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2019

URBAN DESIGN

2019

2019 <http://www.seed.manchester.ac.uk/planning/>

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University of Manchester

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The University of Manchester

URBAN DESIGN

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The Urban Design Studio

INTRODUCTION

URBAN DESIGN YEARBOOK 2019

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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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 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 Turley, OPEN, WYG, OMI Architects, 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

Or contact Programme Director

Dr Philip Black

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 Officer

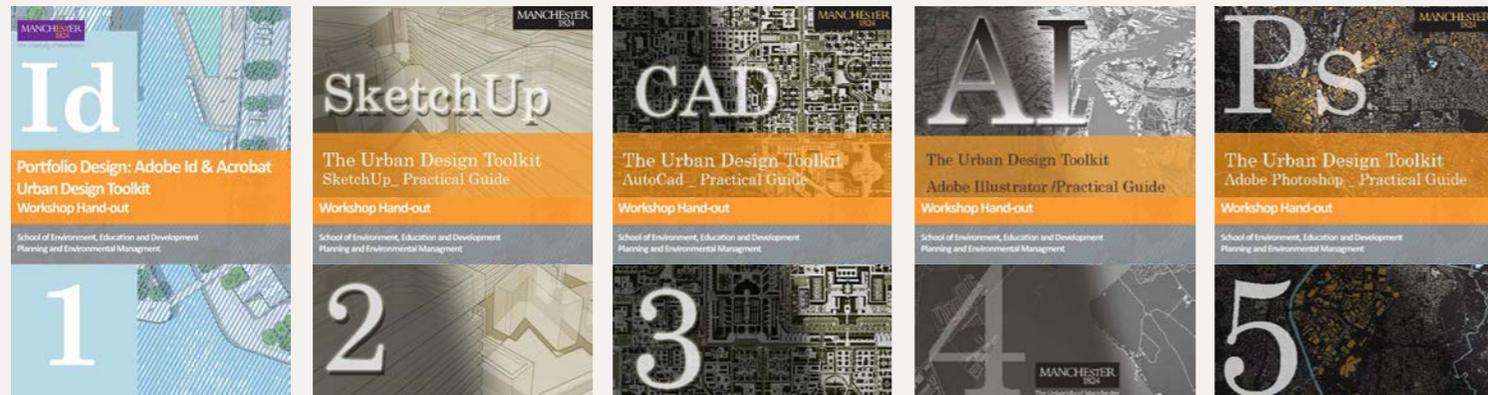
Dr Taki Eddin Sonbli

Studio Assistants

Ms Amanda Briggs

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.

TOOLKIT AUTHORS

Dr Taki Eddin Sonbli
Mr Michael Martin

TOOLKIT EDITOR

Dr Philip Black

CONTRIBUTORS

Mr Robert Phillips
Dr Nuno Pinto

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.

THE URBAN DESIGN TECHNICAL SESSIONS



Think Simple
The Urban Design Toolkit
The University of Manchester
School of Environment Education and Development



Dr.Taki Eddin Sonbli - Taki.Sonbli@Manchester.ac.uk

TECHNICAL SESSIONS

The urban design technical sessions are a series of bespoke tutorials that take students through the various techniques of visualising information. The tutorials are more than simply software sessions. 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 Officer and a number of qualified studio assistants to ensure students have year-round support on all technical matters.

Technical Officer

Dr Taki Eddin Sonbli

Technical Assistants

Ms Amanda Briggs

Mr Michael Dimelow

A large group of students, mostly young adults, are posing for a group photo in front of a grand, classical building with a large dome and columns. The students are dressed in winter clothing like coats and scarves. The building behind them is St. Charles's Church in Vienna. The title 'URBAN DESIGN STUDY TOUR' is overlaid on the image in a white, sans-serif font, with the text partially obscured by an orange geometric shape.

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 2018

The fieldtrip in 2018 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

Turley Prize

Turley have sponsored the prize for **Best Urban Design Project** at University of Manchester since 2017.

Turley have a long standing relationship with the university and many of our ex-graduates are employed across the world with Turley. Turley, Manchester works closely with the Urban Design programme, delivering specialist workshops on a range of design issues and processes.

The prize is awarded to the best overall design related project from a list of 8 nominees. Turley selected the winners and commendations during a day visit to assess the nominated projects.

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

WINNER 2019

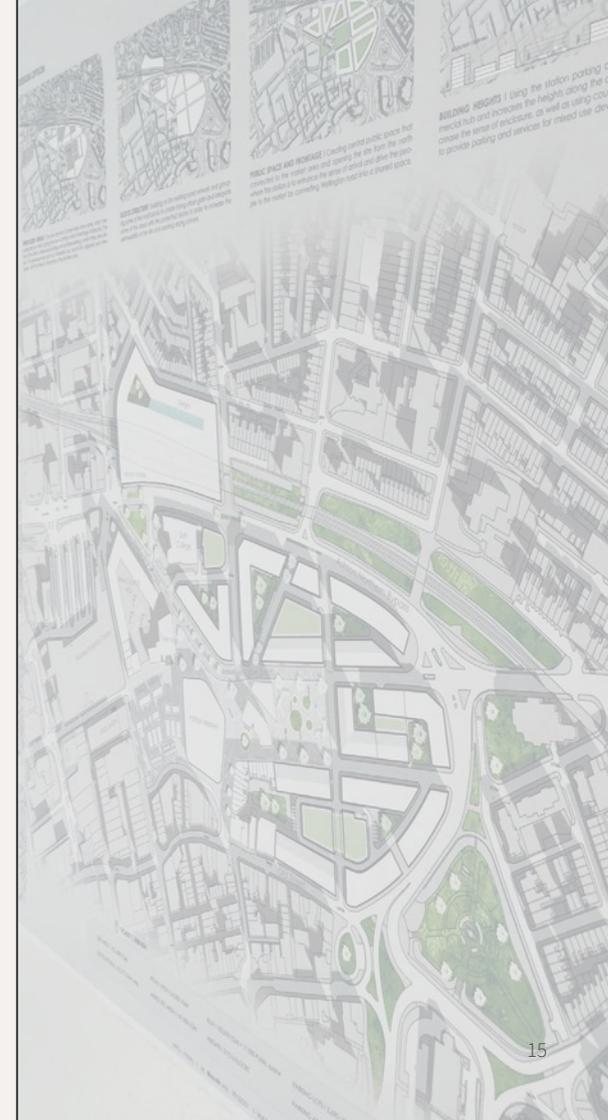
Junyan Ye

COMMENDATIONS 2019

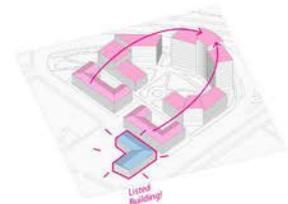
Shuo Zheng
Ateka Al Masroui

NOMINATED 2019

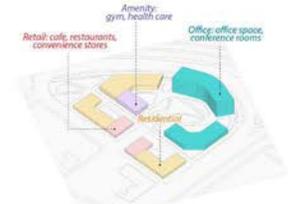
Fahad Alharbi
M. Mounir Aly
M. Mounir Aly (2)
Bohan Wang
Jordan Baldock



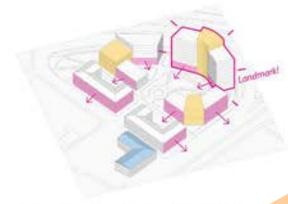
DESIGN ANALYSIS



Adjust **roofscape** in response to its immediate surroundings and deliver human scale design by stepped down height towards public realm

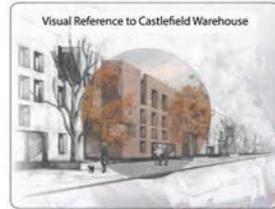


Create safe and animated public realm by introducing retail, public amenity and office use on **lower floors**, residential on top also ensure surveillance during nighttime



Enhancing **corners** (anchor building), **landmark** and **active frontages** (shop fronts and residential facade with windows)

MASTERPLAN (1:1000 @ A1)



DESIGN CONCEPTS

Principles

- Southwestern **gateway** to city centre
- Support **employment** growth
- Promote **mixed-use, high density** development
- Provide **walkable, safe** environment for pedestrians
- Create inclusive, attractive and vibrant **public space**
- Ensure new development do not block **key views** from Castlefield Conservation Area
- Introduce **high-quality dwellings** across a range of sizes and typologies that cater for an increasingly diverse population in the City Centre
- Create a neighbourhood that balances the **delivery of development framework** and the **respect for historic character**, while ensure **human scale** design, and **sense of place**

POLICY & DEVELOPMENT FRAMEWORK



| Planning Application | 4 Residential towers 62 floors, 1,508 units Planning Permission Granted | 1 building, 13 floors 53 apartments Planning Permission Granted | 3 towers, 32 floors-tallest 400 residential units Permission being progressed |
|----------------------|---|---|---|
|----------------------|---|---|---|

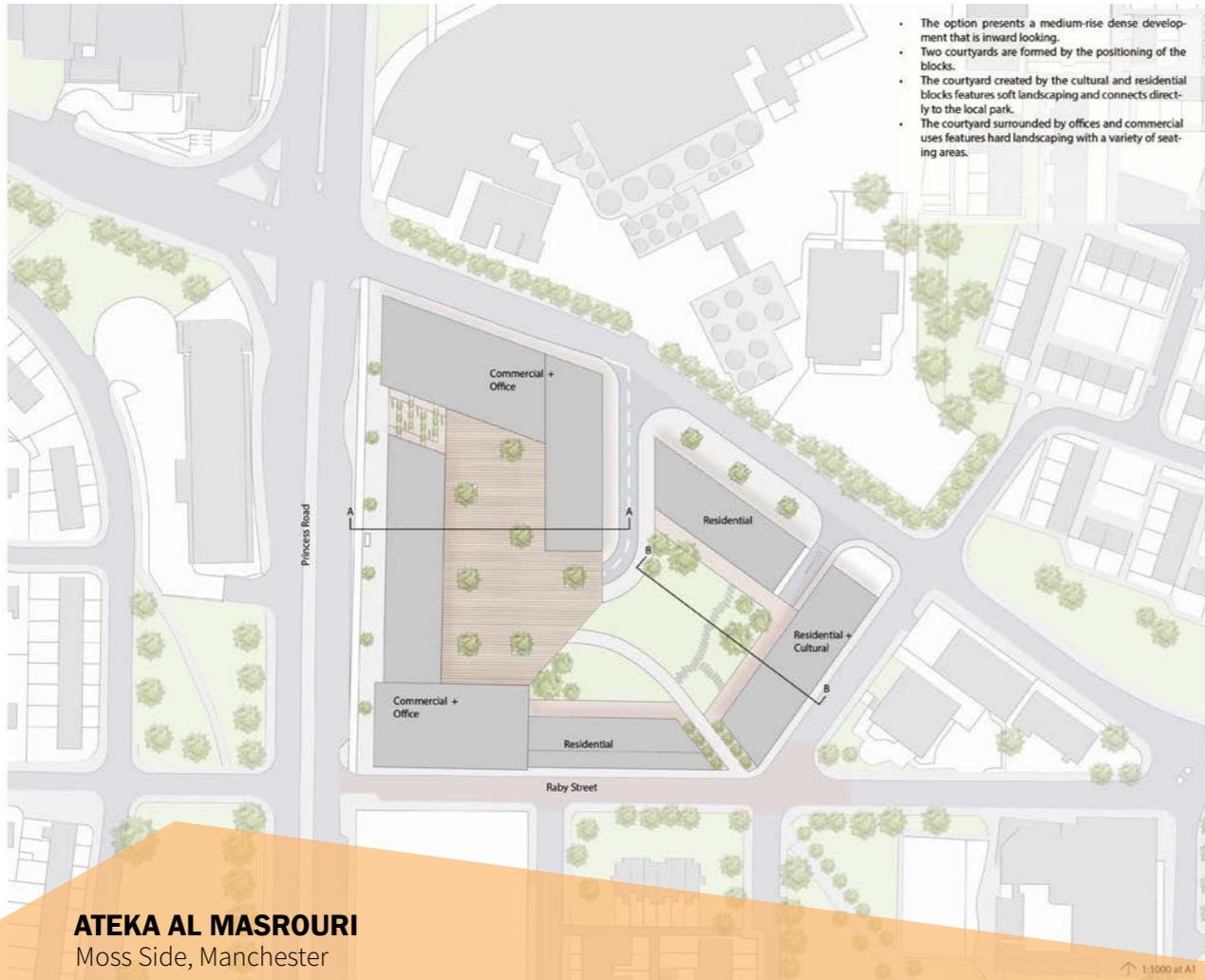
Turley Prize WINNER 2019

The **Turley Prize for Best Urban Design Project** is the latest initiative in a long and fruitful relationship with University of Manchester. Turley is the UK's leading employee-owned planning and design consultancy.

This years winner and the recipient of £150 for Best Urban Design Project is **JUNYAN YE**

"Junyan has produced a very accomplished and comprehensive design project on what is a difficult city centre site. Her clarity of analysis and thinking is clear, and the proposed intervention is both realistic and contextual. We particularly like her treatment of movement within, through, and around the site."

Turley, Manchester



- The option presents a medium-rise dense development that is inward looking.
- Two courtyards are formed by the positioning of the blocks.
- The courtyard created by the cultural and residential blocks features soft landscaping and connects directly to the local park.
- The courtyard surrounded by offices and commercial uses features hard landscaping with a variety of seating areas.

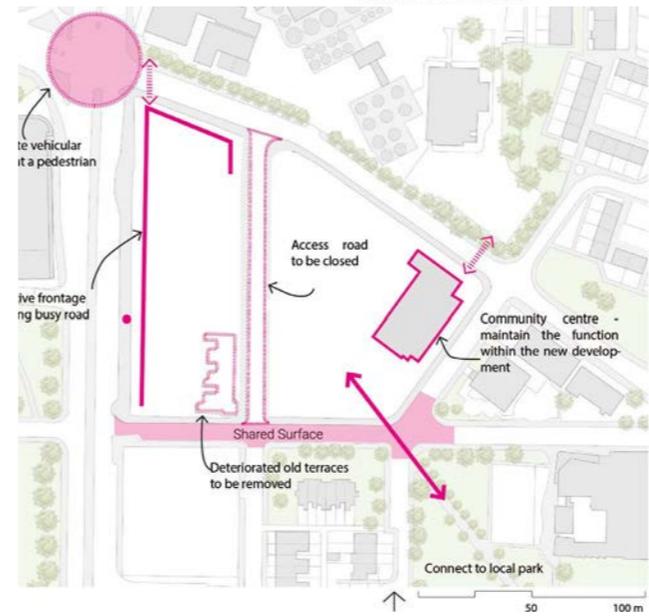
DESIGN PRINCIPLES



Create a distinct place
The perception of Princess road is a through road in and out of the city centre, the challenge is to create a place of distinctive character along a busy road.



Promote sense of safety
Introduce active frontage and variety of uses to maintain natural surveillance. This is based on the Local Plan recommendation.



Turley Prize

Commendation 2019

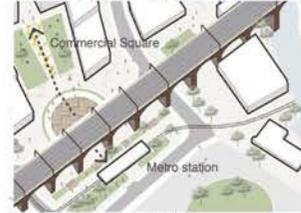
This year Turley have awarded two **special commendations** for projects shortlisted for the Turley Prize for Best Urban Design Project.

The first of these commendations is awarded to **ATEKA AL MASROURI**

“Ateka has shown a deftness of touch in her approach to this complex site that presents a series of challenges for any design solution. There is clear thinking regarding place and space whilst ensuring the strong frontage is retained. The design itself is both innovative and considerate of its potential users.”
Turley, Manchester

ENTRANCE

ENTRANCE SQUARE 1



City Centre → Site (Commercial Area)
 Railway Viaduct → Ground
 Space under the Viaduct make an entrance

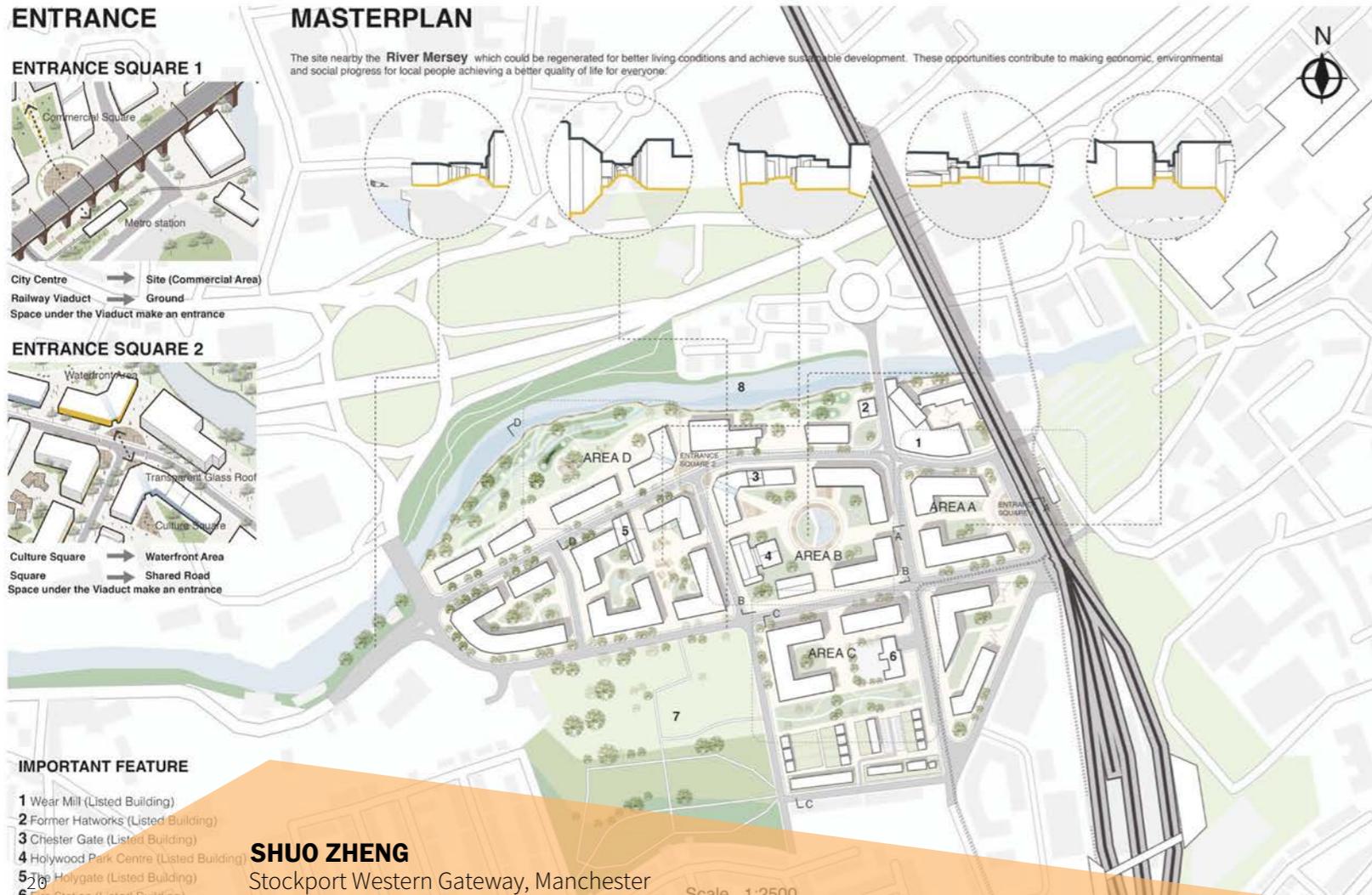
ENTRANCE SQUARE 2



Culture Square → Waterfront Area
 Square → Shared Road
 Space under the Viaduct make an entrance

MASTERPLAN

The site nearby the **River Mersey** which could be regenerated for better living conditions and achieve sustainable development. These opportunities contribute to making economic, environmental and social progress for local people achieving a better quality of life for everyone.



IMPORTANT FEATURE

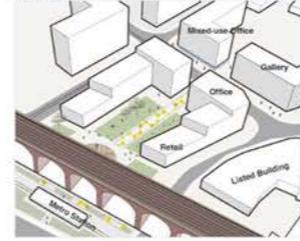
- 1 Wear Mill (Listed Building)
- 2 Former Hatworks (Listed Building)
- 3 Chester Gate (Listed Building)
- 4 Hollywood Park Centre (Listed Building)
- 5 Holygate (Listed Building)
- 6 Fire Station (Listed Building)
- 7 Hollywood Park
- 8 Mersey River

SHUO ZHENG
 Stockport Western Gateway, Manchester

Scale 1:2500

DETAILED AREA

AREA A



AREA B



AREA C



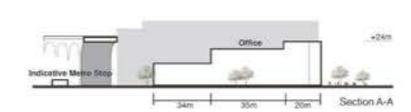
AREA D



SECTION - BEFORE



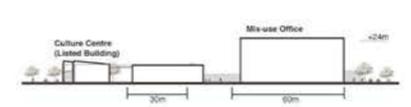
SECTION - AFTER



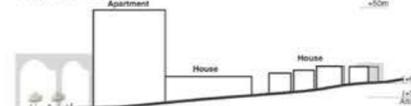
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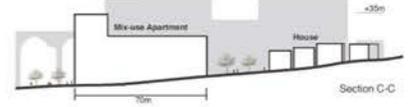
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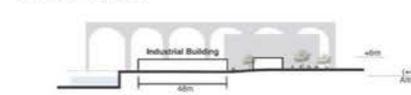
SECTION - BEFORE



SECTION - AFTER



SECTION - BEFORE



SECTION - AFTER



Turley Prize

Commendation 2019

This year Turley have awarded two **special commendations** for projects shortlisted for the Turley Prize for Best Urban Design Project.

The second of these commendations is awarded to **SHUO ZHENG**

"We enjoyed Shuo's bold approach in opening up the underused waterfront and linking through the large site to the existing transport and retail hubs. The treatment of urban blocks creates a series of connected public spaces that show a consideration of networked public realm."
 Turley, Manchester

The Northern Quarter

The Arndale Centre

Area with Potential

URBAN DESIGN STUDIO

China Town

Oxford Road Junction

Piccadilly Station

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 OFFICER

Dr Taki Eddin Sonbli

STUDIO ASSISTANTS

Ms May Newisar
Ms Amanda Briggs
Mr Callum Campbell

Topography A-A Section



Views across the site



SWOT

| Strengths | Weakness | Opportunities | Threats |
|--|--|--|--|
| <ul style="list-style-type: none"> Close to the train station. Close to the village centre with high used frontage. Good public transport links. Has a tree on the boundary of the site from the railway side. | <ul style="list-style-type: none"> The site has a landmark which will constrain the design process. Different topography. Train bridge and track barriers make moving around limited. | <ul style="list-style-type: none"> Potential of using the green space as a part of the project. Use the canal as a creation area inside the site. The key views from the railway station stop and the main street give the site more legibility. Pedestrian have an access from inside the site. | <ul style="list-style-type: none"> More than 40% of the site area is used for residential and public facilities. The main streets stands as a barrier between the site and the opposite districts of the neighbourhood. Noise pollution from the main road and the railway. |

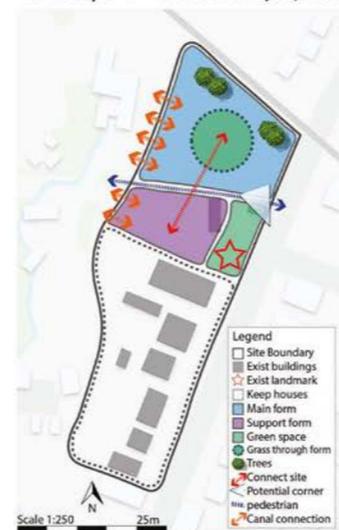
Opportunities and Constraints



Site, People

There are many opportunities and constraints exist in the site which of course effecting the potential development in the future. However, the site has really important location and based between different kinds of activities close to the village centre. What is more is that this area is the only area with various number of shops and restaurants. And more importantly is now 20,000 people live in Bramhall and this number expecting to rise in the near future.

