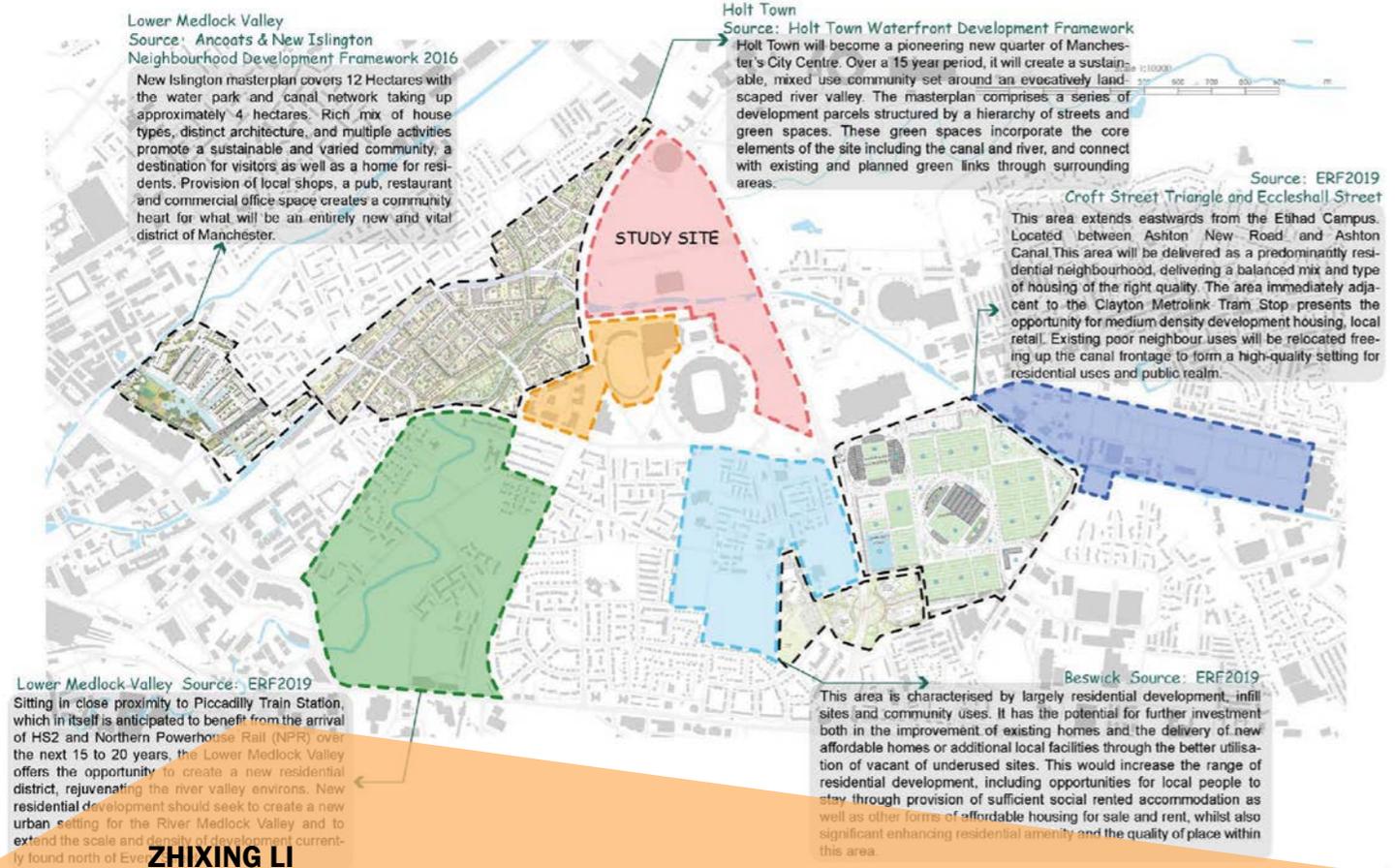
Supervisor: Dr. Razieh Zandieh

This dissertation investigated the principles of climate sensitive design and how this can be applied to achieve thermal comfort in existing streets. Further, it considered how implementing these principles impacts the quality of the street. Designs were produced for Liverpool, and each evaluated using a version of the PERS tool. Analysis highlighted the need for site specific design to achieve thermal comfort, and that broadly implementing the climate sensitive design principles had a neutral or positive effect on street quality.



