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MANCHESTER 1824
The University of Manchester

MANCHESTER URBAN DESIGN LAB

MANCHESTER URBAN DESIGN LAB 2026

MANCHESTER URBAN DESIGN LAB

YEARBOOK 2026

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YEAR IN REVIEW

This Yearbook has been designed to showcase the urban design project work from the MSc Urban Design & International Planning programme within the Manchester Urban Design LAB [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 MUD-Lab 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.

A MESSAGE

As this Yearbook would not have been possible without the hard work of all the students involved, the MUD-Lab 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.

This has been a fantastic year that culminated in our annual showcase event [*image opposite*] - with over 100 attending to celebrate the work of the studetns this year. Well done to all on the completion of your studies and we wish each and every one of you success in your future careers!

The MUD-Lab Team.

MANCHESTER | URBAN DESIGN | LAB

THE MUD-Lab
The Manchester Urban Design LAB was set up to reinforce a studio design-culture; provide increased visibility to the urban design work happening at the University; to act as a resource for staff in research and teaching; and brand the wealth of resources both physical and digital we offer all students who choose to come and study with us.

We promote and teach an applied studio-based technical approach to urban design, using traditional design skills across multiple scales. We achieve this through our dedicated staff and wide ranging resources.

RESOURCES
We offer both staff and students a range of world-class physical and digital resources including our design studio, 3D model workshop, printer studio, MUD-Lab Toolkit, Urban Design Live, Applied Technical Skills, and a growing list of published research and work including peer-reviewed articles, books, and podcasts.

PROFESSIONAL FOCUS
At MUD-Lab we aim to educate students ready for the world of professional practice. To achieve this we work closely with the industry and have relationships with a number of major design practices in the UK and internationally including Pegasus Group; Stantec; LDA Design; Turley; WYG; Tetra Tech; AECOM; Atkins Global; Capita; and OPEN.

MUD-Lab DIRECTOR
Dr Philip Black

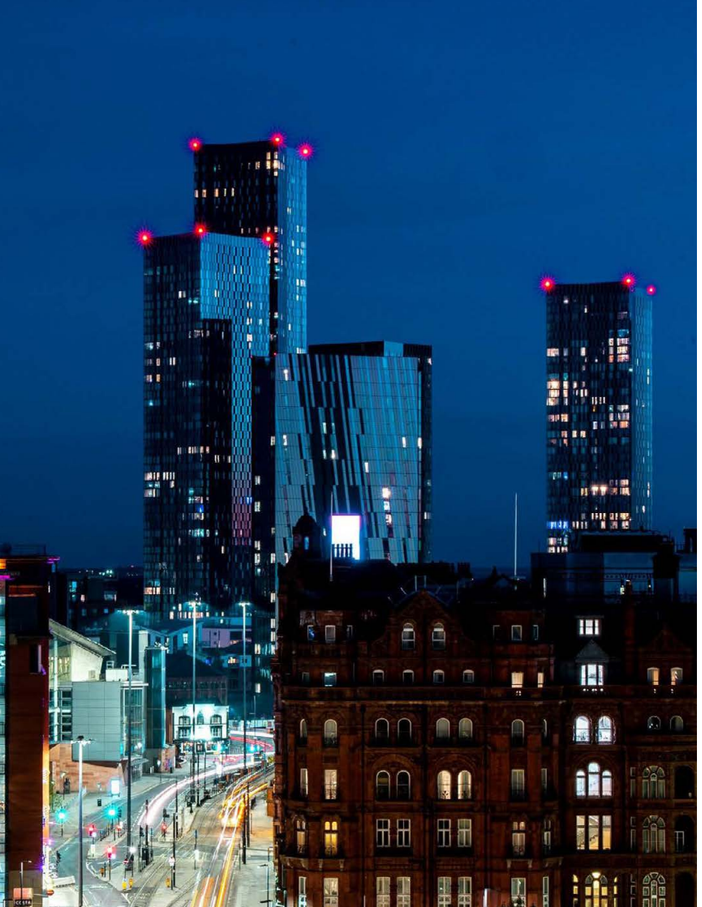
MUD-Lab Manager
Dr Taki Sonbli

MUD-Lab Outreach
Mrs Rachel Kerr

Lecturers
Dr Rob Richardson
Mr Robert Phillips (Practitioner)
Dr Razieh Zandieh
Prof. Ian Mell

Workshop Technician
Ms Lara Gerrard

INFORMATION
If you wish to find out more about MUD-Lab please visit:
www.manchester.ac.uk/mudlab/
Or contact MUD-Lab Director
Dr Philip Black
philip.black@manchester.ac.uk



URBAN DESIGN & INT. PLANNING

MSc UDIP

Launched in September 2015 our MSc Urban Design and International Planning programme has gone from strength to strength. We accept approx. 60 students each year to study with us, and have graduated more than 500 students to date.

The MUD-Lab's MSc UDIP 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.

Students get to choose a specialist pathway when they enter semester 2 of their studies - focusing on either a balance of urban design and planning, or a full urban design experience including a design dissertation. Each student on MSc UDIP will develop their own personal design portfolio upon completion of the programme.

CORE MODULES

Urban Design Studio
International Urban Design
International Planning Systems
UDIP Study Tour
Dissertation [Regular OR Design]

OPTIONAL MODULES

Masterplan Studio
Urban Design Project
Design for Healthy Places
Urban Regeneration
GI and Sustainable Cities
Future Cities
Infrastructure Planning
Urban Design Futures Studio

PROGRAMME DIRECTOR

Dr Philip Black

UDIP STUDY TOUR +

All MUD-Lab students who enrol on the MSc UDIP programme get to opportunity to join us on a core Study Tour - in the past we have visited Barcelona, Berlin, Vienna, and Budapest. This module sees us explore urban design responses within international contexts, considering differences in development policies and planning frameworks. It is also the chance to continue developing skills regarding culturally sensitive and contextually responsive urban design approaches.

The most recent trip to Budapest had a particular focus on heritage and conservation aspects. We were hosted by a wide range of local academics and practitioners.

The official European study tour is not the only time we venture beyond the studio! We have regular walking tours within Manchester - a living laboratory of urban renewal and development schemes; we have an annual residential trip to another major UK city to expose students to urban design ideas and principles, recent trips include Newcastle, Belfast, and Edinburgh; and through our semester opening ateliers we take day trips to consider sites outside of Manchester - with Liverpool a favoured destination.