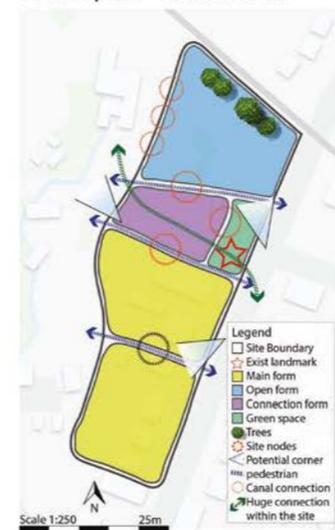
Concept 1 - Community Sport



Design Principles

- Enhance more accessibility throughout the site.
- Respect the landmark that exist in the site.
- Keep the existing trees to decrease noise.
- Using different corners within the site.
- Ensure tackling canal effects on the site bounity.
- Connect different area within the site together.
- Keeping most of the exists buildings through the site for residential purpose.

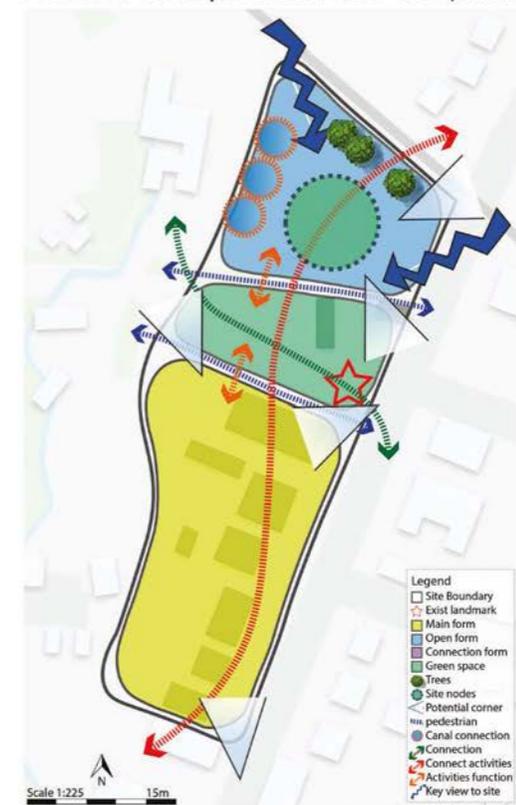
Concept 2 - Commercial



Design Principles

- Enhance more accessibility throughout the site.
- Respect the landmark that exist in the site.
- Keep the existing trees to decrease noise.
- Using different corners within the site.
- Improve the area between the site and the canal for creational purpose.
- Connect the elderly care centre and improve accessibility.
- Divide the site to many area to ensure connectivity and activities.
- Using different key views.

Preferred Concept 3 Mixed Use Development Design Principles



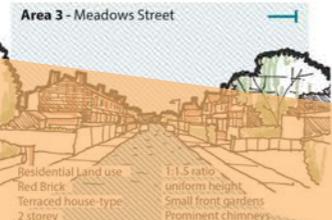
- Connect the village centre with the train station and the north districts within the site.
- Create an engagement building to enhance more legibility through the main key views from the railway side.
- Enhance more accessibility throughout the site.
- Respect the landmark that exist in the site.
- Keep the existing trees to decrease noise.
- Using different corners within the site.
- Improve the area between the site and the canal for creational purpose.
- Connect the elderly care centre and improve accessibility.
- Divide the site to many area to ensure connectivity and activities.
- Using different key views.
- Locate each use with its connect to ensure better functions.

HEATON CHAPEL

SITE KEY FEATURES



Character Analysis



OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

IMPROVE ACCESSIBILITY

The site has only one access point from the west at A6 road due to the disconnection of the surrounding roads. Improving accessibility to the site through connecting the surrounding roads will improve active mobility (walking, cycling) and social inclusion and consequently will reduce car dependency and will help to cope with the future challenges such as aging population.

ACTIVATE PUBLIC SPACE

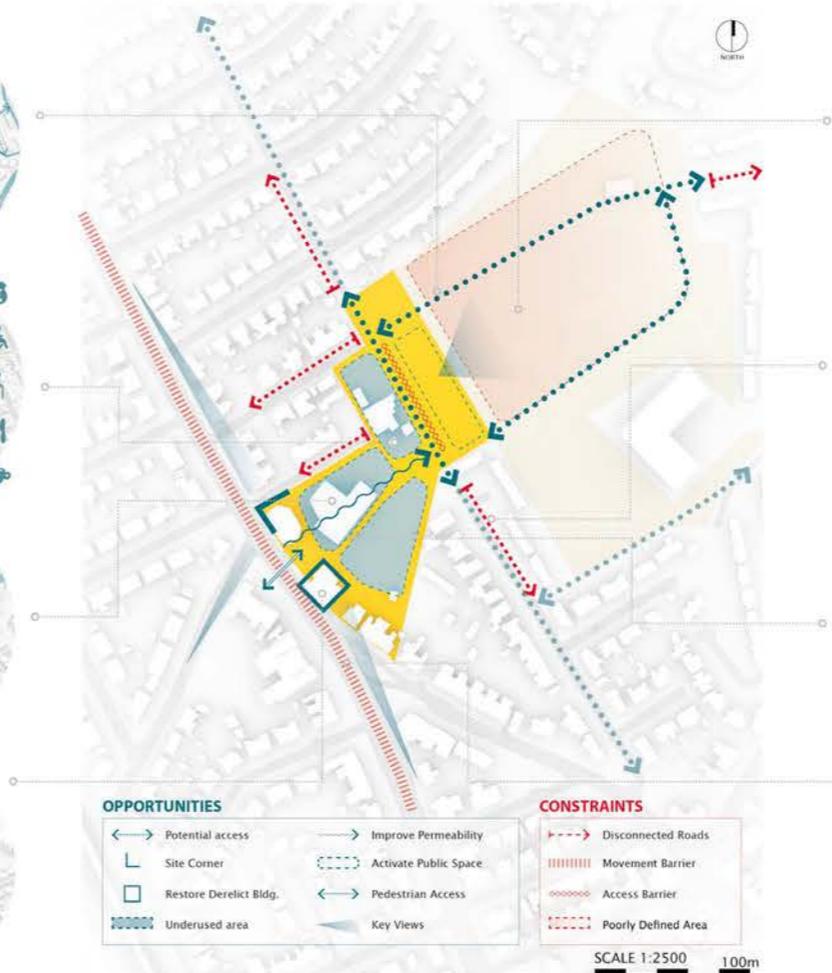
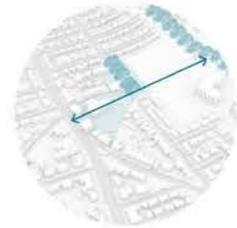
About 50% of the site area is derelict or underused open area and parking, which considered a great potential to create an active public space that connect Heaton Chapel community and its surrounding neighbourhoods. Also to respond to the lack of proper public spaces in the area, and making the area more liveable and more inviting to everyone regardless their age, gender or physical condition.

IMPROVE PERMEABILITY

The physical barriers to the east have a great impact on the perception of the site and its surroundings. Removing these barriers will create a great opportunity to connect the site with the adjacent open area, which will encourage people to walk and will reduce car dependency and increase the capacity of the existing and proposed connections. As well as creating a pleasant view to the green area to the east.

RESTORE DERELICT BLDG.

Old TESCO building defining the south edge of the site with its great Victorian architecture style. Regenerating this building and use it for community purposes, which will create active space for people and will maintain the historic character of the area. Also removing the neglected parking and underused buildings will increase the efficiency and create public space that bring all people together.



CONSTRAINTS

WEAK URBAN LIFE

The poorly defined areas and uninviting public space and the absence of well developed pedestrian, cycling routes and community facilities doesn't encourage the local community to use this part of Heaton Chapel area. Appealing and inviting public spaces generate rich public life and stronger community, on the other hand the lack of inviting public spaces has opposite impact.

DISCONNECTED ROADS

The disconnected roads around the site and the considerable number of dead end roads discouraged the local people to walk or cycle and force them to use their cars which brings more traffic to A6. Therefore, this constraint led to poor connectivity between Heaton Chapel different areas and contributed to the creation of underused and derelict open areas.

ACCESS BARRIERS

The site is divided into 3 areas and each area surrounded by fence creating lack of accessibility from east to west and disconnect the site from its surroundings. Such barriers has negative impact on the legibility and cognitive map of the locals. Accordingly, such disconnection is impacting the perception of the place and will result in losing the opportunity of utilizing the site.

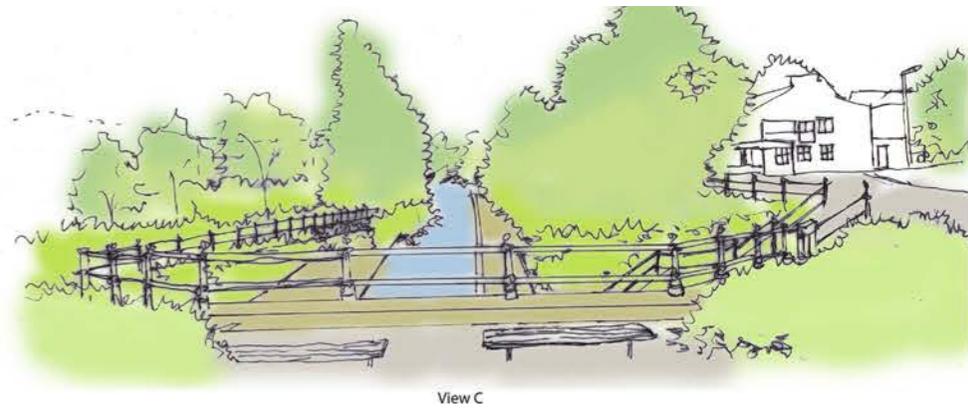
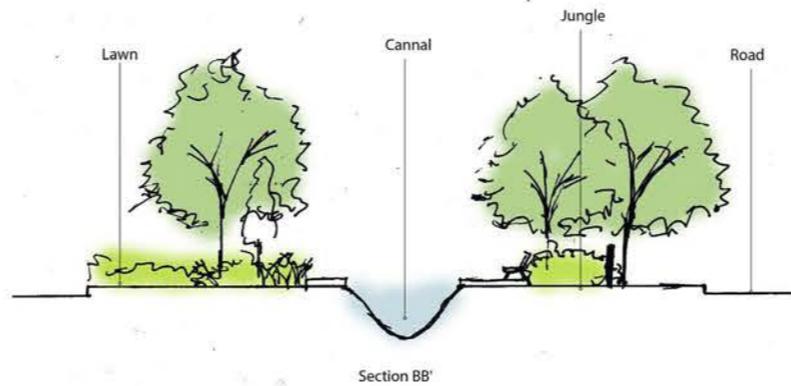
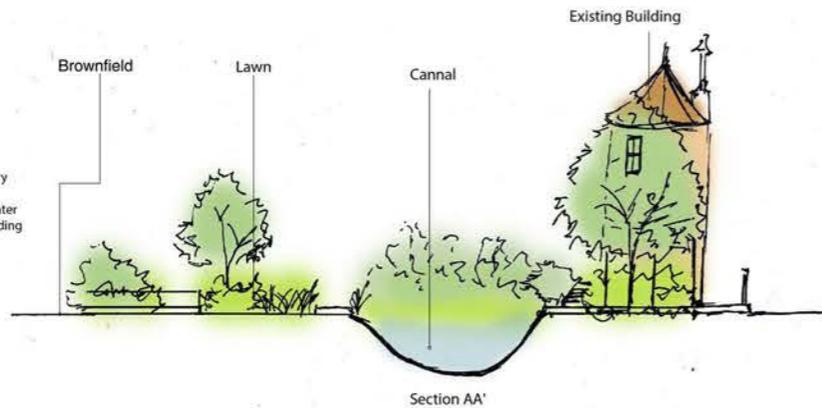
UNBALANCED TRAFFIC

In Heaton Chapel, the car is the dominant mode of transportation, through compromising the pedestrian and cycling routes and prioritize the vehicles along with the through traffic the local will be discouraged to walk or cycle and will use cars even for short daily trips. This challenge will contribute to many problems such as pollution, congestion and will have negative impact on the community health.

Cross Section Map



From AA' to BB', the vision is changing with the cannal becoming increasingly narrow.



Movement and Accessibility

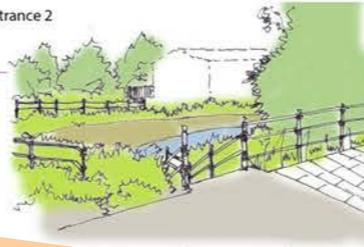


Main Entrance 1



This entrance, next to the Victorian architecture, is the pedestrian access to riverside area.

Main Entrance 2

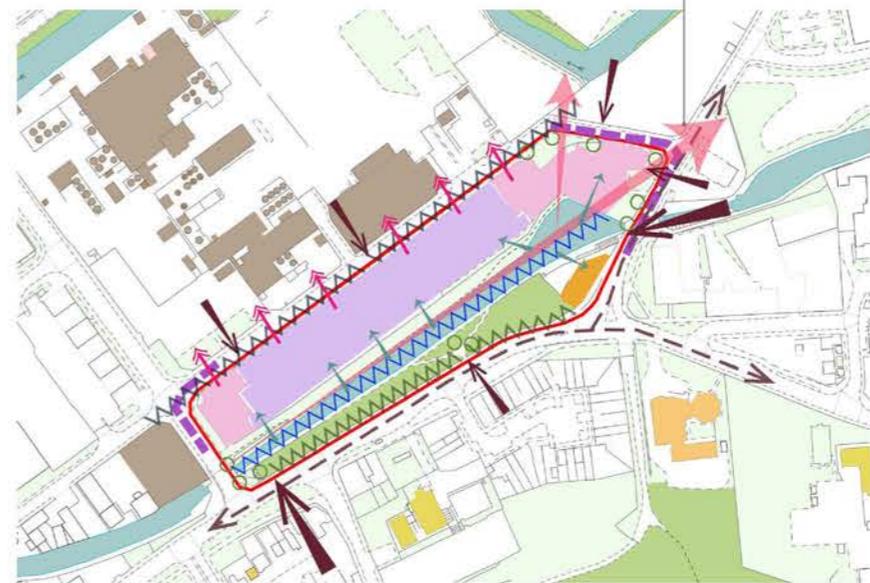


This entrance, next to the Victorian architecture, is the pedestrian access to riverside area.

Opportunities and Constraints

Opportunities

- Removal of guard bar of previous industry area will open up the site to provide a free public space.
- Seven entrances increase the accessibility to the site.
- Shared surface can attract people's eyes and create a friendly environment to connect the pedestrian routes.
- Potential utilization of waterfront area or landscape.
- Further vegetation planting keeps the characteristic landscape of site.
- Removal of parking area and expand the square
- Potential utilization of Brownfield left by previous industry activities
- Potential visibility of church as landmark
- Three main traffic routes will enhance the connection between the site and other areas.
- Important views



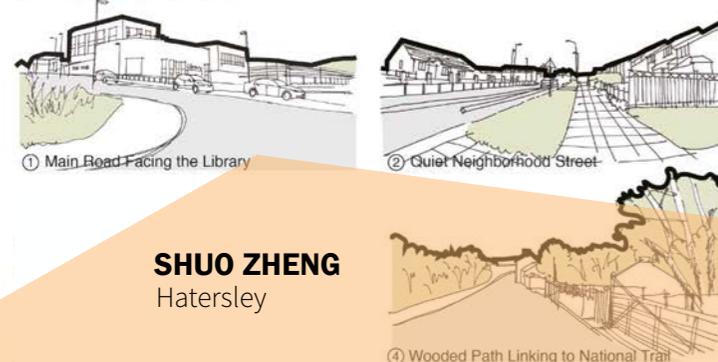
Constraints

- The canal acts as a barrier separate the site in two parts.
- No footpath and lack of pedestrian connection
- Further growth of planting will block the vision from outside to the site.
- Dangerous junctions
- Risk of flooding from the canal
- Existing architecture of bar will lock the mutual vision of external and internal area.
- Existing factory will cause the air pollution and water pollution to the site and canal.

SITE KEY FEATURES



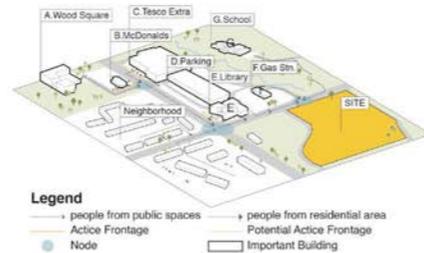
SERIAL VISION



ANALYSIS IN PROJECTION

RICH PUBLIC SPACE

While the commercial area and public services attract residents from the community, or the closely neighborhood, it potentially gathered people from building to roads and paths, which forms the node and promote street vitality.



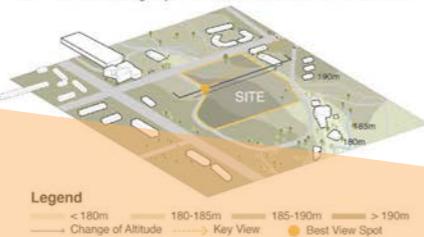
ACCESSIBILITY

People could find anywhere to access the site due to the factor of vacant, however, the only two paths which linking the site with roads are disconnected. Besides, the paths around the site are all well accessible, which make site a potential place to go.



TOPOGRAPHY

Due to the natural change of the altitude, the site itself has also undergone a high degree of change, while the one side is located close to the clough, the other is much more reached a higher point to make the site a better view for landmarks.



OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

RICH PUBLIC SERVICES

Because of the factor of good location, site is in the 'central Hattersley' with lots of public service facilities. Rich public spaces surrounded which bring strong street vitality and promote the active atmosphere around the site. The public services facilities such as Tesco, Library, Parking, Hotel, etc. potentially provide the long-term support services for the site.



IMPROVE ACCESSIBILITY

The roads around the site make it good connection with other area. And for itself, due to the open field in the site, people could entrance the site from any corner. It is necessary to improve the major enter of the site. Besides, the re-linking with car road and also national trails get site more popularity.



RETAIN THE KEY VIEW

There is a best view spot for seeing the 'Moltrem Parish Church' and its surrounding historical conservation area in the western of the site due to the change of altitude which made here a high ground. Moreover, this spot could not only get the view of east part in the community but also public space in 'Central Hattersley'.



TOPOGRAPHY TRANSFORM

The altitude reaches a higher point in the northwest of site of the whole area which makes the site have a better view for surrounding greenery. And the potential activity due to topography transformation.



CONSTRAINTS

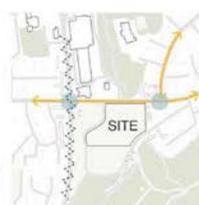
UNSAFE SURROUNDING

The West and the North area near the site are vacant or abundant land which built less public facilities. These area connected with the sparsely populated national forest areas. It is, especially in the night, an unsafe place to go.



BARRIERS AND NODE

The rush road with congested traffic nearby may caused two main node might potentially decline the accessibility for crossing the road from site. The primary road (Stockport Road) which intersect to the Asworth Ln could be a barrier for people from the site when connect with other area.



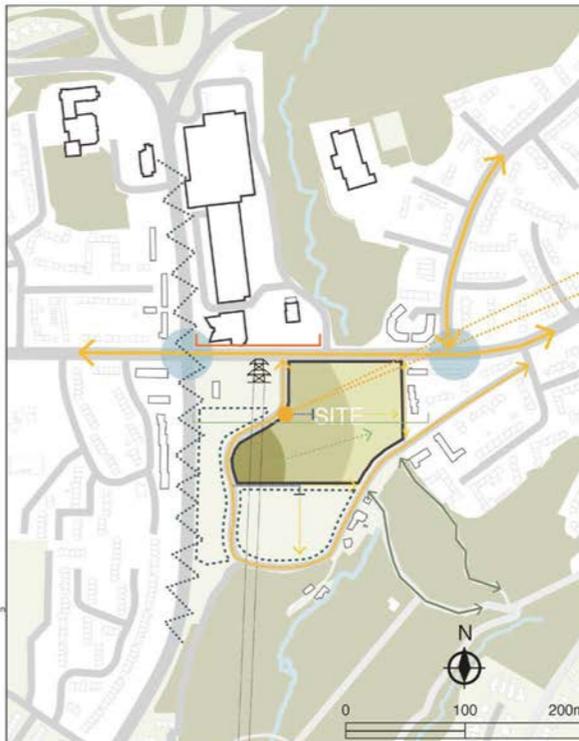
DISCONNECTED PATH

The two obvious entrance path is in fact the two end road. Although it connects the external road, but it could not connect the other side. Moreover, the low-lying terrain due to topography may potentially affect the reconnection of the road.