# 3. Policy Review

## 3.1 Policy context-Future Development Framework/Strategy of Neighbourhoods



## Stadium-led Regeneration: Masterplan for Etihad campus - Manchester

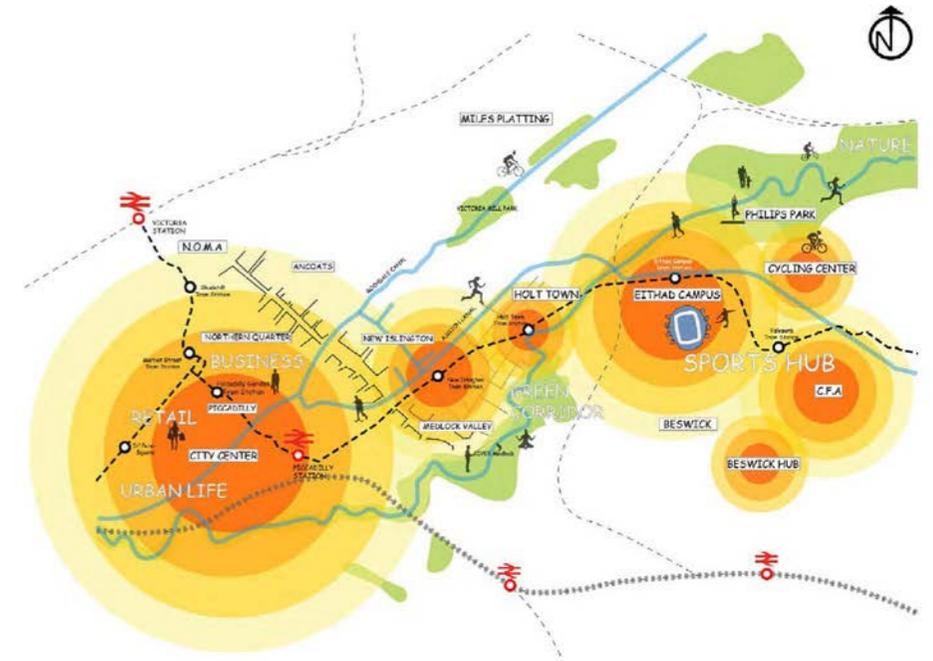
Supervisor: Dr. Phillip Black

This study developed a regeneration masterplan for the North Manchester Etihad Campus site. This is an under-utilised site adjacent to the world-leading facilities of Manchester City Football Club, including their stadium. The masterplan aimed to create vibrant public realm and promote the renewal of the surrounding local areas, acting as a local hub and international destination.

After 30 years of regeneration and construction, Etihad Campus has created a platform for further investment and ready to support Eastlands renew. This Masterplan's vision for the future Etihad campus is to build the area into a collection of sports, leisure and entertainment functions, as well as a highly sought-after place to live, work and educate.

To advance the entire Eastlands regeneration, a special point is to develop west along the Ashton Canal. Connect Ancoats, New Islington and Manchester city centre to Etihad Campus as a vibrant renewal corridor.

However, Etihad Campus's most vital character in the future is to be a place where all residents can share the benefits of successful regeneration.



Community Spine - neighborhood public space



Local level public space



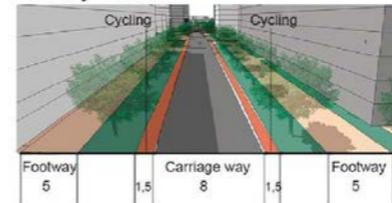
Neighborhood park and Green Node



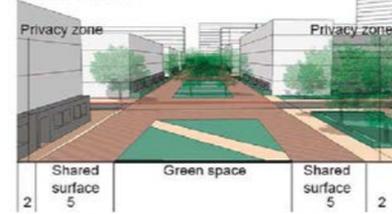
Figure 9.18. Masterplan visualisation (Source: Author)

Pedestrian movement is diversified, legibility and permeability increased.

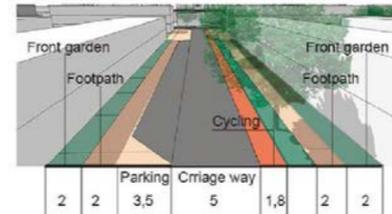
**Primary routes**



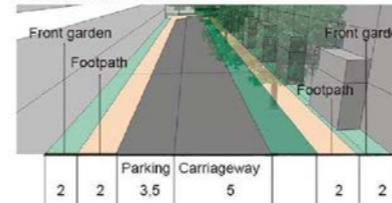
**Social route**



**Green Links**



**Functional routes**



**Regeneration of Modernist Socialist Estate by Strategic Intervention: Masterplan for Aylesbury Estate in Walworth, London**