STUDY TOUR CONVENER(S)

Dr Philip Black
Dr Rob Richardson

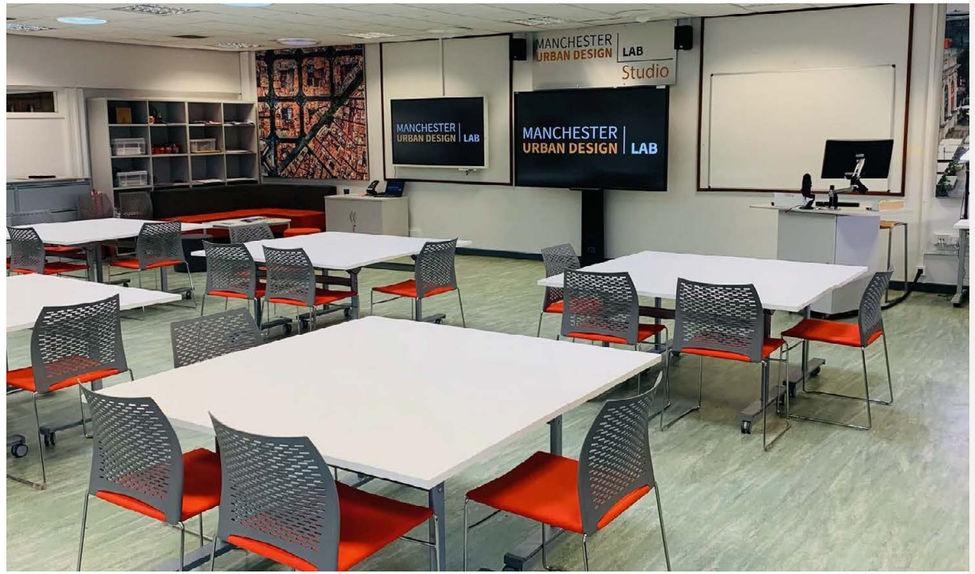
STUDY TOUR STAFF

Mrs Rachel Kerr
Mr Robert Phillips
Dr Taki Eddin Sonbli

MUD-Lab STUDIO

The MUD-Lab 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, and a A0+ Plotter.



MUD-Lab WORKSHOP

In past years the MUD-Lab has worked closely with B.15 Model Workshop to allow students to engage in physical modelling as part of their urban design process. As of 2020 however we secured funding to design, develop, and launch our own Manchester Urban Design LAB Model Workshop, positioned opposite our existing Studio and computer clusters.

The workshop is equipped with world-class model making machinery and materials including a large-format laser cutter; 3D printer; spray booth; and a wide range of other tools and resources.

Students model within this space for site analysis, design option development, and final proposal testing/showcasing.

MANCHESTER
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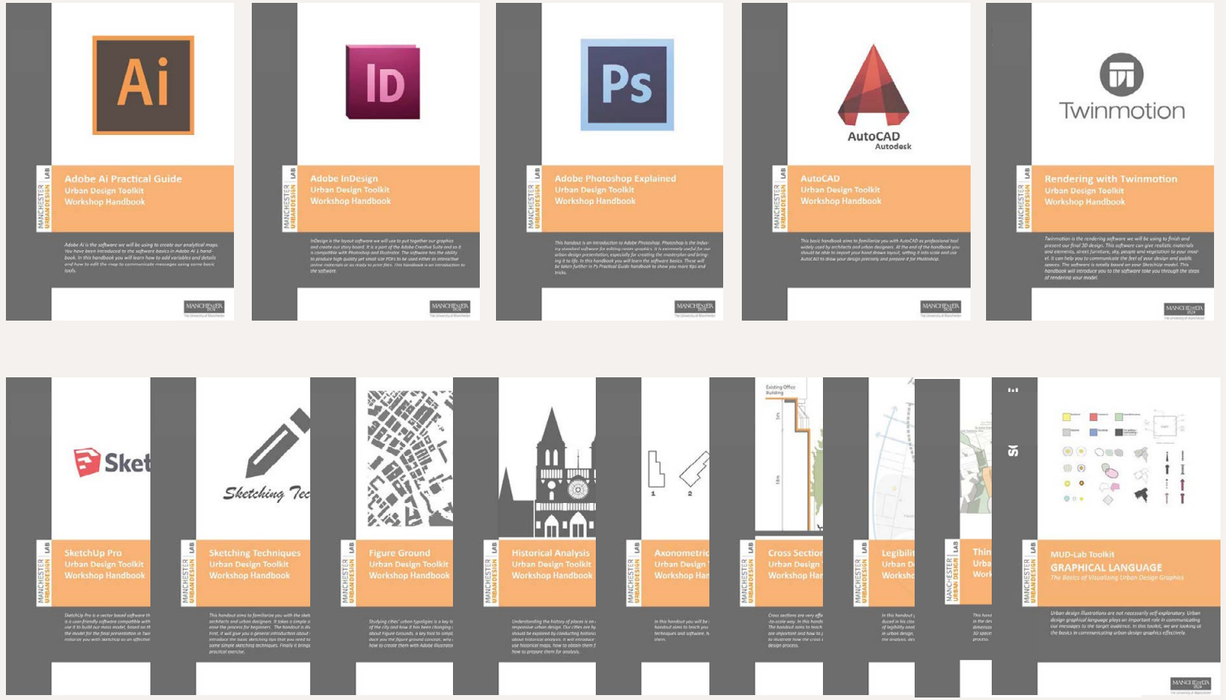

MUD-Lab TOOLKIT

The MUD-Lab 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, Twin-Motion, 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.

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.

In 2026 we will also publish our latest book 'The Urban Design Toolkit' (Black, Kerr & Sonbli) with RIBA Publishing Ltd.

TOOLKIT AUTHORS

Dr Taki Eddin Sonbli
Mr Robert Phillips
Dr Philip Black
Mrs Rachel Kerr
Dr Aya Badawy
Ms Lara Gerrard

TOOLKIT SERIES EDITOR

Dr Philip Black

TOOLKIT GRAPHICS EDITOR

Dr Taki Eddin Sonbli

TOOLKIT CONTENT EDITOR

Mrs Rachel Kerr

URBAN DESIGN APPLIED SKILLS

TECHNICAL SESSIONS

The urban design applied skills technical sessions are a year-long series of bespoke workshops and lectures that take students through the various techniques of visualising information. The workshops are more than simply software sessions, with sketching, graphical language 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, the modelling workshop and the dedicated computer clusters. Students use the softwares 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 Lead 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.