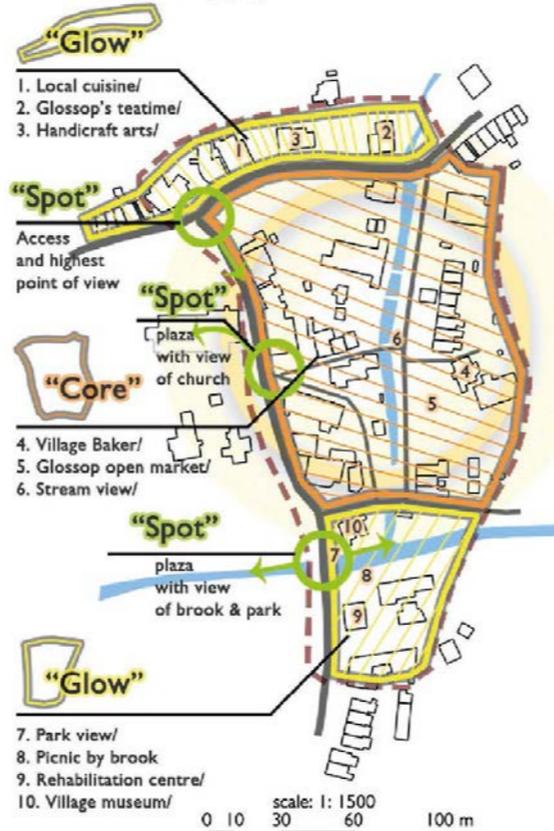
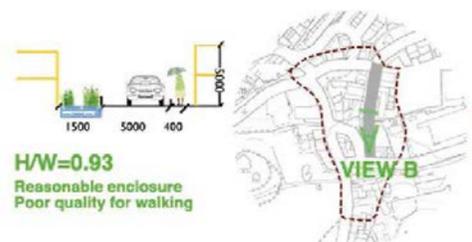
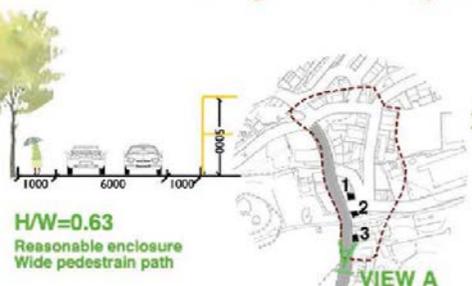


OVERHEAD POWER LINE

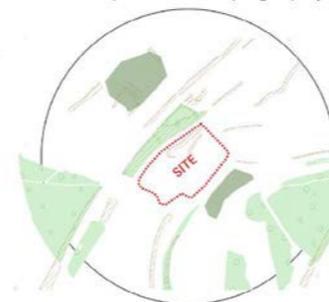
The minimum vertical distance between the high-voltage wire and the building is more than 10m, which is a relatively safe area. Therefore, the height of the building under the high voltage wire has certain requirements, limiting the possibility of diversification.



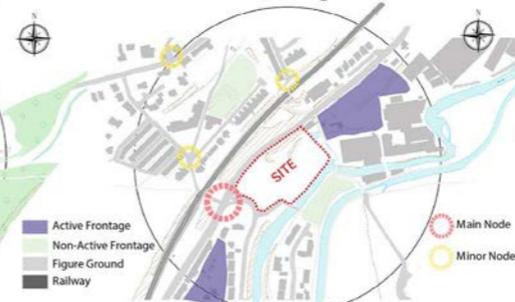
Key Serial Images



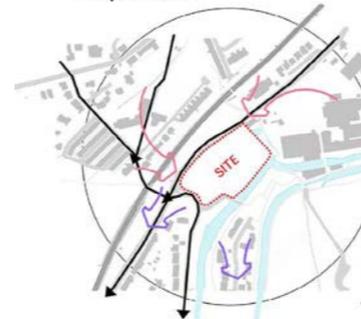
Green Space and Topography



Nodes and Frontages



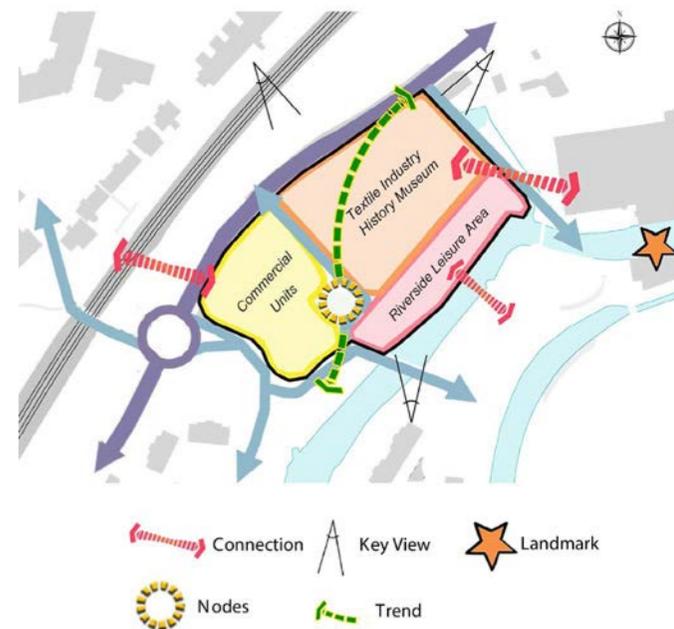
People Flow



Leigibility Analysis



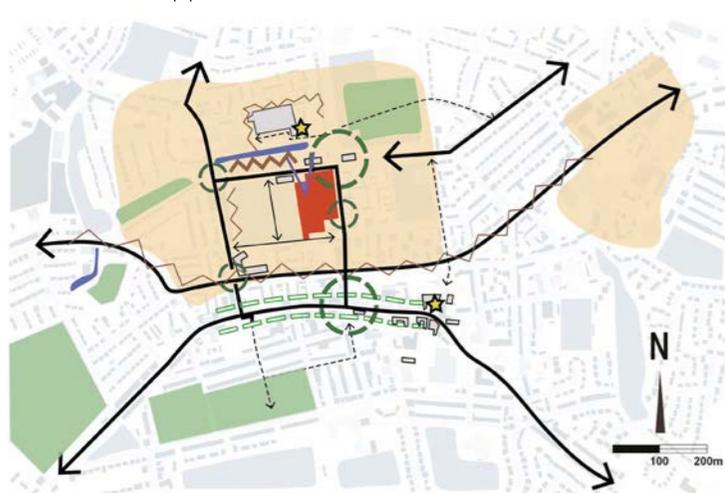
Concept Three



JIAYUE ZHANG
Old Glossop

XIANGYI HE
Mossley Manchester

Contextual Appraisal



- Green Area
- Water Area
- ★ Landmarks
- Important Buildings
- < Key View
- Post-Industry Character - Redeveloping Area

- Major Nodes
- Minor Nodes

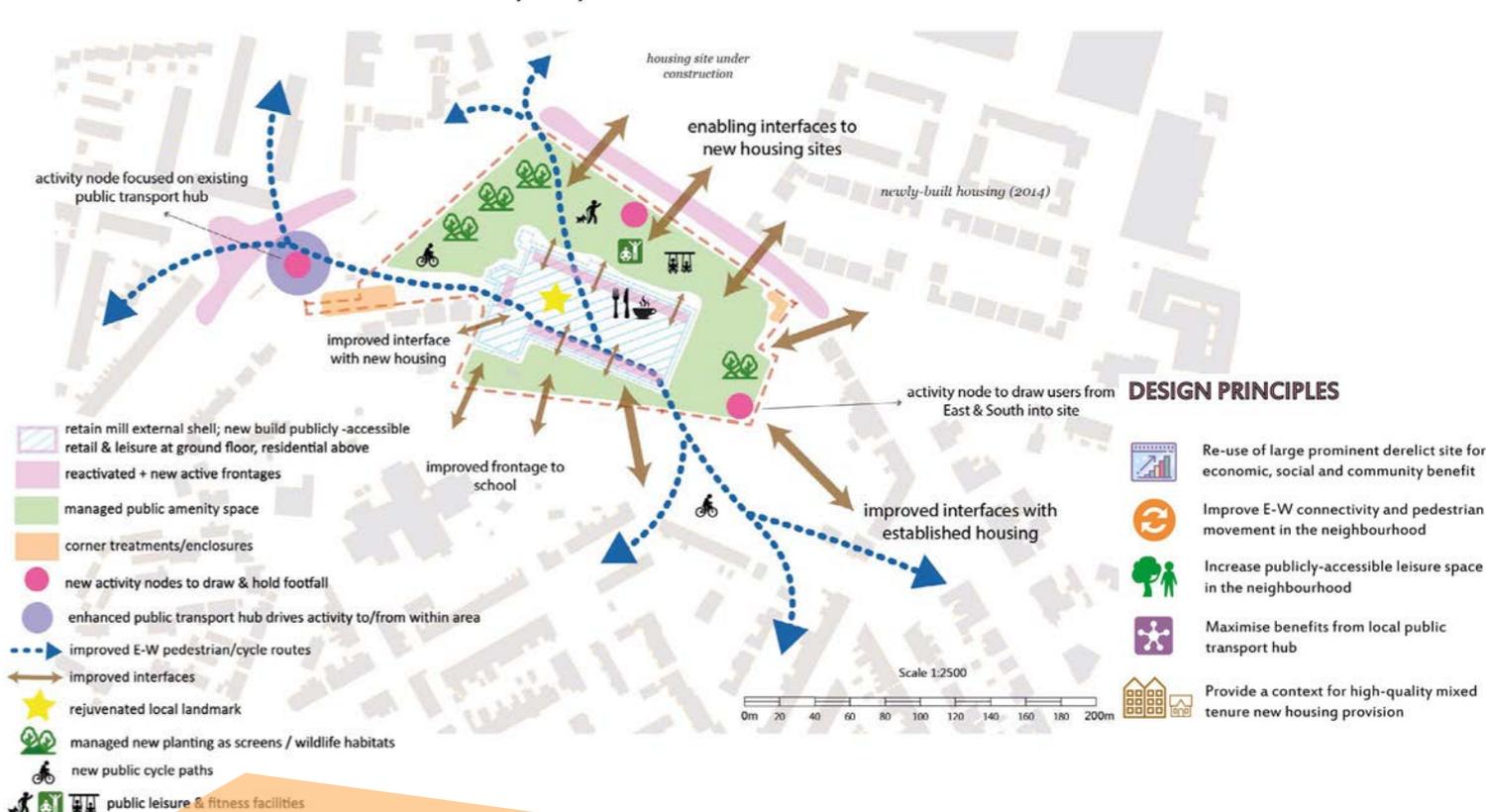
ZHANGJIE LI
Atherton, Wigan

Ops and Cons



- Site
- Area of Opportunity
- ▲ Corner of Opportunity
- A Key View
- ↔ Future Connections
- - - Potential Connections
- - - Active Frontage
- Garden
- ↔ Good Connections To Downtown
- ★ Potential Gate
- Gate of Opportunity
- Area of Constrain
- ~ Barriers
- ~ Disturbing (Noise, Light etc.)
- - - Inactive Frontage

CONCEPT 3: Mill shell retention with contemporary structural inserts

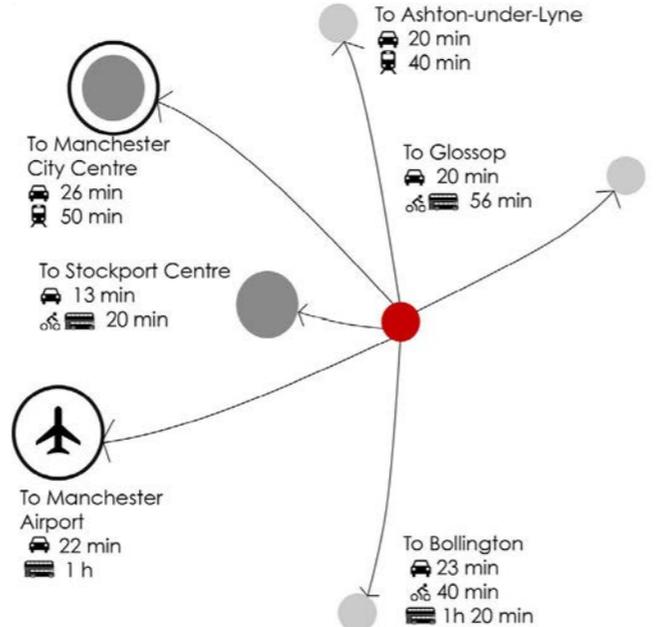
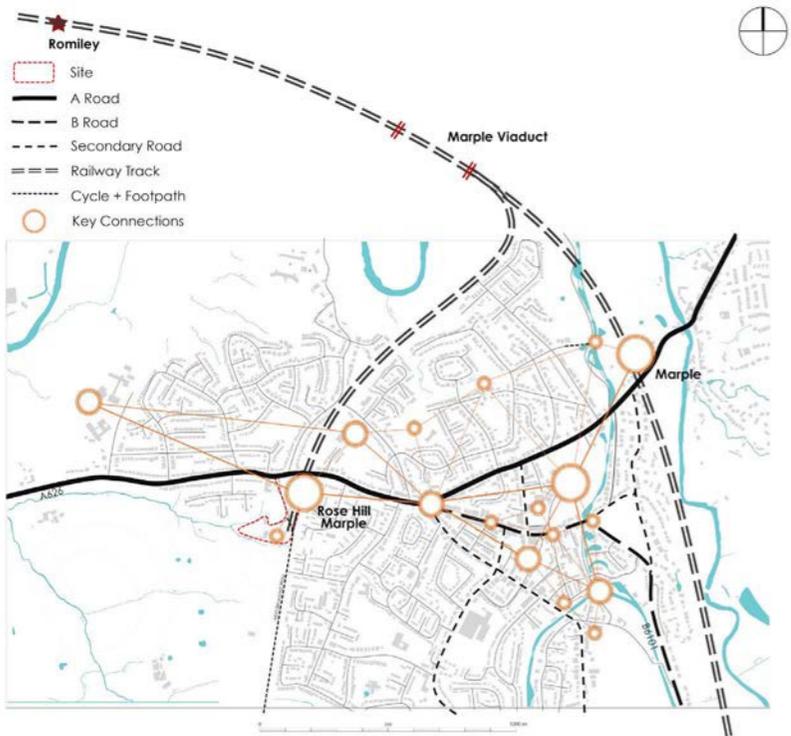


- retain mill external shell; new build publicly-accessible retail & leisure at ground floor, residential above
- reactivated + new active frontages
- managed public amenity space
- corner treatments/enclosures
- new activity nodes to draw & hold footfall
- enhanced public transport hub drives activity to/from within area
- - - improved E-W pedestrian/cycle routes
- ↔ improved interfaces
- ★ rejuvenated local landmark
- managed new planting as screens / wildlife habitats
- new public cycle paths
- public leisure & fitness facilities

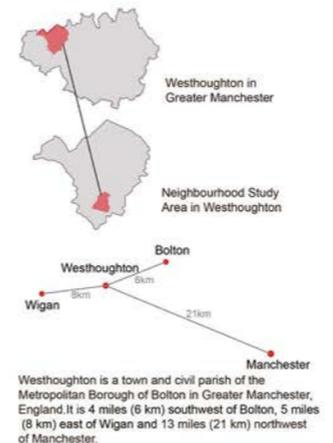
- ### DESIGN PRINCIPLES
- Re-use of large prominent derelict site for economic, social and community benefit
 - ↔ Improve E-W connectivity and pedestrian movement in the neighbourhood
 - Increase publicly-accessible leisure space in the neighbourhood
 - Maximise benefits from local public transport hub
 - Provide a context for high-quality mixed tenure new housing provision

KERRI FARNSWORTH
Hartford Mill

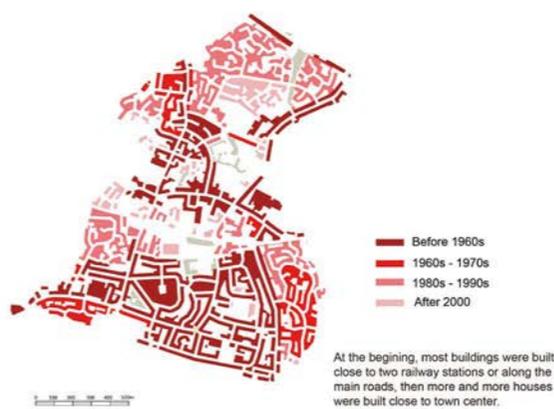
Road Hierarchy+Key Connections



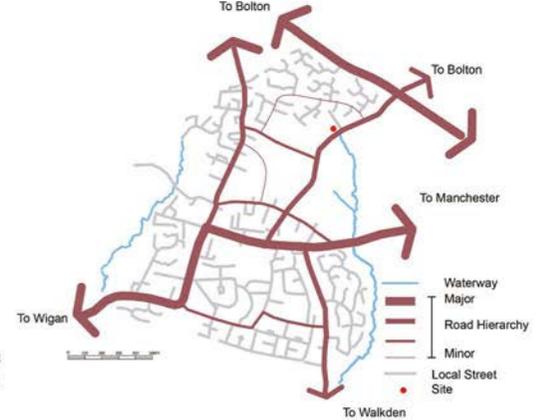
Location



Historical Evolution



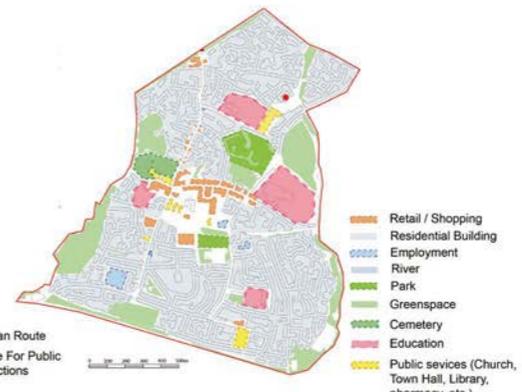
Road Hierarchy



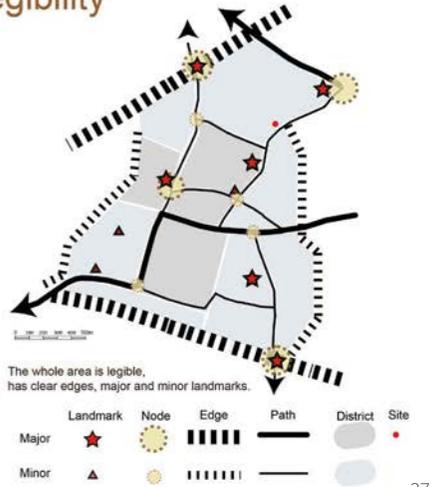
Accessibility



Land Use



Legibility



JUNYAN YE
Rose Hill Marple, Stockport

XUELI BAO
Bredbury Neighbourhood Analysis



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

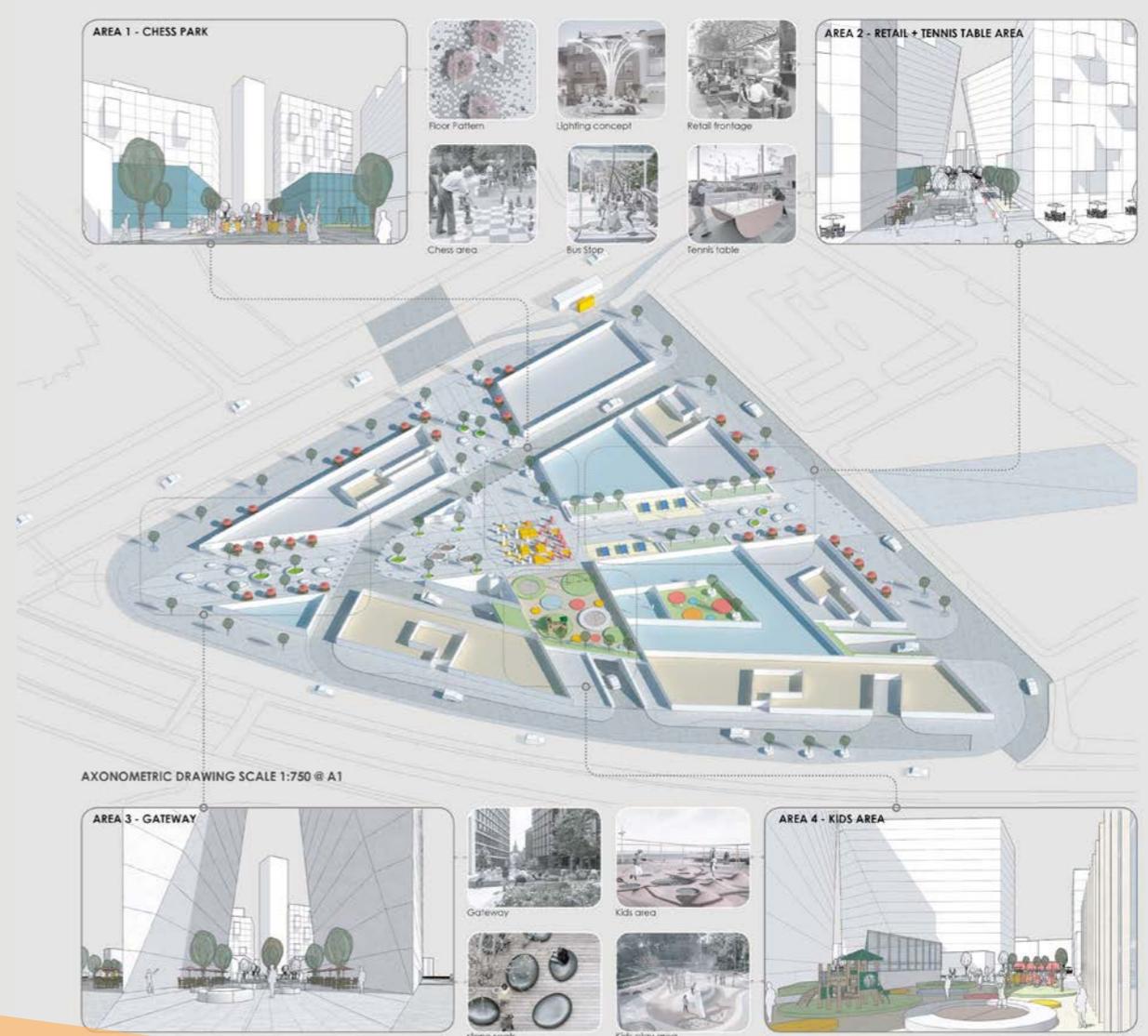
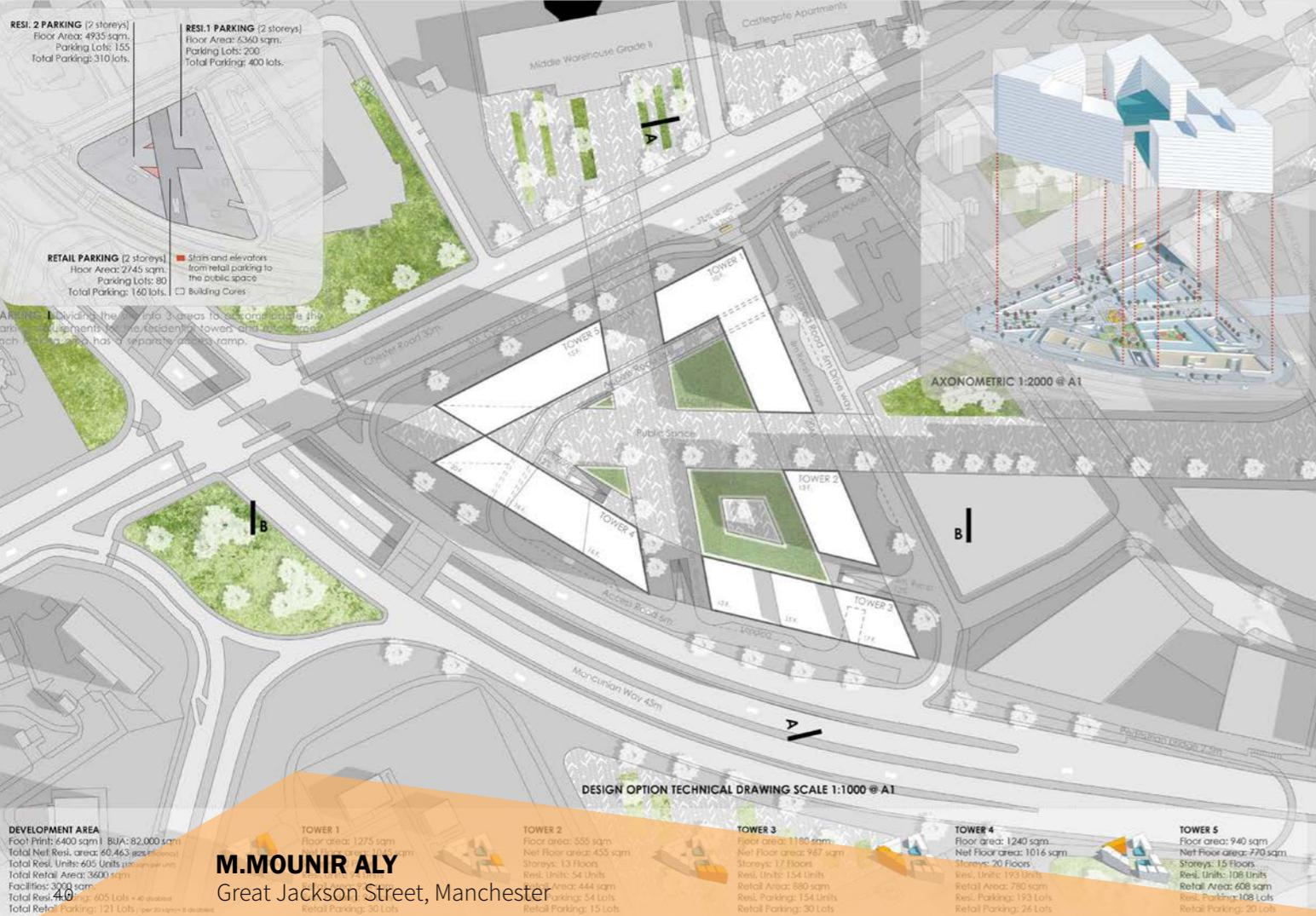
TECHNICAL OFFICER