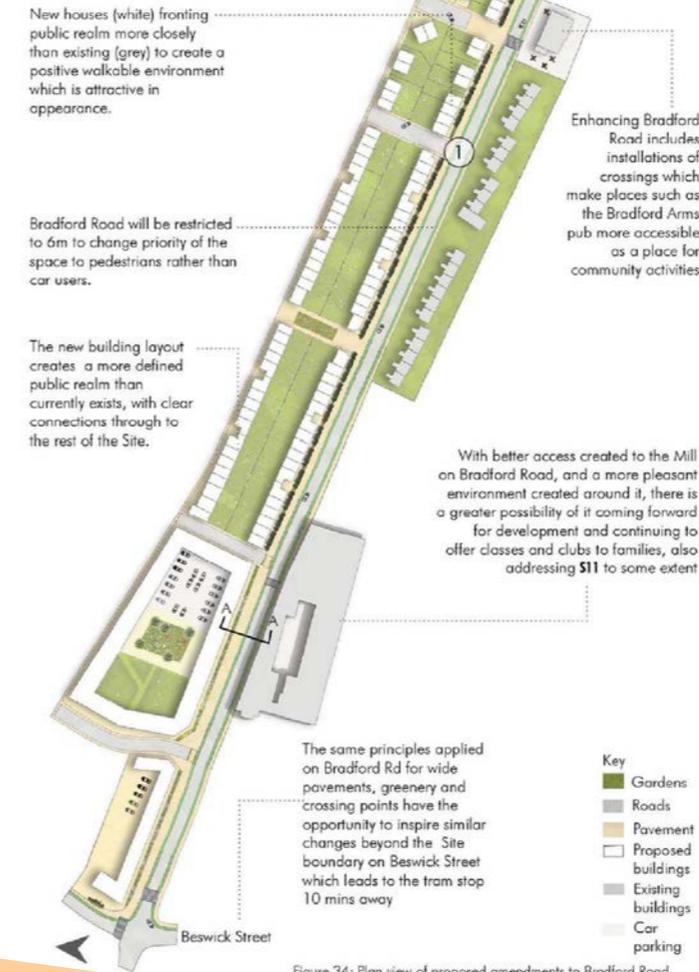
Supervisor: Dr. Angela Connelly

This study aimed to test the approach of strategic partial demolition, infill and refurbishment in the regeneration of modernist social housing estates on the example of Aylesbury Estate in London.

A viable regeneration proposal is at the core of the dissertation - exploring the estates issues in depth and addressing these issues to produce a masterplan that tackles issues including image, crime prevention by design, sustainability, and local identity - as well as more traditional urban design issues such as legibility, permeability, and the overall improvement of the wider public realm and built environment.



BRADFORD ROAD INTERVENTION



Child-Centric Design in Urban Neighbourhoods: A Case Study of East Manchester

Supervisor: Dr. Philip Black

This design dissertation aimed to establish the key barriers to children's independence in their neighbourhoods and their access to outdoor play opportunities. The project produced a Design Framework for child-centric design with a particular relevance to the study site, from this a design for the site was adopted and extensively tested to explore the extent to which this framework could assist in delivering child friendly design solutions.

# 3D PHYSICAL MODELS

Urban Design Studio: The Modelling Workshop

The PEM Urban Design Model Making Workshop caters for students undertaking Urban Design at University of Manchester. The workshop offer facilities and advice for the production of scale development and presentation models for use in student projects. The workshop offers a range of equipment to allow students to both soft and hard model their design analysis, options, and final proposals.

The aim is to continually develop the facility in line with industry standards and equip students with a good understanding of contemporary and traditional approaches to making.

Urban Design students produce scaled models (1:750 or 1:1000) to be submitted alongside their Urban Design Project proposal. It is an excellent way for students to visualise their ideas and designs in three dimensions and acts as a developmental as well as representational and presentational tool.

*Due to space constraints in the Yearbook only a small selection of the models from this year can be showcased.*