TECHNICAL LEAD

Dr Taki Eddin Sonbli

TECHNICAL STAFF

Ms Lara Gerrad

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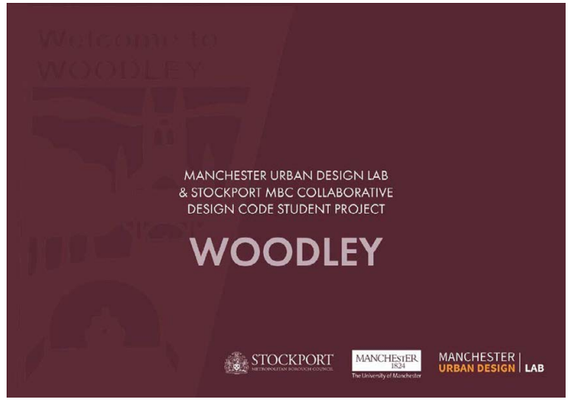
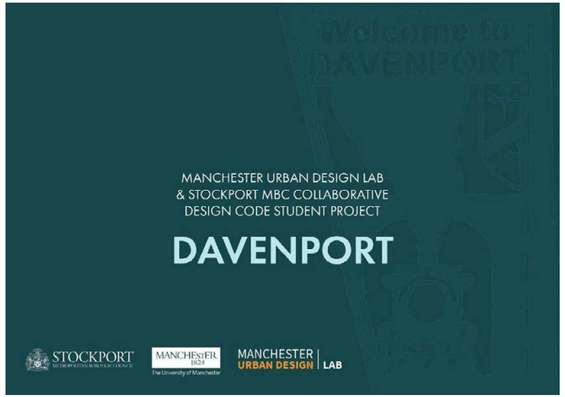




STOCKPORT MBC x MUDLAB Design Code Project

DESIGN CODING

This year the MSc UDIP students had the opportunity to get involved in a real-world project working alongside MUD-Lab and Stockport MBC. Stockport MBC's new central government pathfinder funded design code for the region was delivered in conjunction with MUD-Lab and consultants Tibbalds Design, Design Yorkshire, and LUCID.

30 students signed up to this voluntary project to analyse 2 distinct areas of Stockport - Woodley & Davenport. The resultant analysis and design considerations were published as stand-alone documents on the Stockport MBC policy website - as well as directly informing the wider design code and being showcased as an exemplar for how to conduct and communicate detailed urban design analysis.

WOODLEY

Zainab BANU
Jinmingzhu CAI
Seamus CAZABONE
Elena LEA
Qing MA
Rithika MATHI
David McGOVERN
Bhushan PARDESHI
Noah SPENCER
Chun Yu Bryan SZE
Abinash TRIPATHY
Evelene VAN ELSBERG
Alfie VESSEY-BARNES
Xinyu WANG
Jiayu ZHANG

DAVENPORT

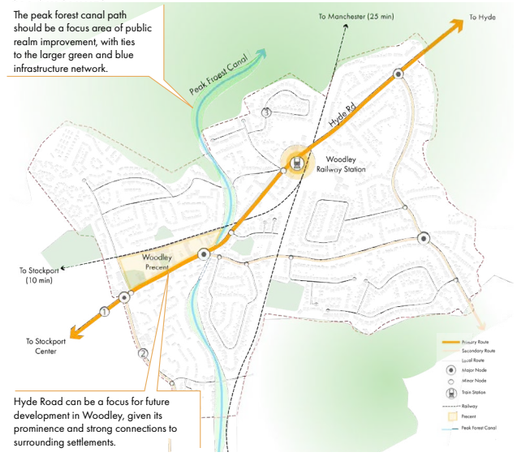
Debbie AKHTAR
Isabella CROASDALE DE LA MAR
Isaac CUNNINGHAM
King-Ho David FAN
Carlotta HALES
Ciyun JIN
Zhiyi LIN
Lesha MAHADESHA
Monty PALEY
Weilu PAN
Shatakshi PATIL
Santoshi RAUT
Yining WANG
Callum WILSON
Zixiong ZHOU

WOODLEY

DESIGN CONSIDERATIONS

OPPORTUNITIES

The peak forest canal path should be a focus area of public realm improvement, with ties to the larger green and blue infrastructure network.

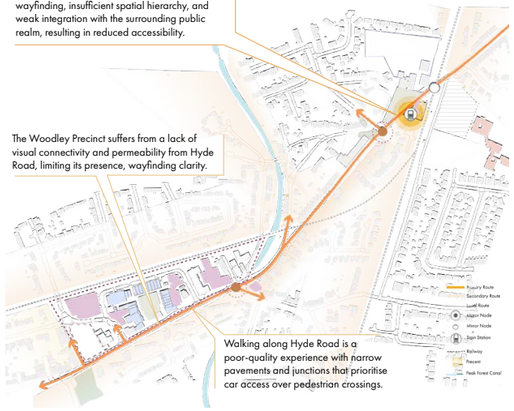


Opportunities:

- Right now, it's not easy to navigate along the canal or figure out where you are. Simple, human-scale interventions should focus on improving this link.
- There is significant potential for Woodley to build density around the Precinct and the train station in order to amplify the benefits of these key locations.
  Further development in these key areas can allow residents to become less car dependent.
- Design inspiration from local heritage can be taken from areas with historical and characterful residential properties.
- Enhancing the public realm and the significance of the train station as a key transport node can create closer ties to major nearby locations like Stockport and Manchester.
- The existing activity of Woodley's Precinct and Civic Hall could be capitalised on by improving walking connections into and around the area to enhance the local centre of Woodley.

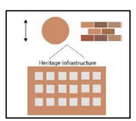
CONSTRAINTS

Woodley Railway Station lacks urban legibility and visual prominence due to poor wayfinding, insufficient spatial hierarchy, and weak integration with the surrounding public realm, resulting in reduced accessibility.

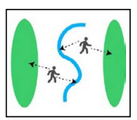


Constraints:

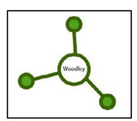
- Woodley is divided through the centre by large barriers of the railway and canal, with limited crossing points.
- Residential areas are characterised by low-rise housing, limiting the opportunity to increase housing density.
- Space constraints on certain points of Hyde Road would make it difficult to reallocate road space to other forms of travel.
- The network of local roads is fragmented, given the abundance of cul-de-sacs in residential areas.
- Enhancement possibilities of the Woodley precinct are limited by the dominance of roads and car parking surrounding the area.
- There is a lack of adequate wayfinding elements guiding pedestrians to Woodley's significant locations, transport hubs and walking trails.
- A limited number of heritage landmarks remain with a strong sense of character.



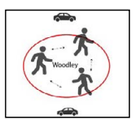
Design new developments contextually around Woodley's heritage assets, adhering to massing, heights, materials and palletes.



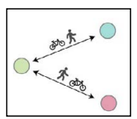
Open up the central canal and outward connective footpath to universal accessibility standards, activate these routes to encourage recreational use and connectivity.



Establish green corridors and linkages, by creating continuous and accessible multi-use green spaces.

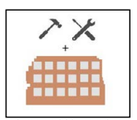


Prioritise pedestrian-oriented street design, taking away highway from the car, creating a more walkable, human-scaled urban environment.



Develop and activate direct, accessible pedestrian and cycle corridors that physically link key town centre destinations.

Enhance wayfinding systems and public realm amenities to support legibility and encourage active travel.



Apply conservation-led design principles to retain and restore key heritage assets, integrating them seamlessly with new development.