Dr Taki Eddin Sonbli

STUDIO ASSISTANTS

Ms Amanda Briggs

Ms May Newisar



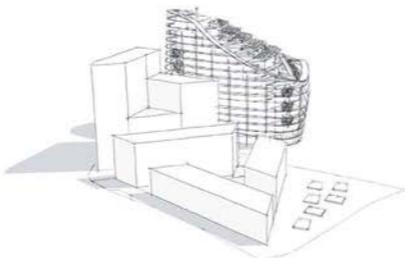
M. MOUNIR ALY
Great Jackson Street, Manchester



Design Detail

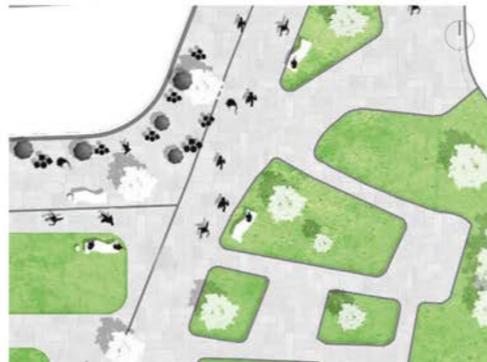
- 1 The site opens up on a wide angle matching that of the desire lines, building are lower in height giving an attractive human scale entry point to the site, whilst preserving key view to co-op anchor.
- 2 A wide 10m path runs along this access, with ground floor retail providing active frontage with sufficient rooms for cafe's and bars to utilise outside space, as well as having fast and slow moving zones along the paving.
- 3 Large landscaped public realm area with heavy set back from the road which intergrates and flows into existing greenery of the neighbouring site. Area provides diverse area to site & relax.
- 4 This corner is the main node of the site and where footfall is the highest, corner has been softened to aid movement and is prime location for bars/restaurants to be in unique environment with visual connections to city centre.
- 5 Internal courtyard and greenspace for residents, this gives space of relaxation from busy city encironment on either side and will help increase property values, access will be greened off to soften border between public and private space.
- 6 The whole site will be car free meeting the policy to create pedestrian friendly movement, access for servicing will be through loading bays and shared space at top of site from exiting entry point, public realm to south will be full pedestrian zone.
- 7 A large set-back to 10m, street greening and furniture will combat the busy road whilst ground floor retail will provide frontage on the busy pedestrian route of people moving from green quarter to city centre.
- 8 A wide boulevard-like 'back-bone' will intersect the site from north to south along a key movement route, this will accommodate the main pedestrian flow and be wide enough to accomodate a cycle path.

Axonometric



Option Visualisation

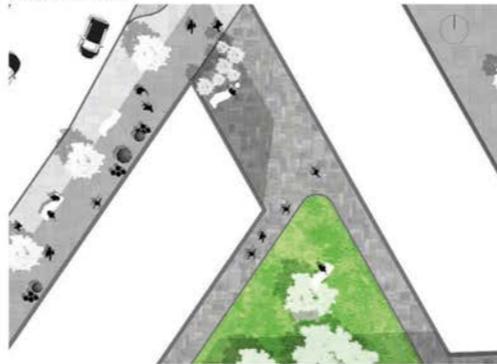
Public Realm Close-up 1:500



Scale 1:500

To the southern front of the site the buildings face out onto a large landscaped public realm that flows between the existing area outside the co-operative building. Buildings will be fronted with ground floor retail that will bring vibrancy and increase footfall, whilst be an attractive place overlooking the city for bars & cafes.

Character Area 1



Scale 1:500

Mood Board & Best Practise

Detailed Cross-Section 1:1000



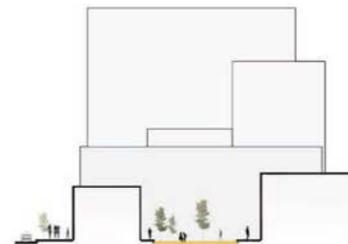
Scale 1:1000

The large open public realm creates a fluid environment between the site and the neighbouring co-operative development which creates a seamless transition and aids movement across the key access to the city centre and Victoria St.

The open space will be heavily landscaped with varied greening beds, matching that of existing as well as giving people the choice to walk directly across the shop front or meander and sit through the landscape.

There is a large 10m setback between the building front and landscaping which gives a wide high-street feel and accomadates outdoor seating space for commercial units.

Detailed Cross-Section 1:1000

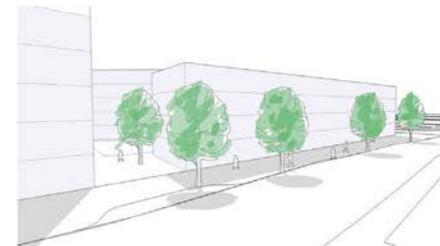


Scale 1:1000

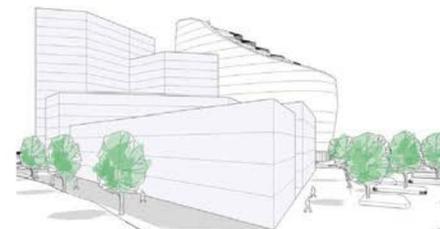
In the centre of the site is a private space for residents sheltered from the busy city centre environment, giving them access to landscaped greenspace. Access to this area is provided off three axis through greened partition.

Aerial View - Final Design

Serial Vision



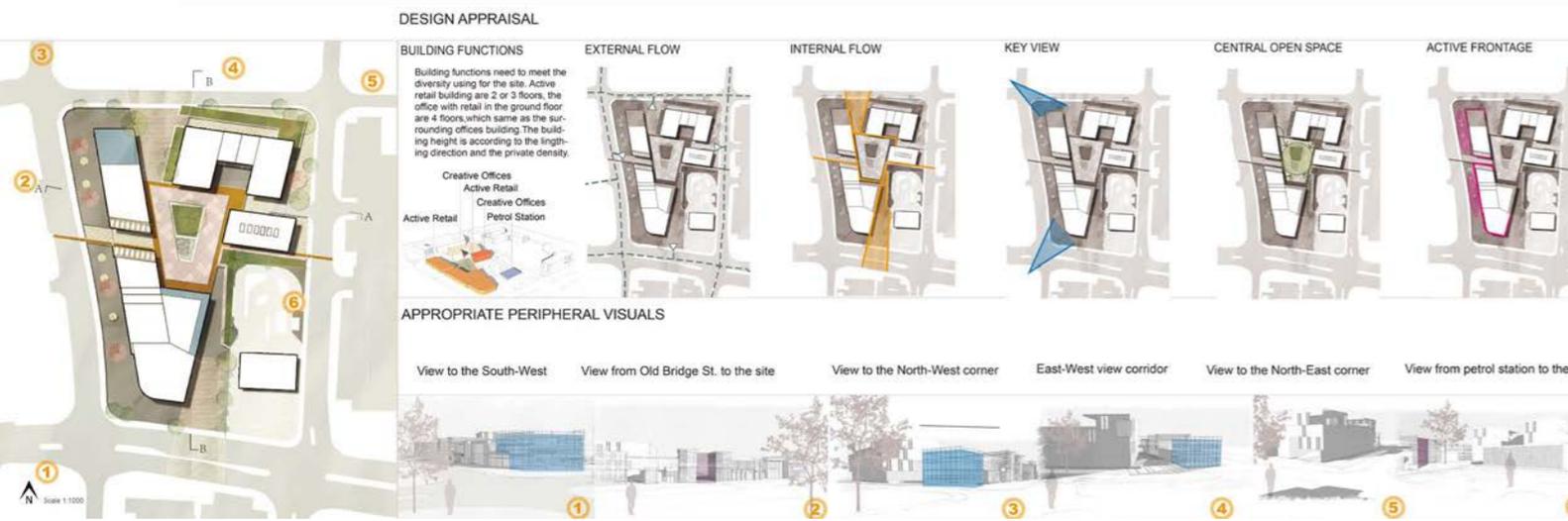
A664 South



Ring Road/A664 - View from Victoria Station



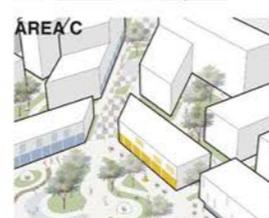
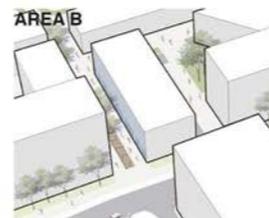
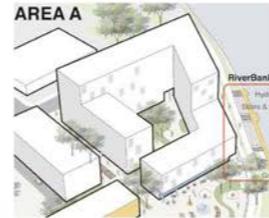
Ring Road/Rochdale Road - View from NQ



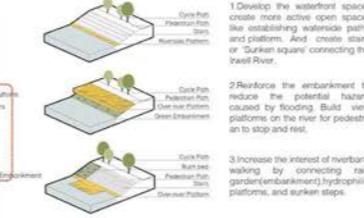
SITE PLAN



PERSECTIVE VIEW



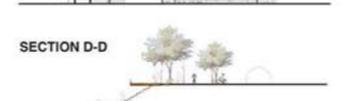
SECTION



1 Develop the waterfront space, create more active open space, like establishing waterside paths and platform. And create stairs or "Sunken square" connecting the Inwell River.

2 Reinforce the embankment to reduce the potential hazard caused by flooding. Build view platforms on the river for pedestrian to stop and rest.

3 Increase the interest of riverbank walking by connecting rain garden(embankment), hydrophilic platforms, and sunken steps.

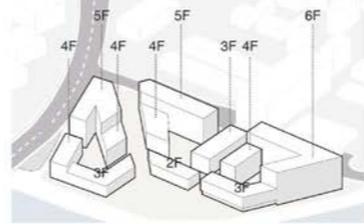


PEDESTRIAN MOVEMENT



Legend
 Pedestrian Path
 Riverside Path

BUILDING HEIGHT

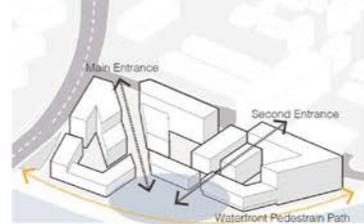


GREEN&PUBLIC SPACE



Legend
 Residential Shared Garden
 Office Garden
 Waterfront Green Space
 Retail Shared Place

ACCESSIBILITY



OPPORTUNITIES

GOOD ACCESSIBILITY

The roads and paths around site make it good connection with other area. While improving the major enter of the site would make the place more popularity and accessible.



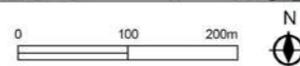
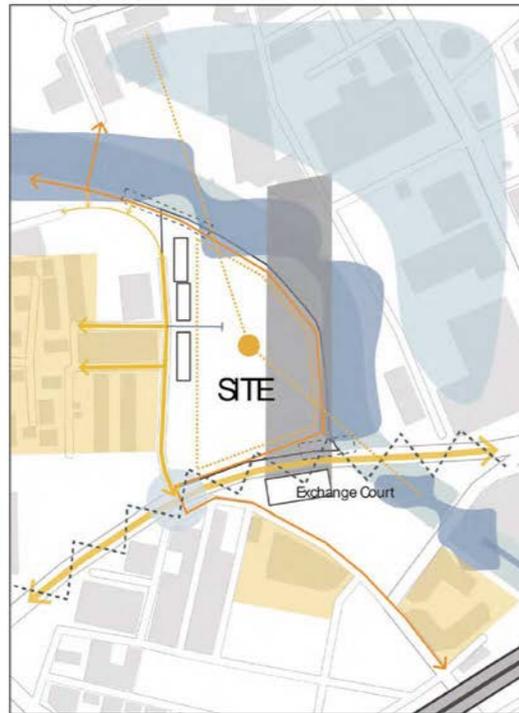
WATERFRONT ENVIRONMENT

The waterbody mediates the micro-climate and increases the ventilation, which brings the site fresh air and gentle green environment.



ACTIVE NEIGHBOURHOOD

The citizens who live nearby, assures the visitors' ownership of the site. Besides, the industrial and commercial area on the north side of the site makes the surrounding area active in daytime.



| OPPORTUNITY | | CONSTRAINTS | |
|--------------------------------|----------------|-------------------------|--|
| Vehicle Road | Best View Spot | Barrier | |
| Cycle Path | Key View | Node | |
| Pedestrian Route | Wide View Area | Disconnected Path | |
| Residential Area | | Unsafe Corners | |
| Industrial and Commercial Area | | Low Flooding Risk Area | |
| Important Building | | High Flooding Risk Area | |
| | | Building Shadow | |

CONSTRAINTS

BARRIERS (RIVER & PRIMARY RD.)

The primary road (Trinity Road) and River Irwell could be barriers and may hinder the connection between the site and the surrounding area.



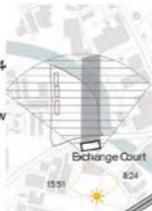
DISCONNECTED PATHS AND UNSAFE CORNER

The cul-de-sac in the site affect the walkability of the site, and result in some unsafe corners.



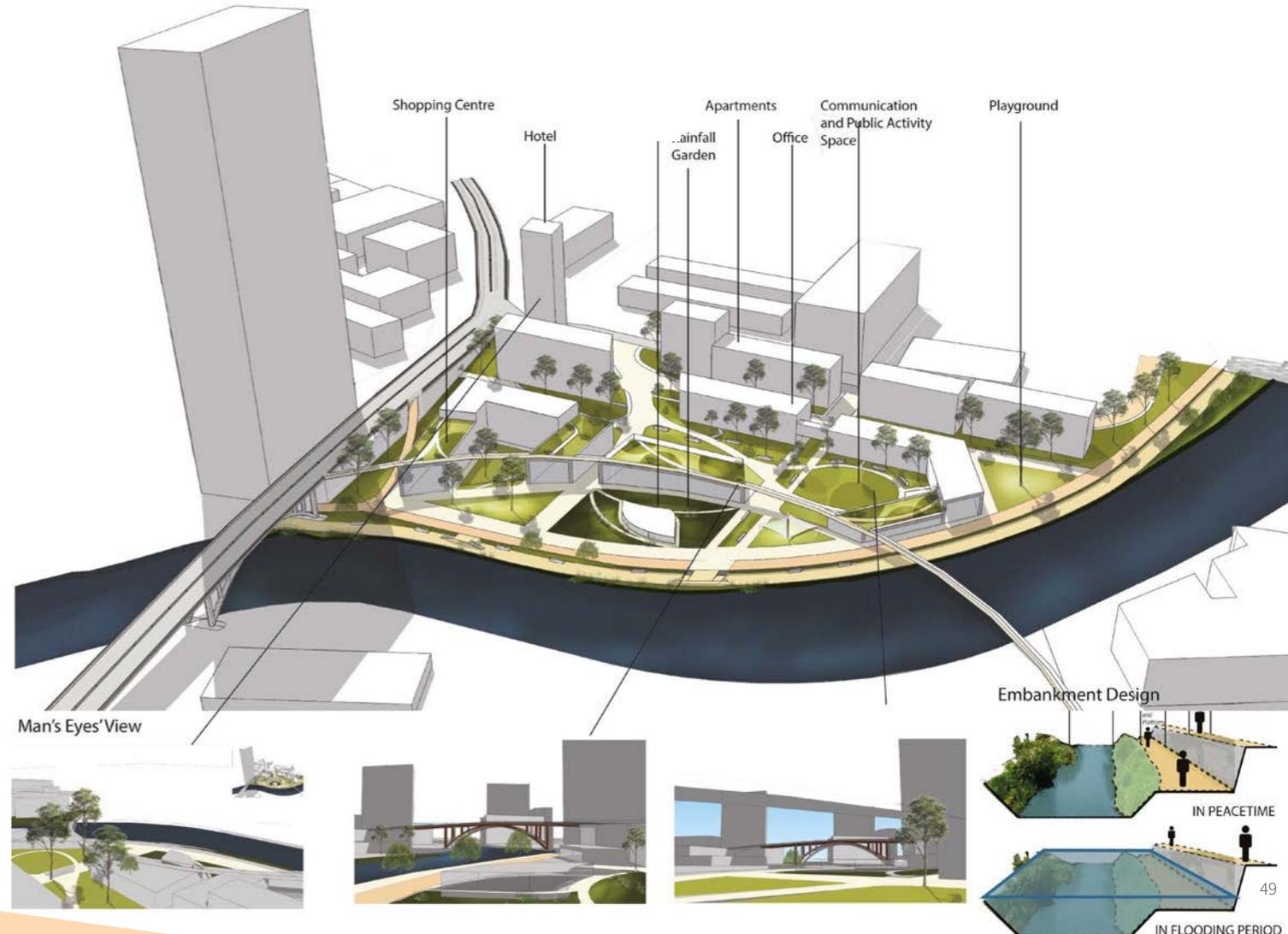
BUILDING SHADOW

The shadow of the neighbouring 4 skyscraper would affect the daylighting in the site. Specially in winter, the shadow sweeps throughout the site.



FLOODING RISK

The water level of River Irwell near the site fluctuates between 0.2m to 3.8m, which brings flooding risk to the site. Most area in the site is in low flooding risk, some waterfront area is in high risk.

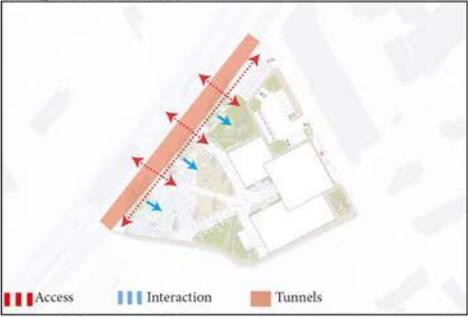


YICHEN HUANG

Irwell Riverside, Salford

Principles achievement

1. Open the tunnels



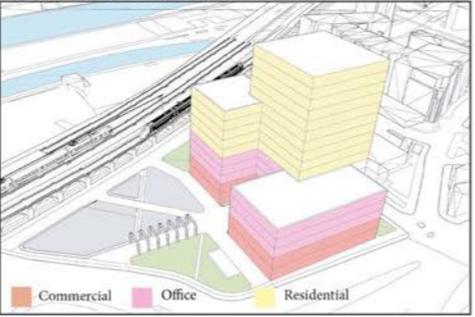
The tunnels have opened for commercial activities, e.g. restaurants, cafes, and shops. Also enhance moving through to the other side of the railway.

2. Enhance connectivity



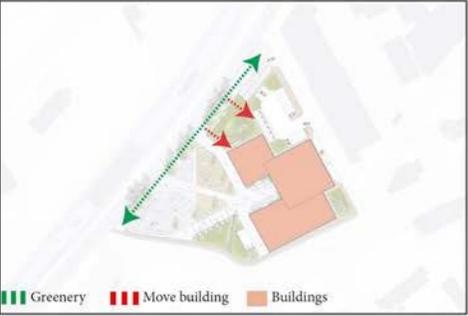
Pedestrian and cyclist are welcome to move through the site, between the waterfront and the neighborhood and encourage for many activities.

3. Ensure mixed-use units



Mixed-use units have been used mainly commercial, office, and residential to integrate with the surroundings and enhance the open space.

4. Save buildings from noise



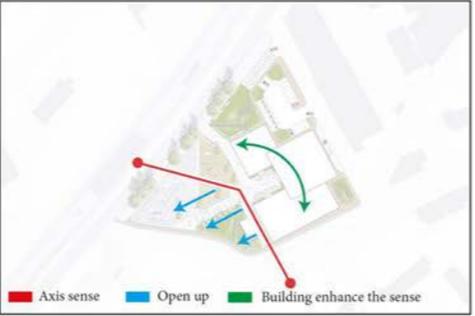
Buildings have been moved for nearly 20m from the source of noise (railway) and greenery, trees have been used to ensure decrease the noise.

5. Create Public space



To make the open space more usable from different groups of people, hard and soft open space have been used, e.g. green space, playground.

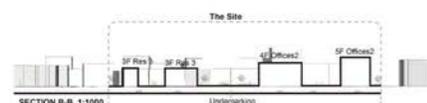
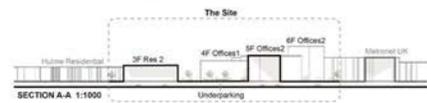
6. Form an axis sense



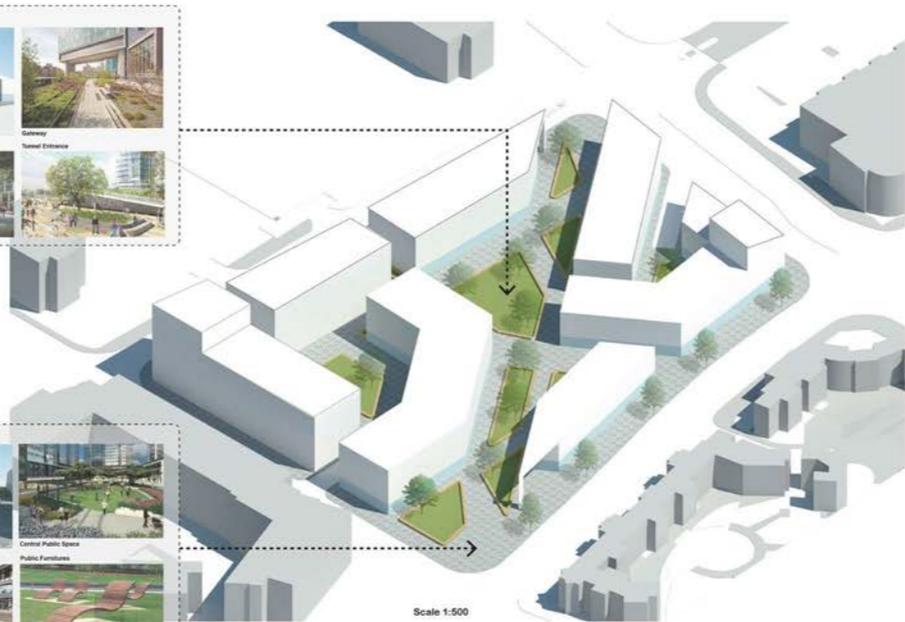
Forming an axis sense between Trafford landmark and Metrolink station by opening up the area in the front of the site and enhance access movement.