## **MODEL LEADS**

Dr Taki Eddin Sonbli  
Dr Philip Black

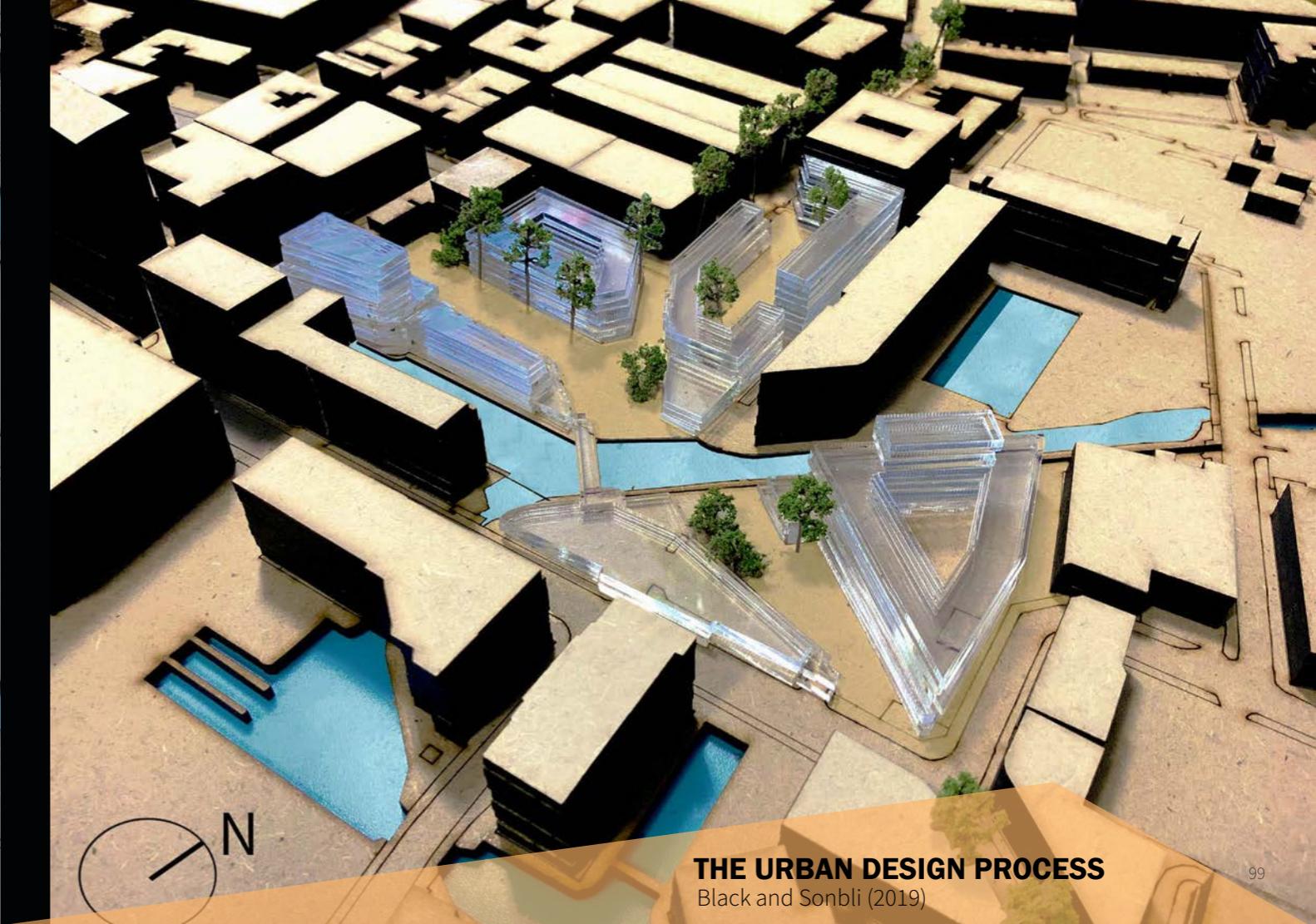


**JOSEPHINE GREGORY**  
N.O.M.A



**AMIE REBECCA ROBSON**  
River Irwell





# URBAN DESIGN GRADUATES 2019

Amie Rebecca Robson  
Anqi Yu  
Areen Al Athamneh  
Daniel Chee Khiang Yeo  
Divya Sachdeva  
Elizabeth Angela Slater  
Fangsheng Liu  
Fei Chen  
Guangyao Pan  
Hanyun Liu  
Harriet Haldenby  
Haozhen Xu  
Humeirah Ougradar  
Jiaqing Liu  
John Sumner Townsend  
Liyang Liu  
Marina Fomina  
Mengqiao Yu  
Mei Hu

Natalie Vanessa Mortlock  
Neilíde Griffin  
Olivia Bryony Perry  
Pencheng Ye  
Polly Hannah Murray  
Ruoyun Tu  
Ruonan Yang  
Shuting Yang  
Shujun Zhang  
Wanyi Zhang  
Xiaoxu Fu  
Yajun Wang  
Yaxin Guo  
Yuanhui Wang  
Zhenglin Li  
Zhenqi Zhang  
Zhixing Li