DAVENPORT

DESIGN CONSIDERATIONS

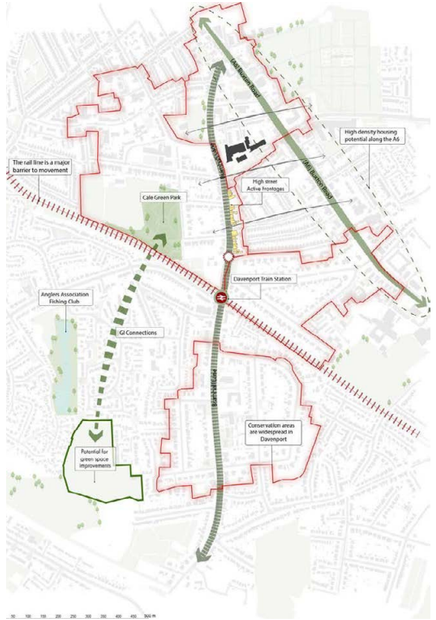
This report identifies a range of development opportunities and constraints in Davenport based on detailed analysis:

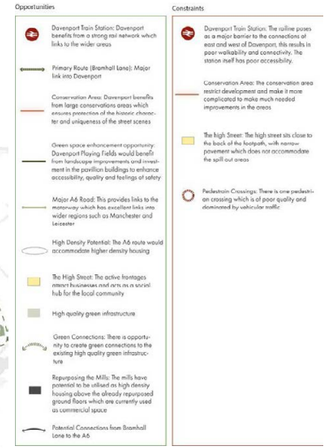
A key strength of Davenport is its strong connectivity to Stockport town centre and Manchester city centre via rail, bus, and road. However, despite this connectivity, the area's busy roads and inadequate pedestrian crossings hinder walkability and should be prioritised for improvement. The rail station, while a valuable asset, currently lacks accessibility features such as lifts and would benefit from upgrades.

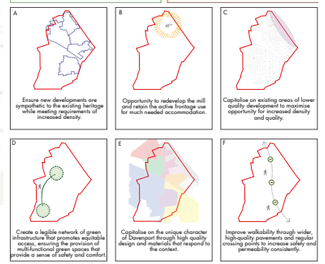
The A6 corridor linking Davenport to Manchester presents a clear opportunity for increased development density, as highlighted in Stockport's existing density analysis.
New developments along this route could enhance the corridor through targeted street improvements, better pedestrian environments, and the addition of cycle infrastructure—measures that would also support a stronger retail and commercial presence.

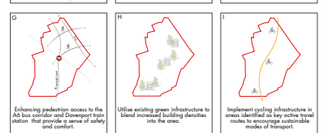
Davenport's green character is another notable asset, with high-quality public green spaces contributing positively to the area's appeal. The large green space in the southwest has been identified as a potential area for enhancement and sensitive landscape improvements. Enhancements such improved safety measures could increase both the utility and attractiveness of this space.

Based on these opportunities and constraints, a set of objectives and actions to guide future improvements has been outlined.









Pegasus Group Award

Since 2020 Pegasus Group have kindly sponsored the MUD-Lab **Best Urban Design Project** at University of Manchester . The award this year was assessed by James Walch, Senior Design Director at Pegasus Manchester.

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

The winning project is resented on the following pages.

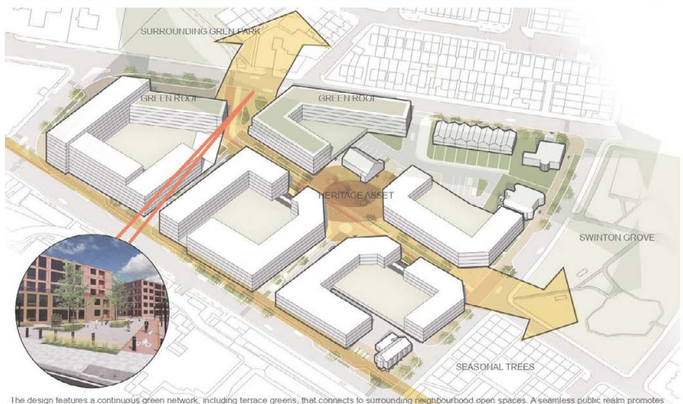
WINNER 2026
Bhushan Pardeshi

Urban Design Project

Project
Upper Brook Street
Manchester

Student
Bhushan Pardeshi

ISOMETRIC



The design features a continuous green network, including terrace greens, that connects to surrounding neighbourhood open spaces. A seamless public realm promotes walkability and cycling, while a centrally located heritage asset is repurposed as a community hub, anchoring the development socially and culturally.

Pegasus Group
Winner 2026

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

"This design provides an excellent response to the surrounding context, putting people and their experience through the site at its core. Blocks are designed sensitively to accommodate existing community assets as well as the wider urban grain and green infrastructure network. The presentation of the boards brings this together into a cohesive piece of work with high quality visuals to demonstrate the sense of place created."