SITE PLAN AND SECTIONS



SITE AXONOMETRIC



ACTIVATING EDGES PROMOTING SECURITY



Redeveloping the derelict site into a mixed use development with all around active frontage along main roads is to instantly magnetise footfall and activity. By inviting the node with multiple functions, use of the space becomes positive, with natural surveillance deterring criminal activity in the area notorious for such.

WIDENING STREETS TO ENCOURAGE ACTIVITY



Footpaths have been extended to promote use of the streets by providing a sense of security. The layout encourages a sense of community and a sense of ownership. The layout encourages a sense of community and a sense of ownership.

PROPOSED DESIGN



SECTIONS



Section A displays how the mid-rise development is in-keeping with the townscape and not competing with the skyline. There is a comfortable sense of human scale. Provision of interland and underground parking reduces dual space and privatizes the spaces so as to deter unwanted activity.

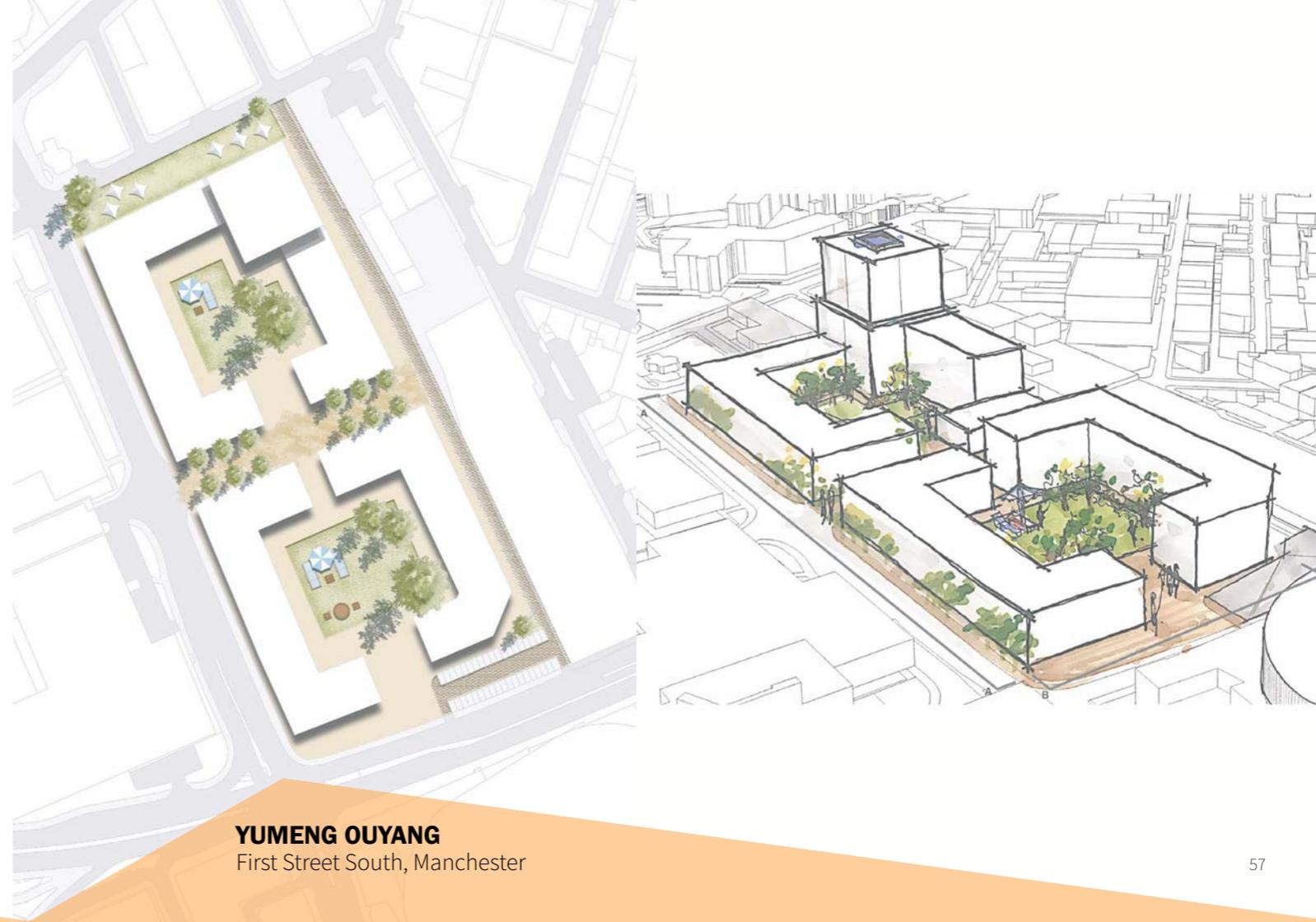
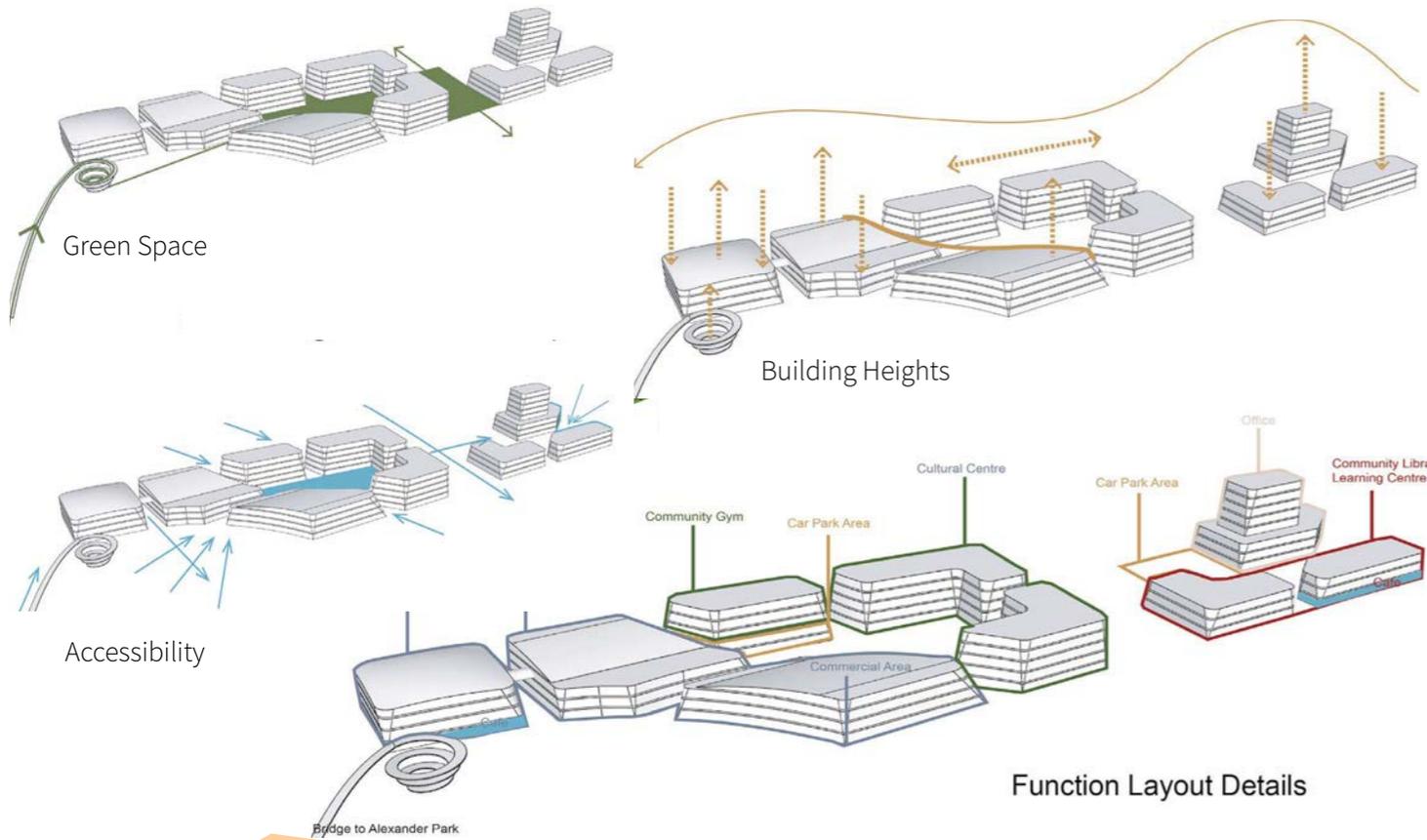
Section B displays how the stepped blocks function in enabling views of green spaces created. Furthermore the conjunction of private and public space is shown by internalising residential access, yet retaining frontage to activate the area. Human scale shows the generous paths to promote comfortable pedestrian use.



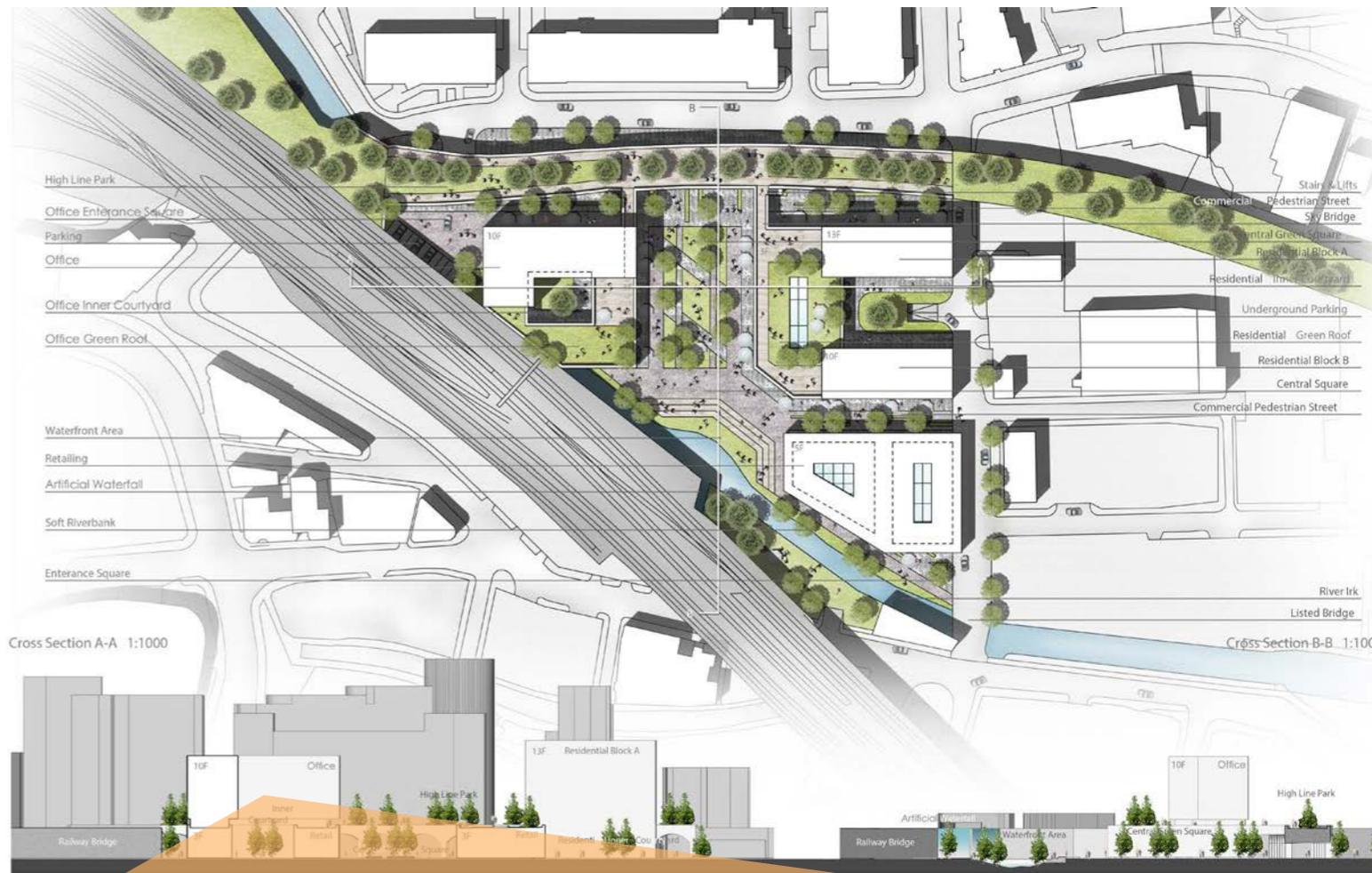
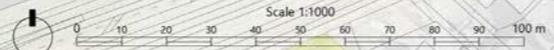
MENGCI XIAO
New Cross, Manchester



RIHAM MADI
Moss Side Gateway, Manchester



The masterplan mainly shows the preferred option in scale and it can be clearly seen that various open spaces between or on the top of buildings are playing different roles in this mix-used neighborhood. This design also enhance the commercial connection between the site and city center with the good condition of existing public transportation and well-designed pedestrian route.





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

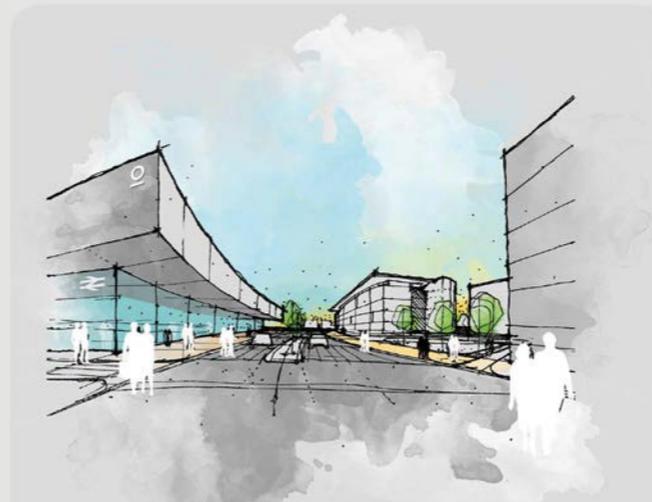
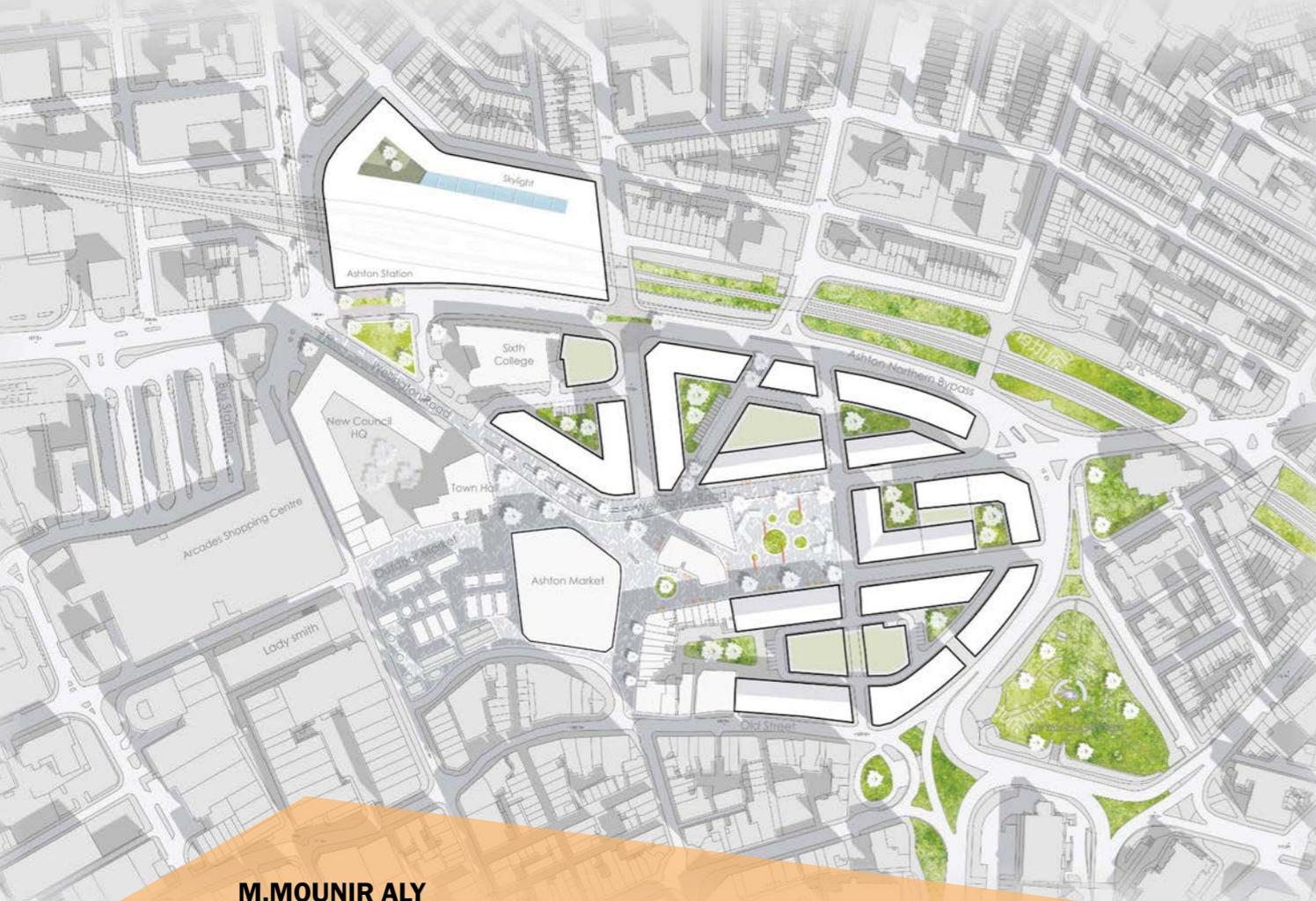
Ms Amanda Briggs

UNIT CONTRIBUTORS

Urban Imprint

WYG

Optimised Environments



AREA1- THE STATION

Integrating with the existing train station and creating a commercial node that act as a gate way to the site and increasing the sense of enclosure along Ashton road in pedestrian friendly environment.



AREA2- MAIN PUBLIC SPACE

The central public space tend to create a vibrant centre that successfully fuses the historic and modern in a high quality town centre environment that is inviting, inclusive and safe for pedestrian.

AERIAL VIEW



TOP VIEW



DESIGN ANALYSIS

1. Building Use

- Retail shops, restaurants, amenity services, media-related services and office are located on **GF & Lower Floors** to animate the public space during daytime, excluding the east part which is dominantly residential



- Residential apartments are located on **Upper Floors** to provide informal supervision on square during nighttime



- A series of open and green space with different level of inclusiveness help form a central walking loop



- Vehicle paths distribute north-southerly, providing on-site parking and servicing routes. East-west movement is more pedestrian- and cycling friendly, with necessary shortcuts to transit stops.

2. Open Space Hierarchy

- Vehicle paths distribute north-southerly, providing on-site parking and servicing routes. East-west movement is more pedestrian- and cycling friendly, with necessary shortcuts to transit stops.



Vehicle Path
Pedestrian & Cycle Path
Team Track
Team Stop
Bus Stop

HARBOUR CITY SALFORD | MANCHESTER
JUN/JAN 16 | 19254245

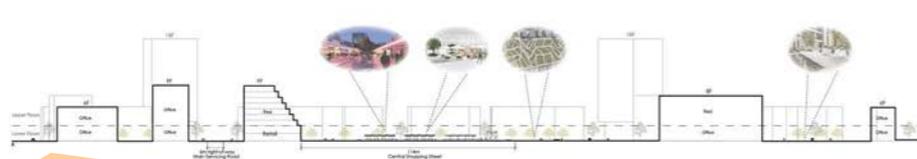
MASTERPLAN

(1:2000 at A1)



SECTIONS

(1:1000 at A1)



CHARACTER AREA

Area 1: Office mixed with Resi



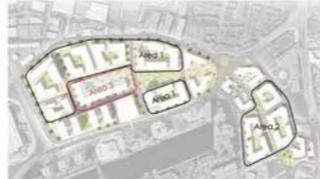
Land Use: Lower floors (GF): Office+Retail Upper floors: Residential
Density: Mid-rises (6-10 F) - 1:1 Building to Street Ratio
Feature: Lower floors are for retail and service use, to ensure a safe and animated public realm.

Area 2



Land Use: Residential (affordable housing for the young professional, new creative class)
Density: Mid-rises (6-8 F) - 1:2 Building to Street Ratio
Feature: Ground floors are used for parking to prevent potential flood risk, as indicated by adjacent residential zones.