Tom Page
Principal Urban Designer, Pegasus Group Manchester

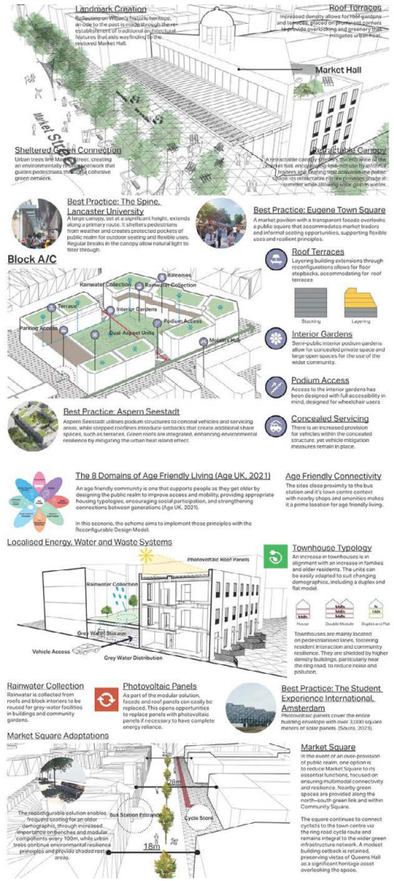
Stantec Award

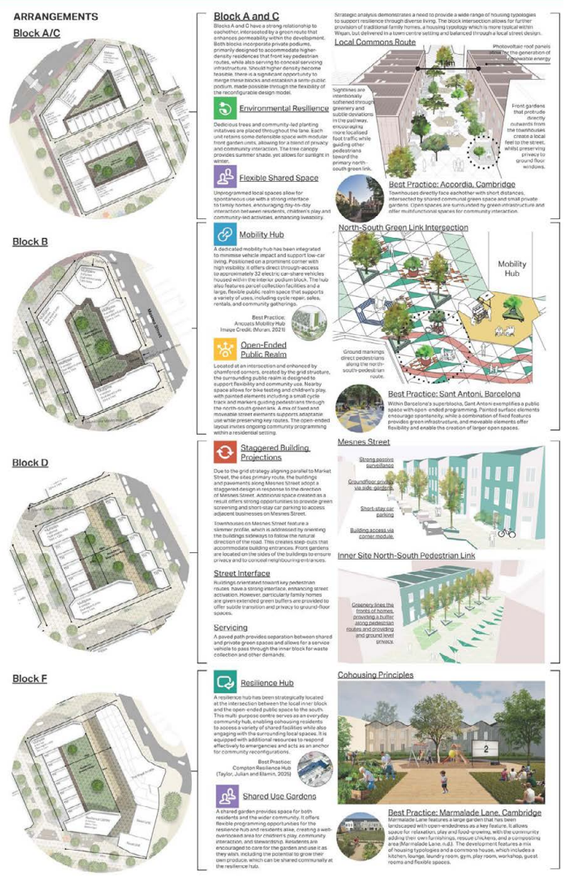
The prize for **Best Dissertation** is sponsored by Stantec and is awarded by their Manchester-based Urban Design team. Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. They innovate at the intersection of community, creativity, and client relationships.

Stantec believe community development is key to creating places and opportunities in which communities can grow. Their team of planners, designers, engineers, economists, asset managers, programme managers, and environmental specialists work together to deliver Community Development services across the UK & Ireland. They provide a unique blend of technical and creative skills, enabling them to think holistically across the project lifecycle to deliver places that support communities, on every scale.

The winning project is presented on the following pages.

WINNER 2026
Daniel Mulhearn





Stantec Winner 2026

This year the **winner** of the Stantec Award for Best dissertation goes to **Daniel Mulhearn**

Dissertation title:
Piloting a Reconfigurable Design Model to Enhance the Robustness and Resilence of Wigan Town Centre .

This dissertation aimed to research how to deliver a more adaptable and re-configurable urban design scheme to better reflect the dynamic and in-flux nature of cities. Wigan town centre was selected to explore how robustness and resilience can be enhanced through an active design strategy.

Today, more than at any other time in history, town centres are in need of re-vitalisation that promotes sustainable, vibrant, and lasting urban development.

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 thematic analysis conclusions and a detailed urban design program.

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

UNIT CONVENERS
Dr Philip Black
Mrs Rachel Kerr

TECHNICAL LEAD
Dr Taki Eddin Sonbli

DESIGN TUTOR
Mr Robert Phillips

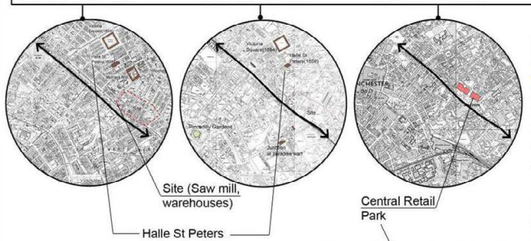
STUDIO ASSISTANTS
Ms Ana Kashfi Muhamad

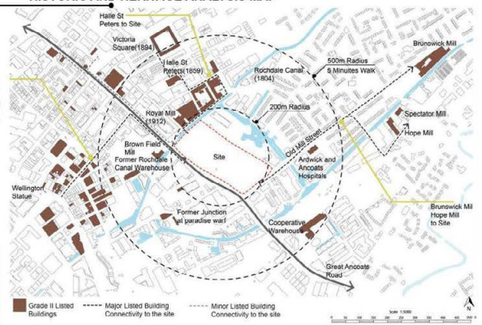
WORKSHOP TECHNICIAN
Ms Lara Gerrard

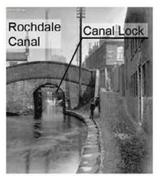
STUDIO CONTRIBUTORS
StanTec
Urban Imprint

HISTORY OF CONNECTIVITY AND HERITAGE

HISTORIC 1900 MAP | HISTORIC 1960 MAP | HISTORIC 1990 MAP | HISTORIC AND HERITAGE ANALYSIS MAP







Rochdale Canal in 1960 next to the mills and walk-way.

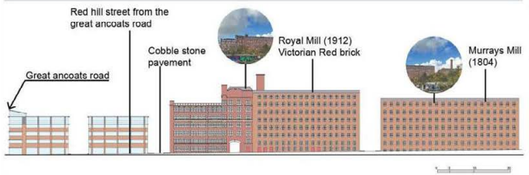
Cotton, textile mills and labor housing in Ancoats

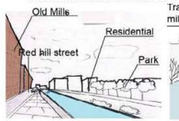
Central Retail Park established in 1987 but due to decline in the use and site with more potential, the Manchester City Council since 2005 proposed a retail led redevelopment plan in 2013 NDF.

- The map shows from 1900 towards the east of the site the Murrays mills existed.
- within the site there was church and tin mill which was later changed into warehouse and saw mill in 1960.
- The 1900 and 1960 map shows the Grade II Listed buildings- Halle St Peters and Victorian square.
- The site land use was cotton mills, warehouses, and housing for workers.
- The rochdale canal and the great Ancoats road was used to transport goods to these mills and warehouse.

ELEVATION ALONG THE REDHILL STREET- VIEW FROM SITE TOWARDS EAST

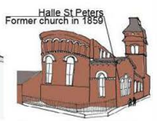
4.4.3 The historic mills and warehouses in Ancoats, such as the Royal Mill and Murrays Mill complexes provide opportunities for restoration and reuse for a mix of uses including residential, leisure, office and retail uses. Area 4 East Manchester - Manchester City Council





Red mill street view

Canal transporting goods in 1900

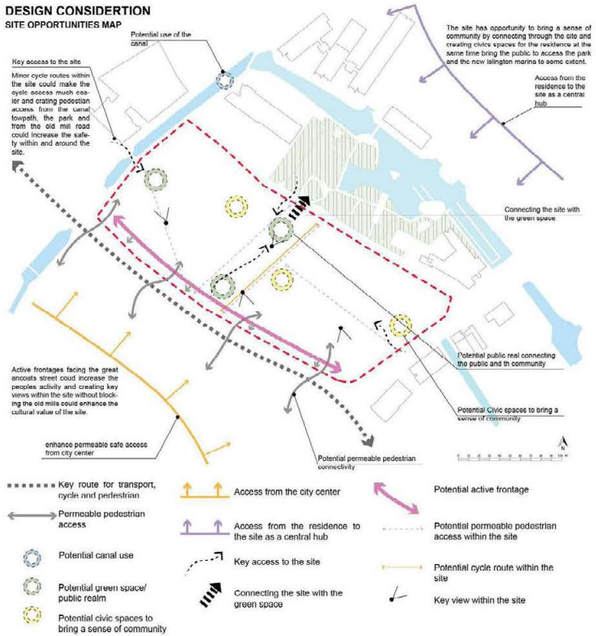


Former church which is now a rehersal studio

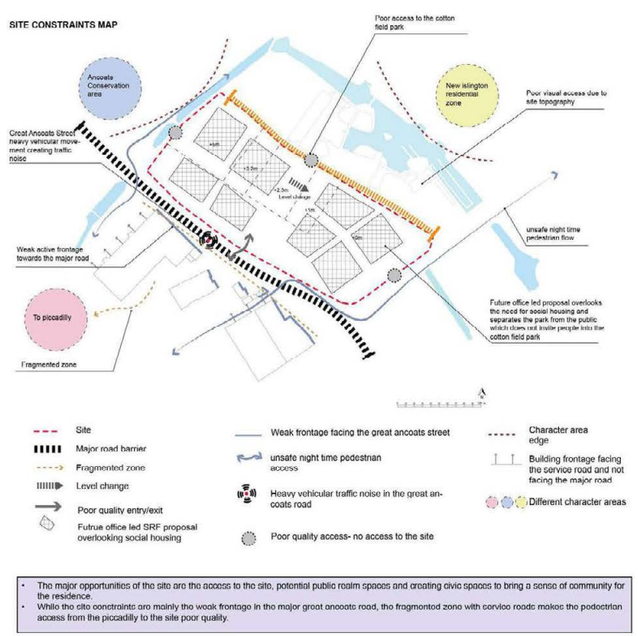
- The Former Mills are located in the north west to the site with the victorian red brick material and it creates a distinctive character and one of the major view for the site.
- The Rochdale canal which runs along the site connecting ashton canal was an economic significance. It was used as a mode of transportation to the cotton and textile mills.
- Cobble walkway runs along the royal mills and the rochdale canal.

DESIGN CONSIDERTION

SITE OPPORTUNITIES MAP



SITE CONSTRAINTS MAP



- The major opportunities of the site are the access to the site, potential public realm spaces and creating civic spaces to bring a sense of community for the residence.
- While the site constraints are mainly the weak frontage in the major great ancoats road, the fragmented zone with service roads makes the pedestrian access from the piccadilly to the site poor quality.

Project
Cotton Field Park
Manchester

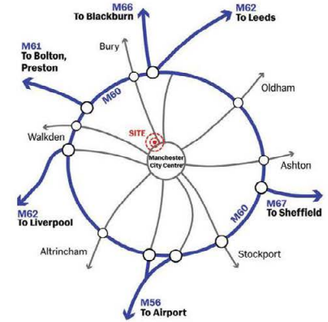
Student
Zainab Banu

Urban Design Studio

Project
Great Ducie Street
Manchester

Student
Daniel Mulhearn

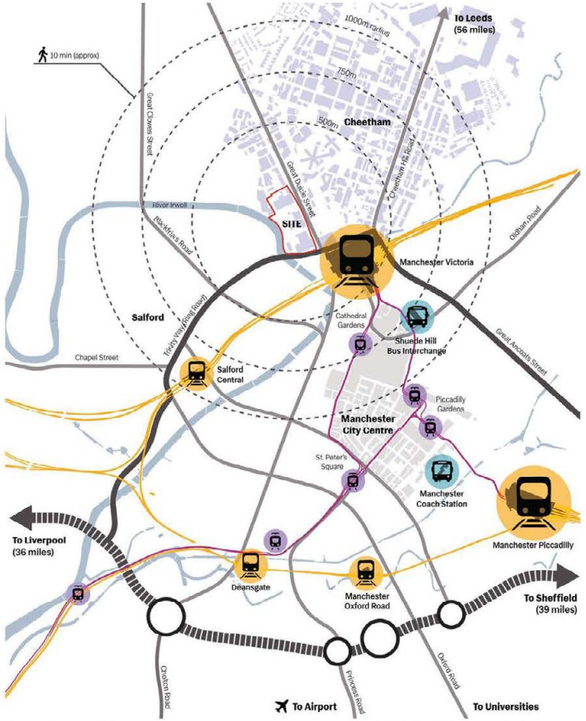
CONNECTIVITY



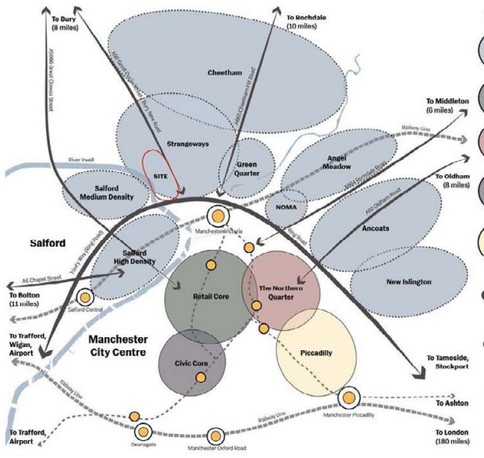
OVERVIEW

The site's location on the border between Manchester City Centre and Cheetham offers connectivity benefits primarily from existing city centre infrastructure. Manchester Victoria Station is within a five minute walk offering key connections to cities such as Leeds and Liverpool and tram services across Greater Manchester. There is strong alignment to Manchester's Core Strategy (T2) in the sites accessibility to existing public transport, yet the area north of the site is less developed with public transport options limited to bus services. There is opportunity to support the growth of Manchester City Centre - critical to Manchester's strategic objectives.

Manchester Core Strategy T2
Ensure that new development is easily accessible by walking, cycling and public transport.
Greater Manchester Transport Strategy 2040 Reduce reliance on private cars, enhancing accessibility to public transport and air quality improvements.
National Planning Policy Framework (116)
"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use"



STRATEGIC PROFILE



POLICY

Manchester and the nine boroughs.

The Manchester Local Plan encompasses several policy documents that guides development within Greater Manchester.

Manchester's Core Strategy (2012) aims to position Manchester in the front rank of cities and addresses challenges such as:

- Creating neighbourhood focus
- Enabling healthy lifestyles
- Reducing contribution to climate change
- Reducing congestion on roads.
- Ensuring development is high quality.

The Places for Everyone Development Plan (excludes Stockport) ensures development on appropriate sites and integrates developments into the transport network.

HEADLINE POINTS

Residential districts are primarily located on outside of the ring road, with the site being situated within Strangeways.

The retail core of the city centre is best accessed through walking and provides a vast array of commercial services.

The Northern Quarter boasts strong character and is known for it's independent businesses and creative culture.

The civic core provides employment and services to residents, including Manchester Town Hall and the Central Library, easily accessed via the metrolink or walking.

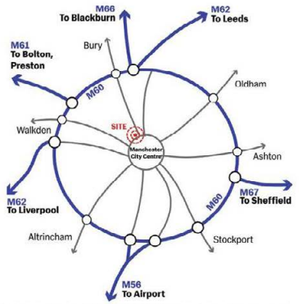
Piccadilly offers key public realm and connects the city to national connections through Piccadilly Station.