Area 3



Land Use: Retail on G+1st Floor - Terraced housing on upper floors (2-6F) - Public area for outdoor dining and leisure
Density: Mid-rises (5 F)
Feature: Terraced housing ensures private balcony for each household - Good views to the animated public area, creating informal supervision

CHIT THREE | MASTERPLAN STUDIO | MAY 2018

LANDSCAPE STRATEGY

Hard Surface: - buff macadam - siltos



Soft Surface: - rubber play bark chippings - sand pit



Green Space: - lawn - grass-covered hills (average height: 0.5m)



Water Elements: - fountain, pool (maximum depth: 0.3m) - streams (in the green oasis)



Trees: - mature trees on the site boundary as mitigation to wind - flower trees at key gateways for landscape mood - evergreen trees along main roads for easy maintenance



ROAD TYPOLOGY

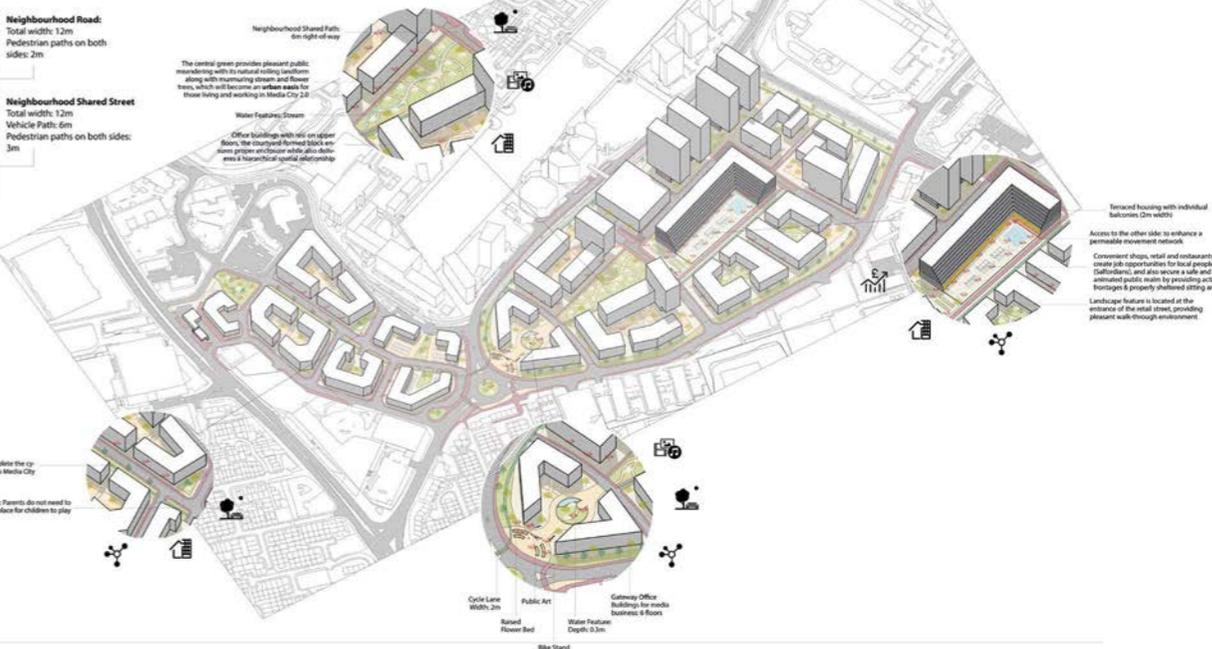


Neighbourhood Road: Total width: 12m
Pedestrian paths on both sides: 2m

Neighbourhood Shared Street: Total width: 12m
Vehicle Path: 6m
Pedestrian paths on both sides: 3m

Cycle Path: General width: 2m
Width through retail centre: 3m

Pedestrian Path: General width: 2m
Width through courtyard: 3m



Provision of cycle path to complete the cycling network from City Centre to Media City

Neighbourhood Park: Parents do not need to travel far to find a place for children to play

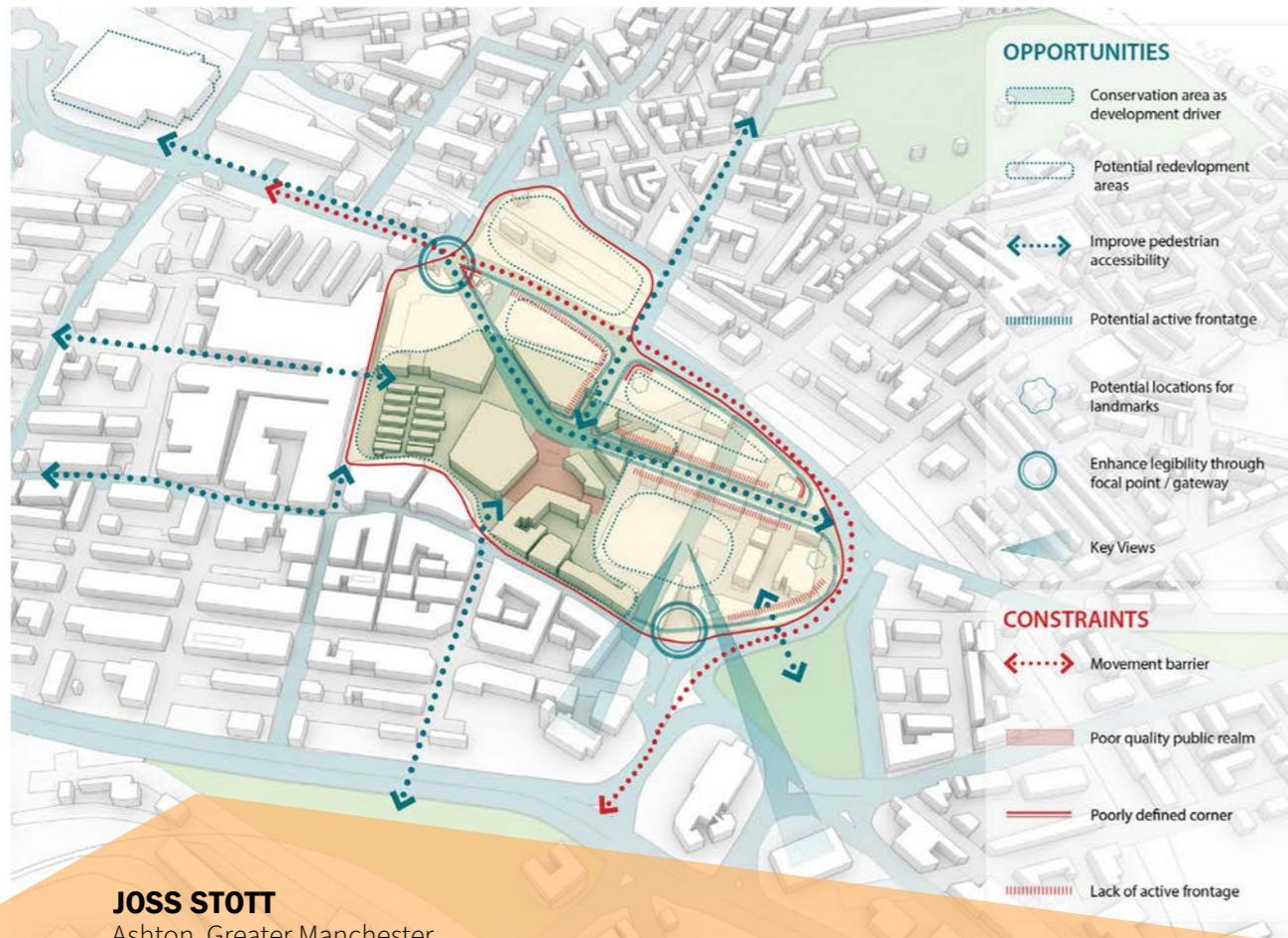
Terraced housing with individual balconies (2m width)

Convenient shops, retail and restaurants create job opportunities for local people (Salfordians) and also secure a safe and animated public realm by providing active frontages & properly sheltered sitting area

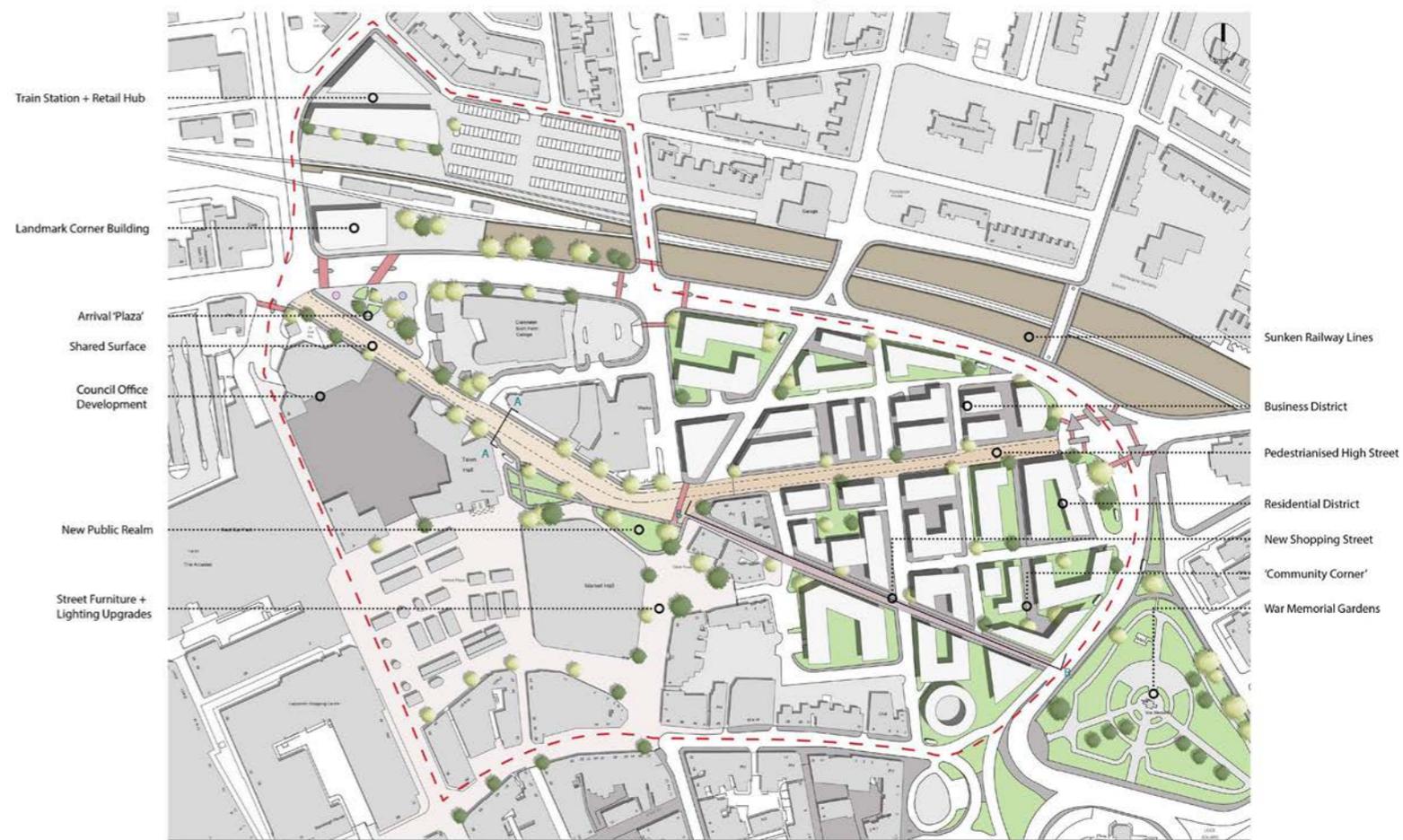
Landscape feature is located at the entrance of the retail street, providing pleasant walk-through environment

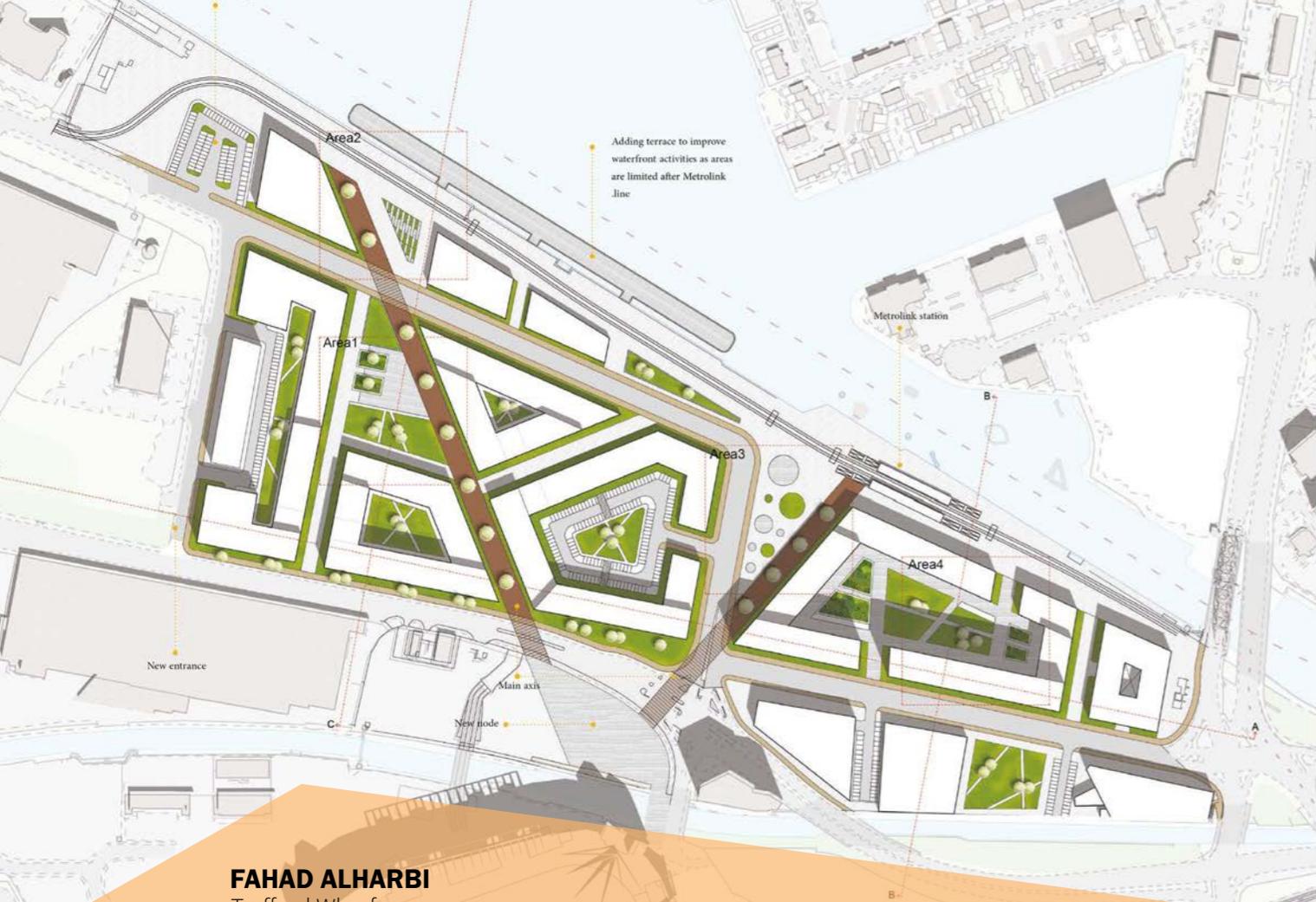
Cycle Lane Width: 2m
Public Art
Raised Flower Bed
Water Feature Depth: 0.3m
Bike Stand
Gateway Office Buildings for media business & floors

OPPORTUNITIES AND CONSTRAINTS



MASTERPLAN - 1:2000 @ A1

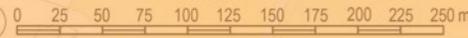






YING HUANG
Hyde, Manchester

Scale 1:2500



1. Leisure Open Space
2. Semi-indoor Space
3. Waterfront Park
4. Public Fountain Space
5. Railway Station Square

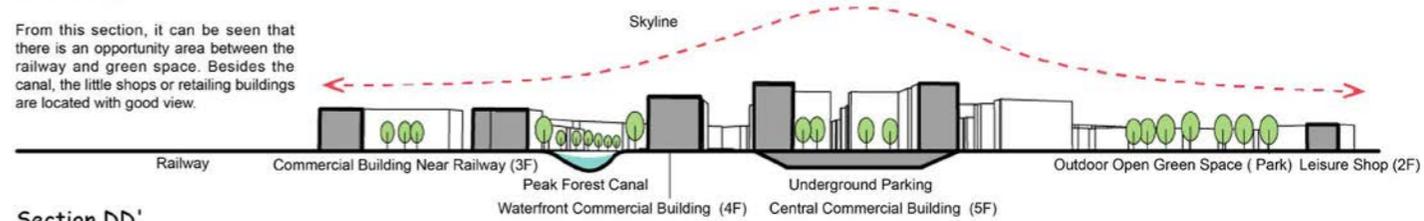
Function of Public Space

- ① **Leisure Open Space**
The pedestrian way can guide people to enter the green space from commercial area or move to residential area.
- ② **Semi-indoor Space**
Except for the open leisure space, the semi-indoor space can provide outdoor activities and other indoor activities such as drinking.
- ③ **Waterfront Park**
Waterfront area will be developed into the water activity space and transition with good view from commercial area to residential area.
- ④ **Public Fountain Space**
The fountain in commercial area extends the waterfront area besides canal and makes the commercial area be comfortable, leisure and natural.
- ⑤ **Railway Station Square**
The square in front of railway station can provide public space for tourists to stay, wait or do some leisure activities. The nearby retailing shop can use this as the shared space.



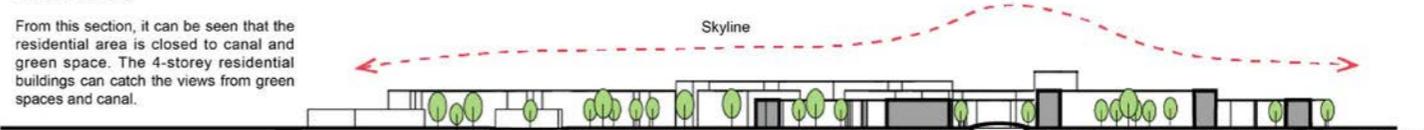
Section BB'

From this section, it can be seen that there is an opportunity area between the railway and green space. Besides the canal, the little shops or retailing buildings are located with good view.



Section DD'

From this section, it can be seen that the residential area is closed to canal and green space. The 4-storey residential buildings can catch the views from green spaces and canal.



Design Detail

1 Area of retention/refurb, small commercial units with active frontage channel movement towards centre. Building removed & greenery added to frame view of listed building

2 Chamfered corner with large set back from road and canal, heavily greened with wide public realm creates attractive route from transport hub to canal public realm and into town centre.

3 Channelled entry point at human scale, leading into enclosed public realm, commercial units give opportunity for cafes/bars, all 3 key views utilised from centre point to enhance legibility.

4 Large commercial unit to house supermarket, parking at rear and active frontage contributing to high street aesthetic and feel on inside.

5 Large multi-storey carpark provides sufficient parking for whole town centre whilst not wasting surface space. access from the rear, potential for ground floor commercial.

6 Chester Road is narrowed from 6 lanes to 4 with surface level crossing to centre island increasing permeability and movement for pedestrians.

7 Area outside key church building now car-free public realm linking into town centre and residential neighbourhoods, enhances the building as visual asset and creating gateway point.

8 Public realm opening up to the canal enclosed by commercial units either side, opportunities for bars/cafes and utilising canal as asset.

9 Central 'spine' to site linking through site, mixture of pedestrian only & shared spaces, width incorporating green network and cycle path.

10 All E-W roads terminate with view of canal, multiple access points enhance connection, frontage onto canal activated the space.

11 Internal green spaces with pedestrian movement.

12 Semi-detached houses with front and rear gardens contributing to variety of housing typology.



JORDAN BALDOCK
Stretford Town Centre

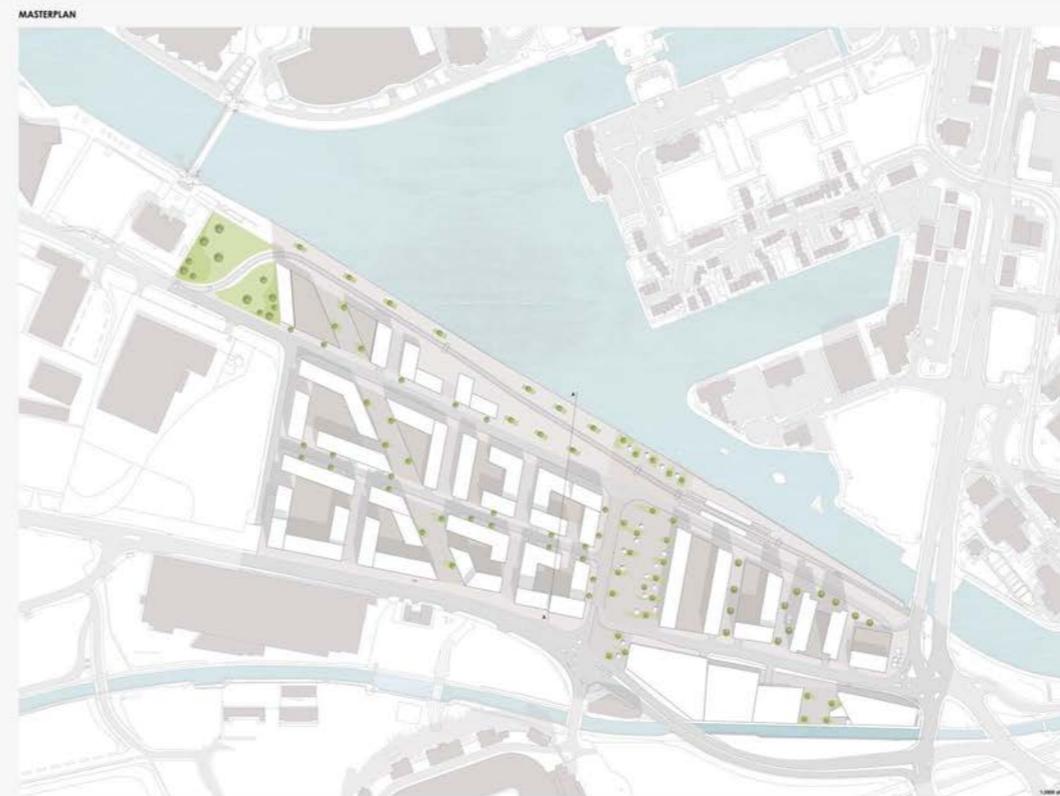


1. Entrance of residential. 2. Residential green park. 3. Children playground. 4. Central park. 5. Gateway of waterfront. 6. Open plaza in shopping mall. 7. Semi-open space. 8. Residential. 9. Office building. 10. Hydrophile flat roof

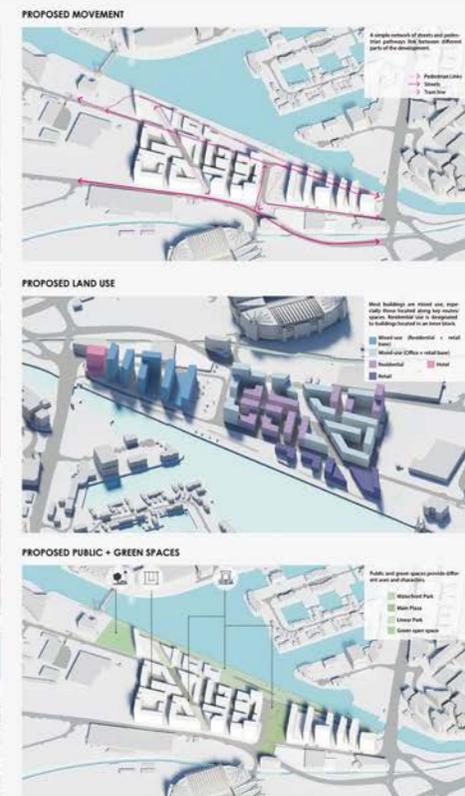
YILIN CHEN
Stockport Gateway



MENTING JIA
 Harbour City, Salford



ATEKA AL MASROURI
 Trafford Wharf





DESIGN

DISSERTATIONS

Components of the Masterplan

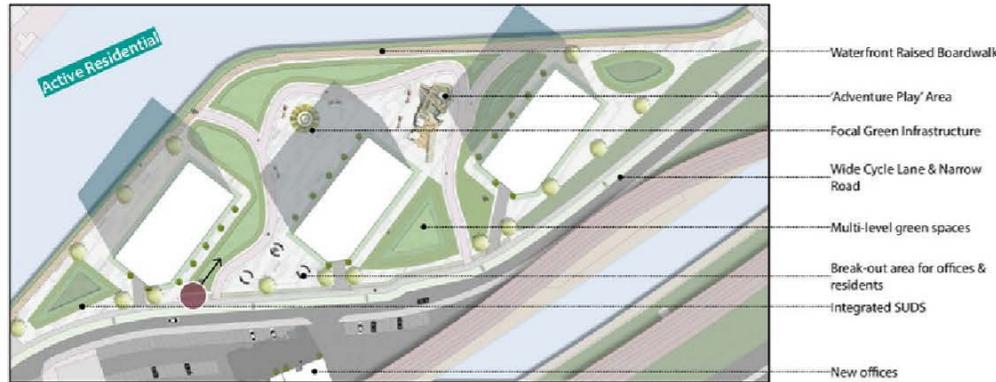


Fig. 117 - Active Resi Maquette

1. Active Residential Area

This area contains 3 residential blocks that taper off in height from west to east, allowing for a pleasing gradient towards the human scale main square. Between blocks, areas of open public space can also be found. These are multi-functional and have a strong focus on green infrastructure and links to the canal waterfront. A children's play area, focal green space, and curving pedestrian paths make for an interesting space to navigate, also reflecting the site's curvilinear form along the railway viaducts to the east.



Fig. 118 - Active Resi Render

JOSS STOTT

Pomona Island, Manchester

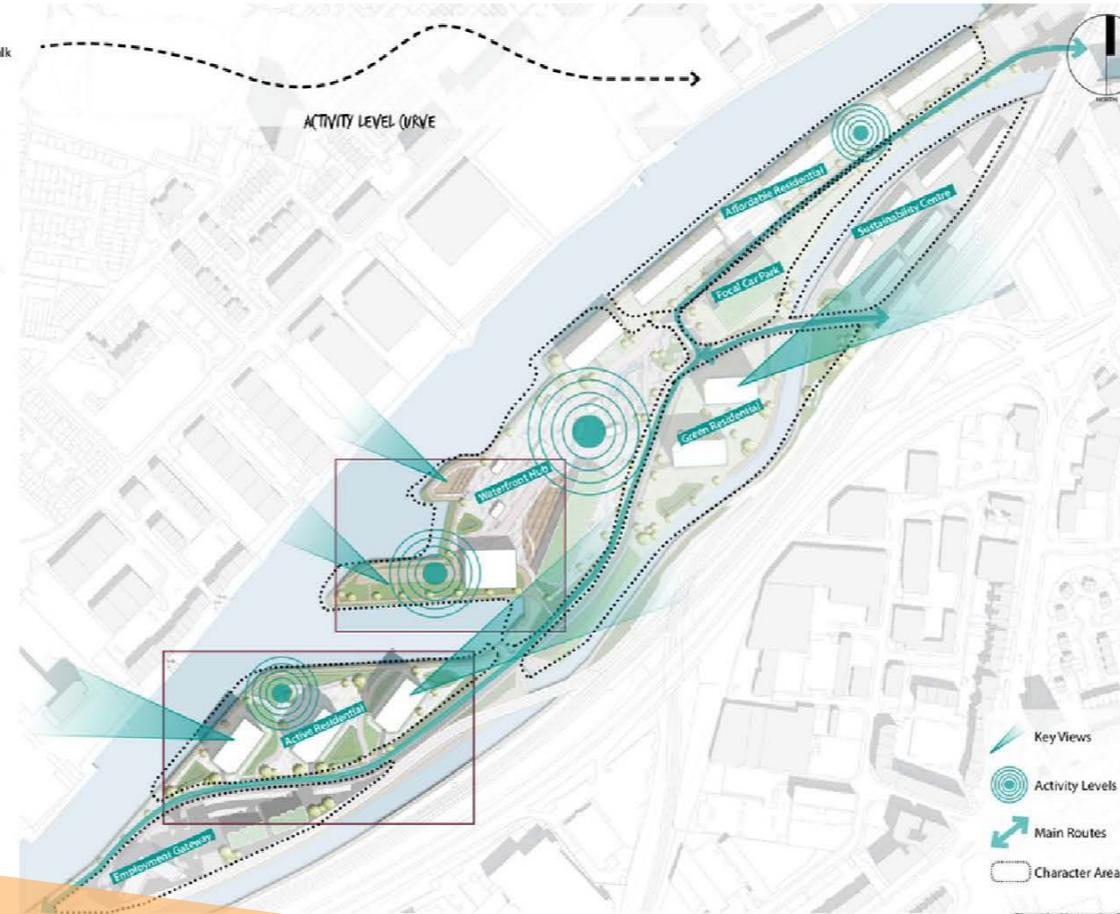


Fig. 119 - Masterplan Features

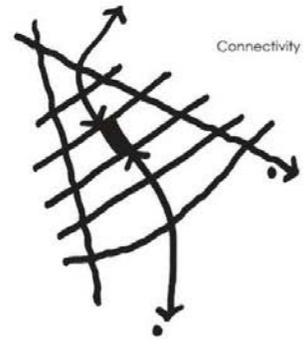
Building Sustainability and Resilience into the Urban Design Process: A Master Plan for Pivotal Waterfront Site at Pomona Island

Supervisor: Dr. Philip Black

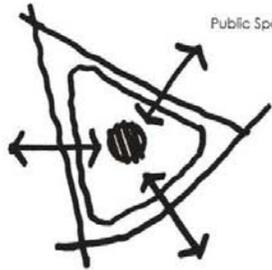
This design dissertation aimed to provide a full masterplan for the contested waterfront site of Pomona Island, Manchester.

The project was based around providing a sustainable and resilient approach, through identifying appropriate urban design principles, best practice case studies, and considering sustainable practices in regeneration schemes.

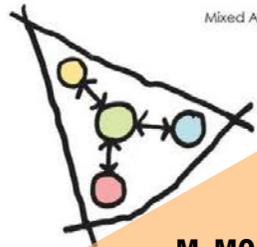
The design framework focused on a series of critical guidelines identified through the research approach - these were Ecology and Green Infrastructure; Blue Infrastructure and Climate Change; Control and Governance; Connectivity, Coherence and Legibility; Sustainability; and Heritage and Historical Significance.



Connectivity



Public Space



Mixed Activities

M. MOUNIR ALY
Maspero, Cairo

Figure 5.1.4. Concept sketches

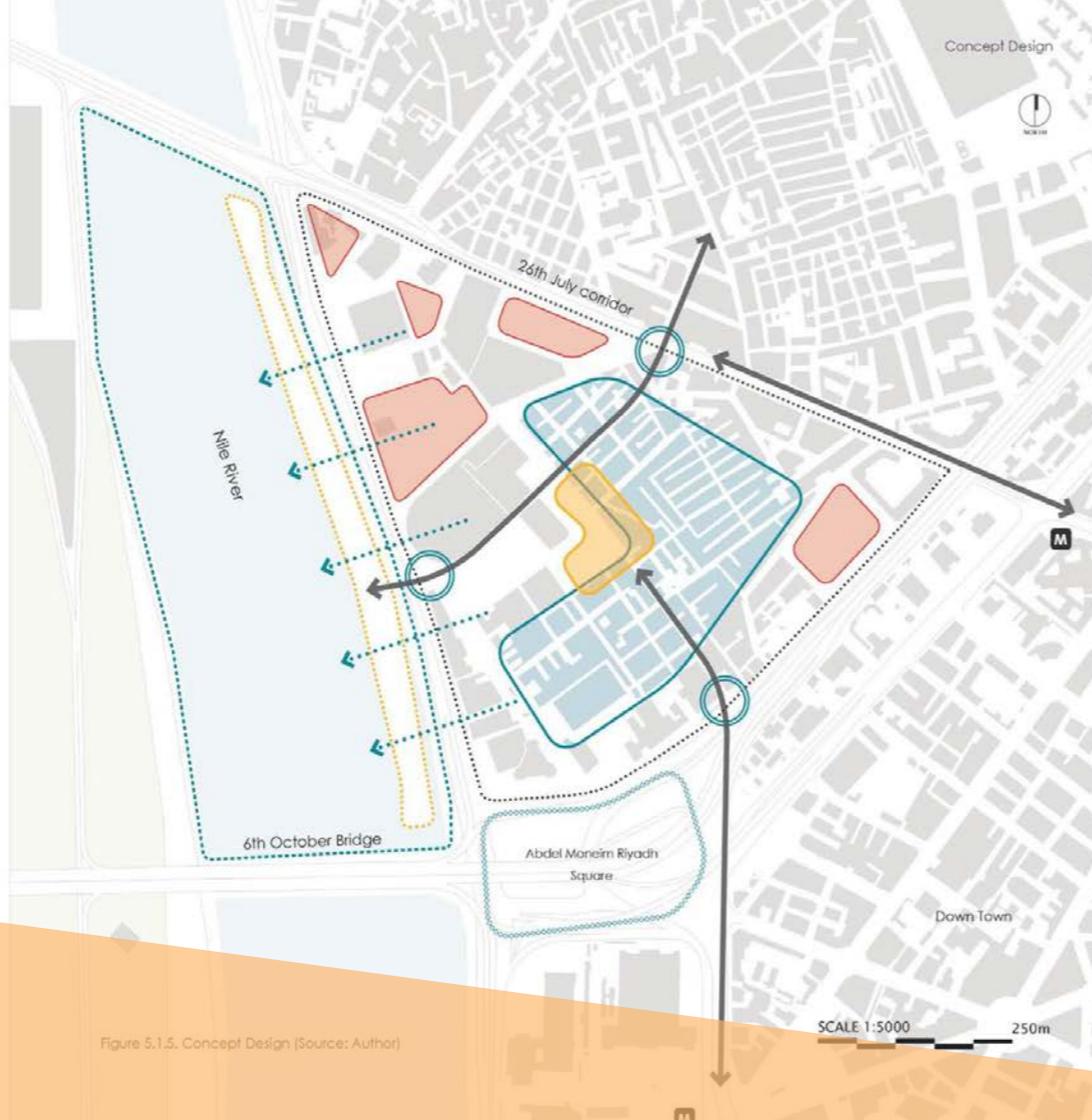


Figure 5.1.5. Concept Design (Source: Author)



Figure 5.1.6. 3D view from South West (Source: Author)

Urban Design Interventions in Informal Settlements

Supervisor: Dr. Philip Black

This design dissertation sought to create a redevelopment masterplan for the informal areas of Maspero in Cairo, Egypt that promotes upgrading and integrating approaches over eviction, through comprehensive analysis and understanding the characteristics of the site, existing literature, policies, and best practice cases. Attempting to ensure the greater context of the city is considered and address social inequality and exclusiveness through design intervention in the informal settlements.

The masterplan framework identified 4 key objectives - Upgrade; Integrate; Empower; and Reinforce.



FAHAD ALHARBI
Riyadh, Saudi Arabia



Towards Walkable Cities in Kingdom of Saudi Arabia The Case of Al Masif Neighbourhood- Riyadh

Supervisor: Dr. Razieh Zandieh

This design dissertation focused on addressing walkability in Al-Masif neighbourhood, Saudi Arabia, proposing an urban design scheme and framework that encourages residents to walk and cycle.

Objectives included the need to better understand and consider the climate conditions of Riyadh; identify urban design factors related to walkability; analyse the site through secondary and primary approaches to develop an appropriate and contextual framework; and to present a technical masterplan that considers the issues of density, mixed-use activities, transport and infrastructure, traffic management, pedestrian safety, and green space.

■ Residential
 ■ Mixed-use
 ■ Educational
 ■ Religious
 ■ Green space

- After implementing all principles and factors, the chosen site of Al-Masif neighbourhood has well-connected pedestrians and cyclists' routes within and around the site. The masterplan has considered the future development by applying linkages with public transport stops which are under construction nowadays.



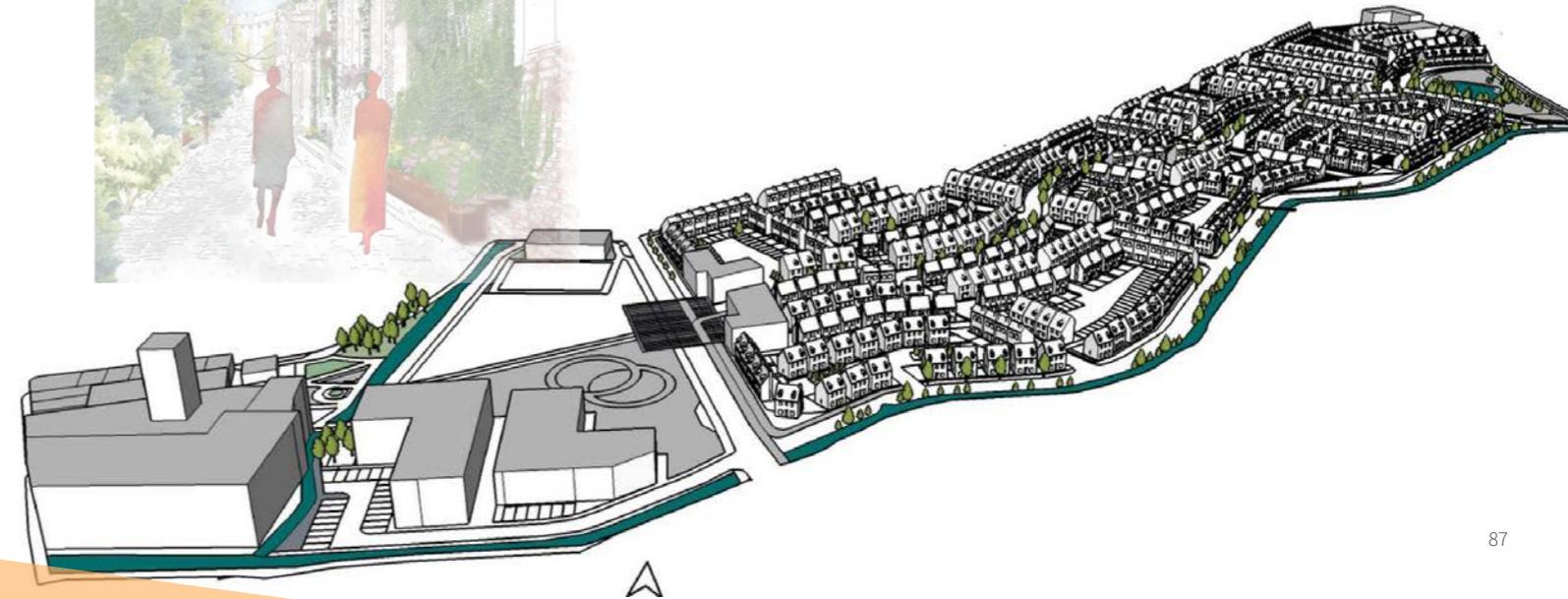
Figure 93. Final detailed masterplan. Source: Author

Improving Mental Health and Well Being in Urban Residential Areas through Urban Design: A Redevelopment Masterplan in Middleton

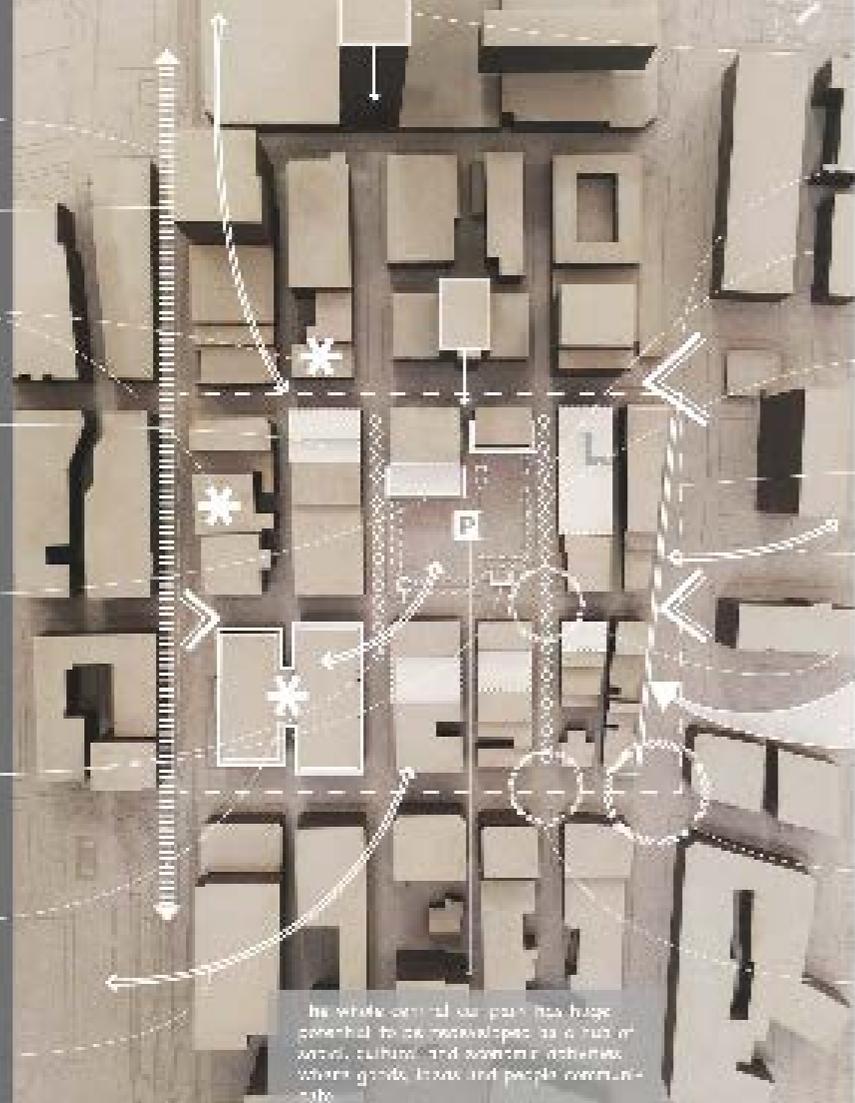
Supervisor: Dr. Razieh Zandieh

The aim of this dissertation was to provide a redevelopment masterplan conducive to improving mental health and well-being for an industrial site in Middleton, Rochdale.

The strategic design framework informing this masterplan was based on the critical principles of history and heritage; green space; active space; density; diversity; destination accessibility; transport and infrastructure; safety and security; public realm; architectural design; neighbourhood design; and legibility.



OPPORTUNITIES



Public link provides easy access to the rest of city

proximity to major city to open spaces, potential to extend & link into the public open space network with provision of different amenities and activities

important formal businesses (banking) for entire regular visitors

ground floor front can be marketed for more opportunities uses (useful & helpfully), to revitalise the area, as well as enhance customer & night-time informal activities

the wall bearing Chinese motif attracts visitors and such element can be enhanced by the place in front of it. The other blank wall can also be further utilized to integrate art-related behaviours

Flagged positive rice sheltering and cool as cultural symbols, with greater maintenance and usage, they can be valuable branding elements

the gateway as city-wide public destination and attraction can perform potential cultural and social interaction with Chinatown area

proximity to city quarter and another major public space, high level of mobility brings abundant facilities to site area

the whole central courtyard has huge potential to be developed as a hub of social, cultural, and economic activities where goods, ideas and people communicate

the facade of the city tower is an attractive landmark which can help wayfinding, and therefore encourage people to choose George St as through route

potential for gateway-making

main streets of restaurants and oriental businesses, great opportunity to showcase the Chinese street scene & railway culture

Manchester selection of greenery creates nice sheltering and street spaces, and oriental trees, such as tree can be maintained for and oriental taste mosaic welcome

potential to reinforce First World progression through better facade making

proximity to Central Coach Stop - more mobility choices

point of major formal gathering, potential to provide better environment to facilitate tourist activities

proximity to city village brings people to the site area, after work, increases quality of night-time economy or business 'short-stay'

major roads and gateway to site, potential to brand the place through gateway-making strategies

most noticeable entrance to Chinatown area with the first as backdrop, gateway-making strategies would be effective for renewed legibility

Figure 4.3 Urban Design Interventions in Chinatown

URBAN DESIGN INTERVENTIONS IN THE PUBLIC REALM OF MANCHESTER CHINA TOWN

Supervisor: Dr. Taki Eddin Sonbli

Manchester Chinatown is major cultural and economic complex located in the core area of Manchester city centre. While it is a widely-recognised cultural and ethnic quarter that attracts an increasing number of visitors worldwide, it requires extra attention and a pragmatic regeneration scheme to bring pleasant and safe environment back to the neighbourhood, and to continue fulfilling its role serving the wider socio-economic context. This research unfolds how urban design has contributed or hindered the proper functioning and appreciation of the area, with a specific focus on the public realm, and identifies the opportunities and constraints Chinatown embraces today, and then seeks design interventions accordingly.



JUNYAN YE
Chinatown, Manchester
Neighbourhood shared surface

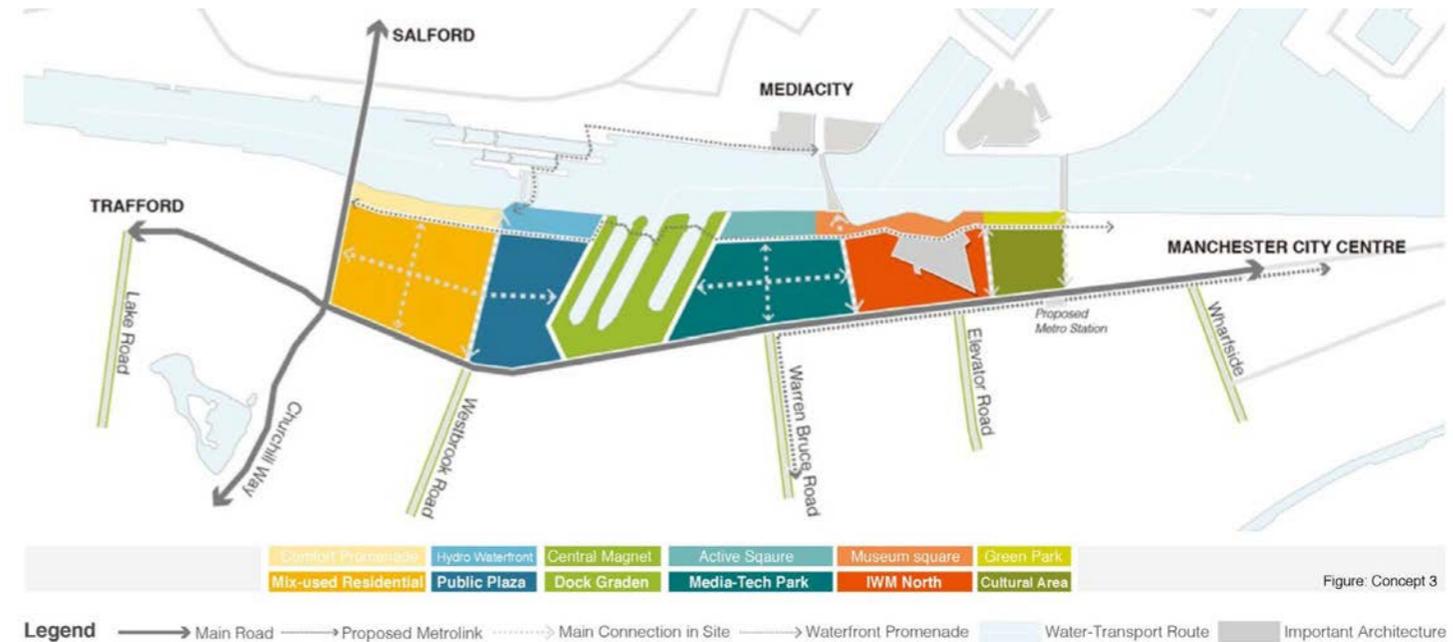


Life with Water: Revitalization Masterplan for a Waterfront Site A Case in Media City, Manchester

Supervisor: Dr. Phillip Black

This study aimed to arrive at effective principles and guidelines to generate a revitalisation masterplan for the decayed industrial waterfront site opposite Media City, Manchester. The study remodels the physical and spatial conditions of the site to enliven the social and living environment of the whole neighbourhood and community through establishing entertaining public realm and vibrant new spaces.