The site's southern face borders the ring road, which offers strategic vehicular connections, yet acts as a key barrier to pedestrian movement into the city centre.

The site is well connected to Greater Manchester's northern districts through main roads that offer frequent bus services.

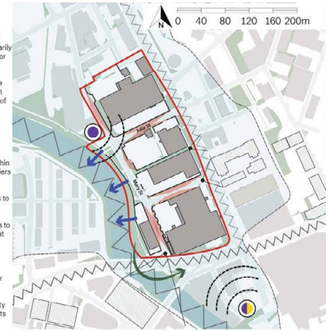
The site is in close proximity to Manchester Victoria, offering train connections nationally and tram connections across the city.

Tram connections to all four inner-city key districts identified can be accessed by tram routes from Manchester Victoria.



The site benefits from direct access to the M60 through Great Ducie Street.

SITE PROFILE



HEADLINE POINTS

Daytime activity is significantly more prominent towards the city centre, with site activities primarily consisting of loading/de-loading and servicing for the warehousing existent on site.

Night-time activity is found predominantly in the city centre, but there are a few larger scale event spaces utilising the large warehousing typology of the area - one of which borders the site.

The site borders the River Irwell, highlighting riverside opportunities and appeal for development.

There is inactive frontage on every key route within the site boundary as a result of many walls, barriers and fencing and building typology.

Walls, barriers and fencing create major barriers to movement, resulting in an impermeable site.

The site is wedged between three major barriers to movement; the River Irwell, Trinity Way and Great Ducie Street.

The underpass between the riverside walk and adjacent side of Trinity Way represents an opportunity to improve this connection to better connect the site to the city centre.

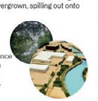
Overlooking high-rises in the Salford high density character area and nearby ongoing developments have a large visual impact, overlooking and shadowing the site.

STREETSCAPE

Streetscapes across the site are not pedestrian friendly and are instead vehicle focused with priority given to on-street car parking. Paths are narrow and confined by walls and fences that contain warehousing car parks and service areas. Foliage is mainly overgrown, spilling out onto pedestrian paths.

RIVER IRWELL

The site offers riverside opportunities for development with key vistas down the river that could be enabled through the maintenance of overgrown shrubbery. Furthermore, there is opportunity to develop open green space alongside the river, given its scarcity nearby.



CONGESTION

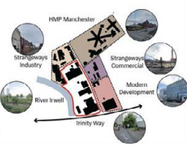
Although the site offers strong connectivity, there is a significant constraint of heavy traffic frequently occurring on Great Ducie Street.

BUILDING QUALITY

Buildings across the site and throughout the Strangeways industrial character area offer little contribution to townscape, but are of reasonable quality. There is potential for the reuse of elements of these buildings, changing their typology and function and increasing density to ensure they meet the objectives of the strategic regeneration framework.

EDGE CONDITIONS

The site is wedged by three edges creating major barriers to movement. Movement flows seamlessly into strangeways industry, but building quality along this edge is limited. Edge quality along the River Irwell requires improvements to improve connectivity to the city centre, whilst edges on Great Ducie Street vary in character.



Urban Design Studio

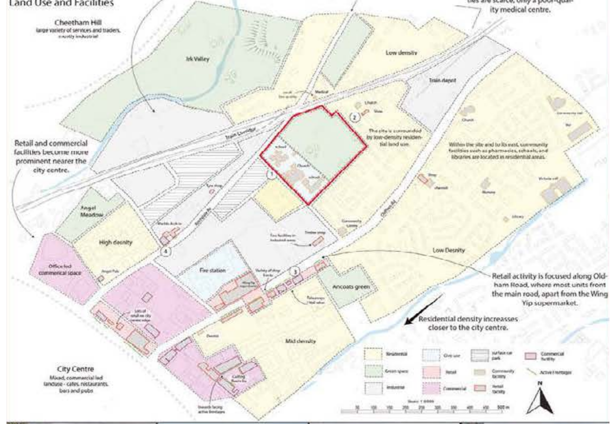
Development

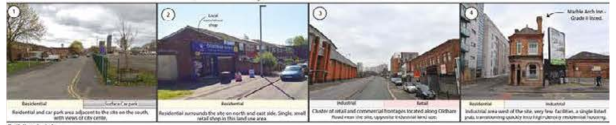
Land Use and Facilities

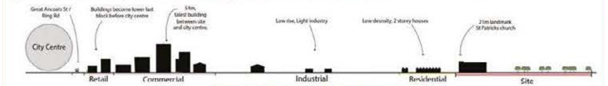
The site is separated from the city centre by industrial land use and surface car parks, which acts as a buffer and offers few significant facilities.

Rochdale Road, a large arterial route has few facilities, especially when compared to similar sized Oldham rd.

North of the train corridor, facilities are scarce, only a poor-quality medical centre.







Future Development - Victoria North

The largest urban regeneration project in Northern England by the Far East Consortium and Manchester City Council. Set to take place over the next 20 years.

Spatial Regeneration Framework , Executaive summary, 2019

- "The SRF has been developed with full regard to national planning policy and Manchester's statutory Development Plan"
- "The SRF will support long-term growth and promote economic, social and cultural uses to support the creation of high performing and sustainable new communities where people choose to live, work, and play."

Development history

The SRF area revolves around the Irk Valley, which played a key role in Manchester's industrialisation. The river powerd mills and industry, attracting surrounding businesses and development. This led to overpopulation and severe pollution. While much of the industry has since been demolished, fragments remian, and nature is gradually reclaiming the river. The area has transitioned from a densely built residential and industrial area to a fragmented poorly defined space, with many demolished sites left undeveloped. e.g the poor quality GI on the site.

Concluding Points

- Despite some key facilities in the area scale, the site lacks immediate acess to good quality amenities and infrastructure, particularly to the north and along Rochdale Road.
- Industrial and underutilised land acts as a barrier/buffer between the site and city central facilities.
- The area around the site is predominantly low-rise residential, with building heights and density increasing towards the city centre.
- The Victoria North SRF is very importnant for the site's development, as it outlines future economic success in the area, including improved transport facilities, green spaces, and commercial opportunities, aswell as massive population/ community increases.

GI and Public realm

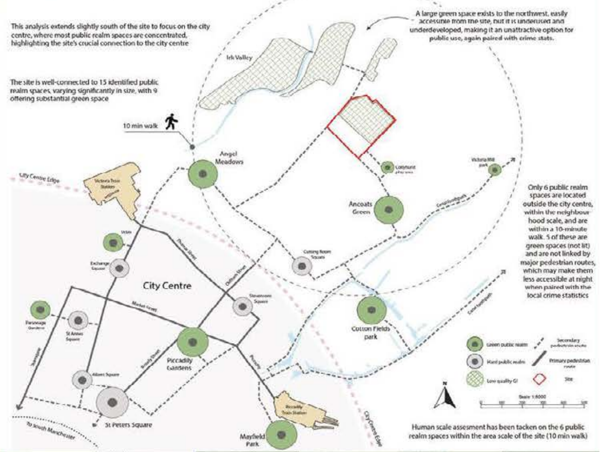
High quality GI can be defined as accesible, connective and inclusive. Poor qulaity GI is inaccesible, lacks connectivity and has saftey issues.