The framework adopted was based around 9 critical principles. 1. Heritage conservation; 2. Accessibility & connectivity; 3. Land use & function; 4. Open & public space; 5. Landscape & green space; 6. Environment & flooding; 7. Industrial regeneration; 8. Cultural heritage; and 9. Identity & legibility.



5.4. Proposed Masterplan and phasing

The proposed masterplan was developed as illustrated in the design process, based on Concept 3 (Figure 60). The masterplan presents a transition from the old town to a contemporary urban setting, achieved by utilising a fine grained urban form that gradually shifts to an urban block development.

The land uses proposed across the 25 hectare site vary, but with a high percentage of apartment and residential uses. This aims to create a local community and ensure continuous activity throughout the year.

Strategic points of the site area are dedicated to key facilities (hotel, museum) with attached public spaces providing users of the building and visitors of said public spaces panoramic views of the old town.



ATEKA AL MASROURI
Mutrah, Oman

1:4000 at A3

Figure 64: Proposed Masterplan (source: Author)



Phase I introduces the first corner of the development - establishing the feel and sense of space to be created with the redesigned gateway plaza. It also offers a mix of medium quality and high quality residential blocks. The balance between the two would encourage a diverse community base.



Phase II Builds on what would be achieved in phase I, by delivering more residential units. It also introduces facilities to support tourism; commercial streets and a hotel.



Phase III is financed through phases I and II, as the key destination within is of a public nature requiring specialist design and further funds. Also it includes multiple high quality residential units. The established environment following Phases I and II would ensure that these units are commercially viable.

Figure 65: Proposed phasing (source: Author)

THE REDESIGN OF MUTRAH'S WATERFRONT

Supervisor: Dr. Phillip Black

This dissertation proposes a masterplan design for Mutrah waterfront, Oman. The study assesses the historical urban development patterns of Mutrah compared with wider region trends. This was followed by an overview of key ideas from a variety of literature and policy pertaining to Mutrah as a waterfront, a cultural tourist destination and a city with a strong character of Arabic-Muslim city-planning ideology. The physical attributes to the study site are expanded through an urban design analysis. All of this informs a set of guidelines to drive the proposed design interventions. The design seeks to provide a lively urban setting that is compatible with the unique context of Mutrah.



Figure 66: Overview of the proposed masterplan in its context (source: Author)

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.

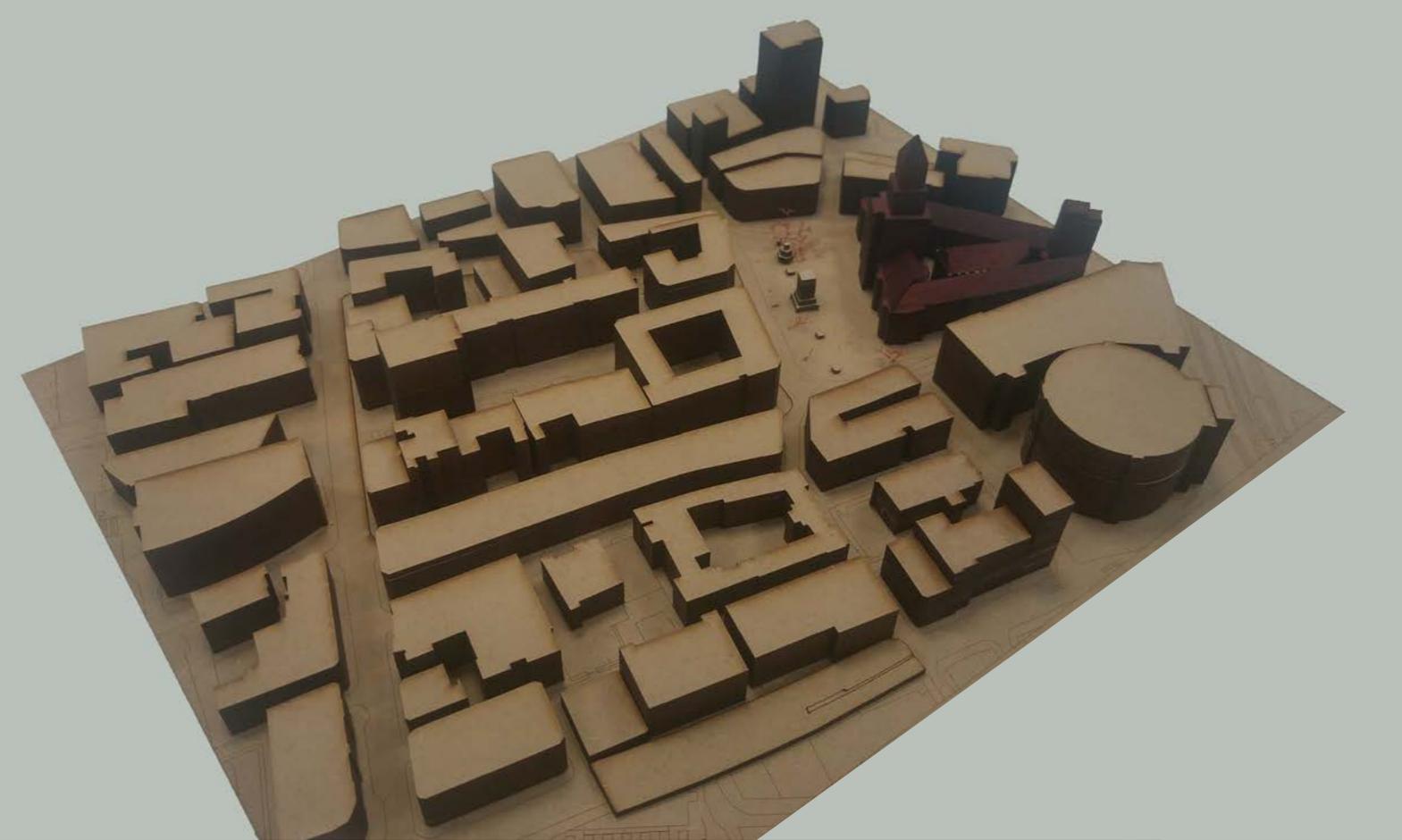
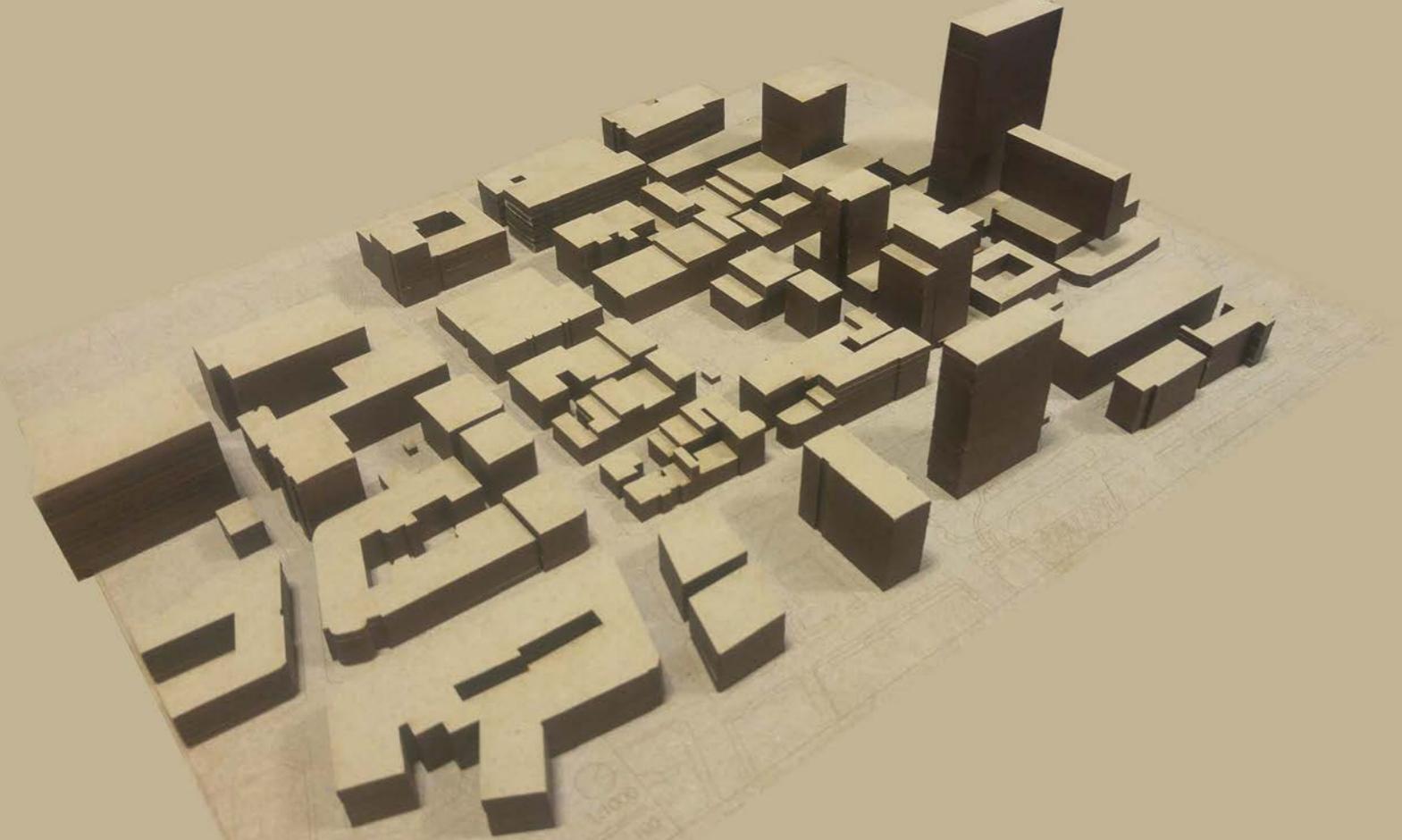
Due to space constraints in the Yearbook only a small selection of the models from this year can be showcased.

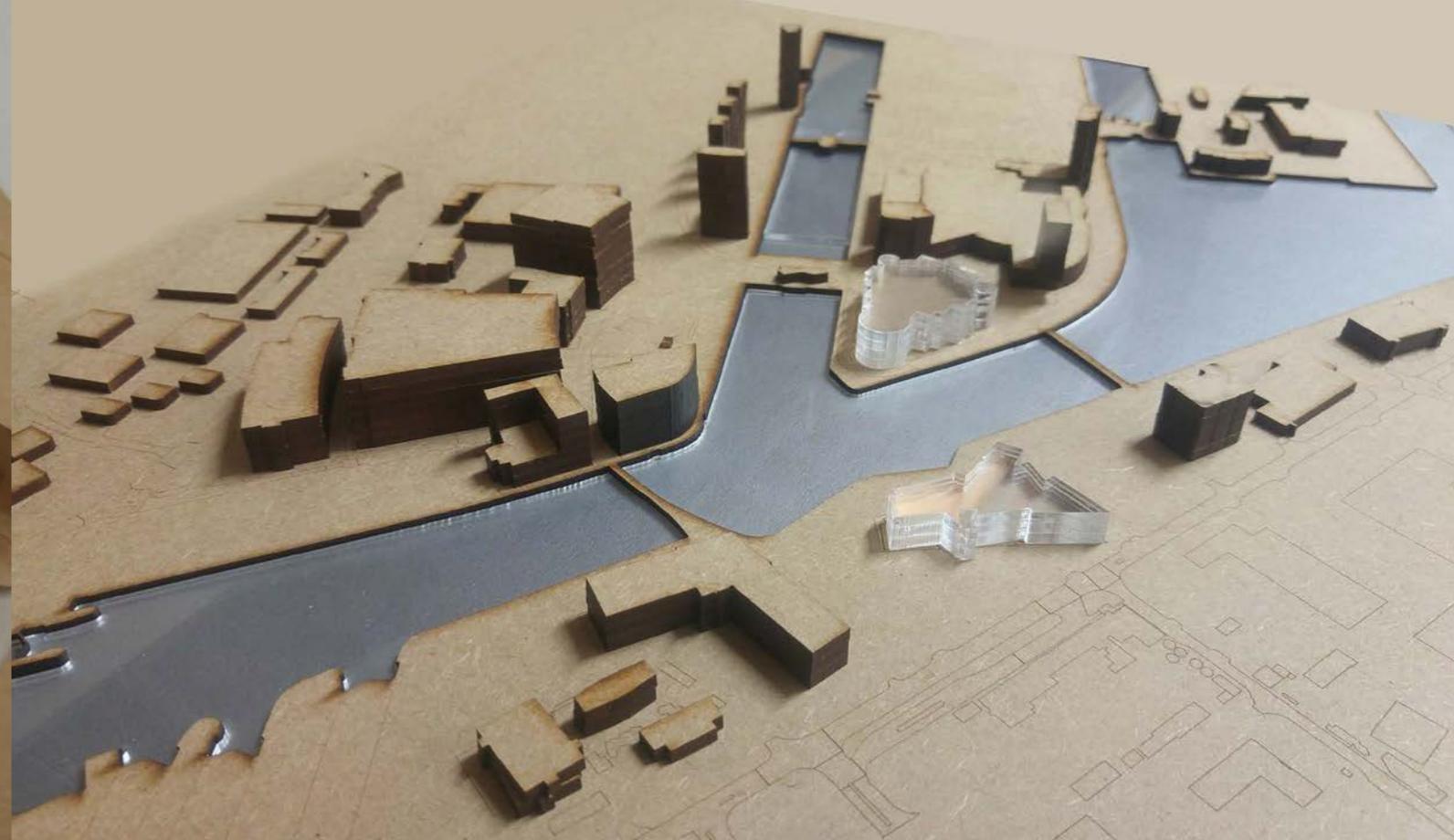
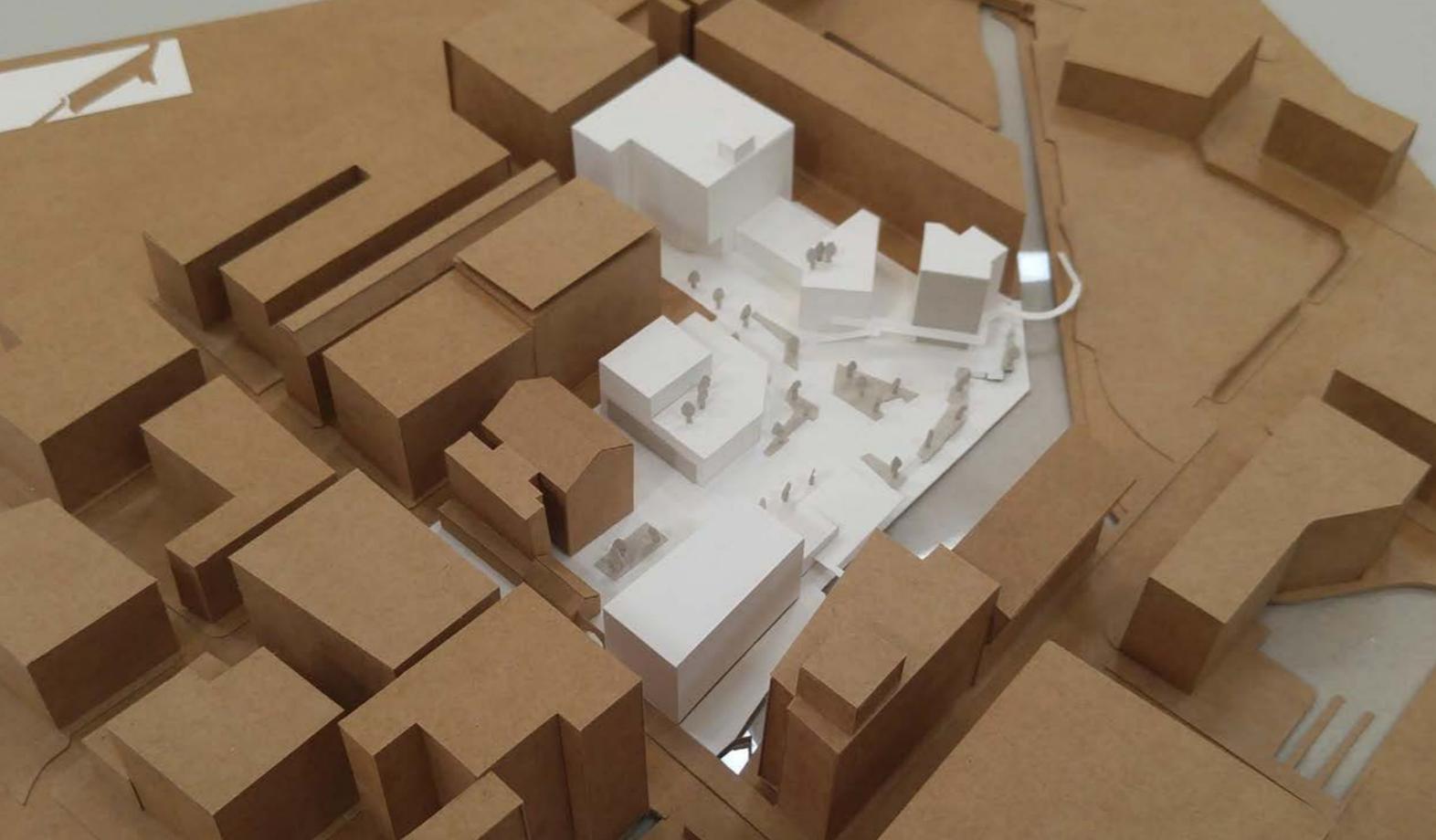
MODEL LEADS

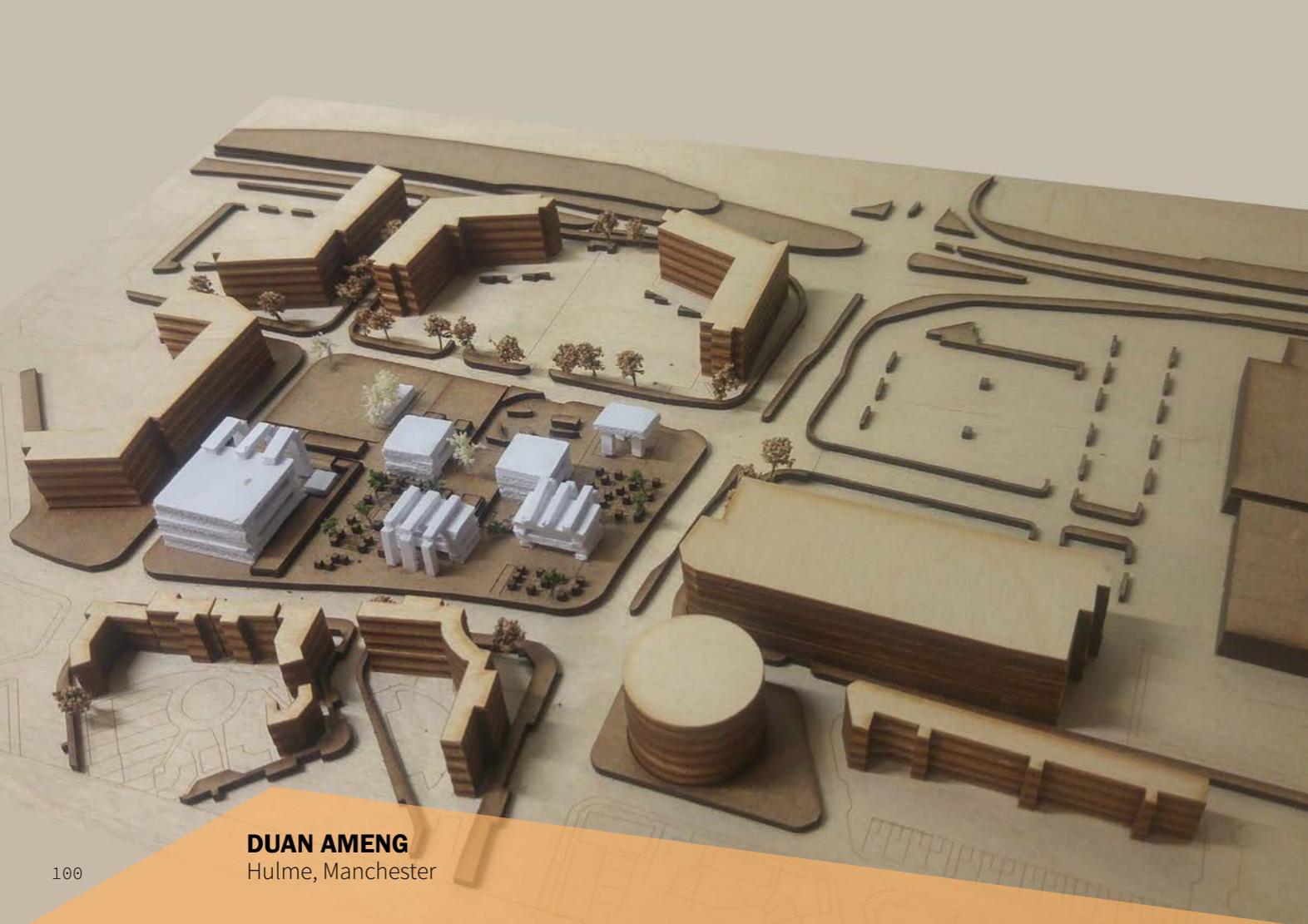
Dr Philip Black
Dr Taki Eddin Sonbli

TECHNICAL ASSISTANCE

Mr Michael Dimelow
Ms Jouliana Tanous







DUAN AMENG
Hulme, Manchester



LEI FENG
Northern Quarter Corner Site



URBAN DESIGN TEACHING MATERIAL
Manchester

MANCHESTER
1824

The University of Manchester