Places for Everyone, 2024

8.46 - 8.50 - Urban green spaces hold greater importance than countryside green infrastructure for inner-city residents due to their daily accessibility. They enhance mental and physical health, improve urban quality of life, and foster community engagement through social interaction in public spaces.

This analysis extends slightly south of the site to focus on the city centre, where most public realm spaces are concentrated, highlighting the site's crucial connection to the city centre

A large green space exists to the northwest, easily accessible from the site, but it is underused and underdeveloped, making it an unattractive option for public use, again paired with crime stats.



Irk Valley - GI and public realm development.

The large expanse of low qulaity green space identified above, is set to undergo large amounts of development via the Victoria NorthSRF. Existing policies will ensure the site has access to high-quality green and blue infrastructure, including a new City River Park that will serve as a vital connection corridor. This future policy is a major feture of the site as It will have a significant impact on the site's access to green infrastructure and public realm space in the coming years.

Places for Everyone, 2024

Policy JP-G3:
"River Valleys and Waterways will be protected and improved as central components of our Green Infrastructure Network, making a major contribution to local identity, quality of life and the natural environment."

Victoria North SRF, 2019

"The Northern Gateway presents a unique opportunity to create Manchester's City River Park; a leisure corridor connecting the city centre and North Manchester as part of an extensive network of high-quality open space and public realm and improve the ecological status of the River Irk."

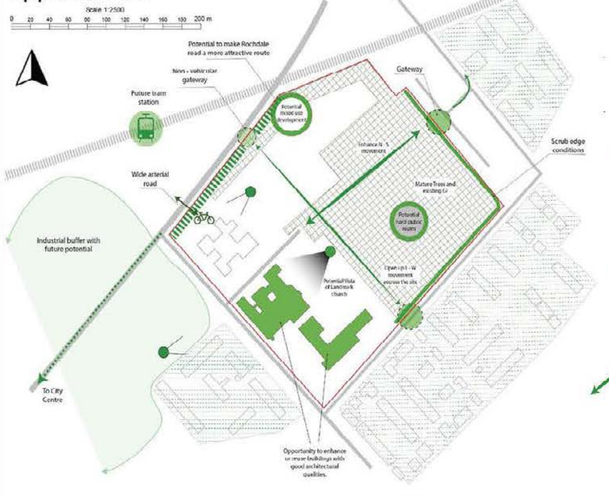
Concluding points

- The site connects to six public realm spaces within the area scale, most high-quality spaces are located in the city centre, making them accessible but less convenient. Of the six closely accessible spaces, only one is a hard public realm space (accessible 24 hours).
- the GI/public realm spaces in the area scale of the site vary significantly in quality. .
- The Victoria North development is a major consideration, revitalising the large and underutilised green space north of the site.
- Nearby public realm like Collyhurst Park and Victoria Mill Park are of relatively low quality, the development of Ancoats Green, along with Victoria North SRF, will provide the site with excellent access to high-quality green infrastructure in the future. However, current accessibility to these spaces remains limited, especially considering socio-economic statistics.

Project
Rochdale Road
Manchester

Student
Alfie Vesey-Barnes

Opportunities



Potential Residential development. The site is located within the Collyhurst South zone of the Victoria North Strategic Regeneration Framework (SRF), designated for mixed residential developments and family-oriented living.

Rochdale Road, a wide highway directly adjacent to the site, presents an opportunity to introduce cycle infrastructure along its route. Currently, the road is identified for its poor cycling provisions and lack of appeal for users outside of vehicles.

Dense scrub edge conditions on the site to the east and north, offer an opportunity to create desirable edge conditions. The available space and absence of existing built infrastructure make it feasible to enhance these edges effectively.

Movement across the site could be significantly improved.

- Another gateway for vehicular access is essential, as the site currently has only one point of entry and exit, leading to inadequate servicing.
- There is no existing east-west connection. Opening this route would enable better flow between Rochdale Road and the permeable housing estate to the east, which is currently unavailable making the site impermeable and very hard to navigate.

The site has the potential to enhance its existing GI and mature trees, building upon these significant natural assets.

Contextual residential radburn vernacular surrounds the site, with the potential to incorporate positive traits such as its good permeability into the sites design.

The industrial buffer separating the site from the city centre has been identified for development in the Victoria North SRF. This development could enhance connectivity to the city and improve areas of Rochdale Road which lie outside the site.

The site is bordered by the north Manchester tram line. If the area is regenerated effectively, as anticipated in future SRFs, there is a significant opportunity to intro duce a new tram stop. This would greatly enhance connectivity across Greater Manchester.

St. Patrick's and its associated primary school are recognised for their quality architecture and good maintenance. As such, they present an opportunity for enhancement or even repurposing.

The large site offers an opportunity to create a public realm space. With the absence of immediate, well-defined hard public realm spaces in the viciinty this could serve as a valuable opportunity.

The area has been identified as lacking high-quality retail and commercial facilities, meaning there is opportunity to develop such amenities on-site, providing convenient access for residents on and around it.

The site bordering Rochdale road presents the opportunity to increase the quality of this poor route to make it more attractive. This could be achieved through mixed-use development, the addition of bike lanes, and other infrastructure improvements

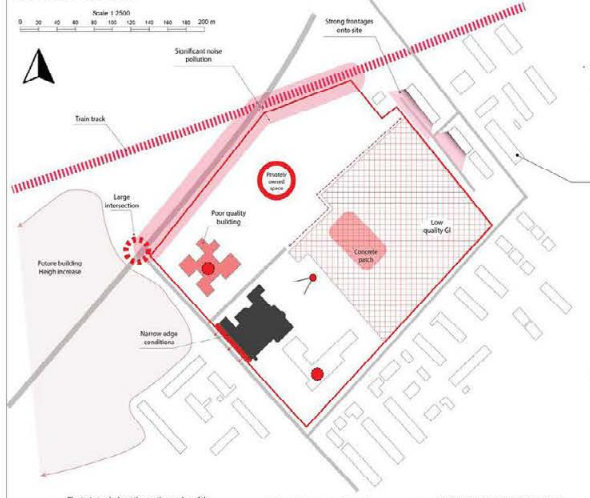
Gateways could enhance connectivity across the site and improve flow . The northern gateway, in particular, could play a key role in improving access and connectivity over the train line barrier.

A non-vehicular gateway onto Rochdale Road could improve internal movement within the site. This gateway should exclude vehicles, as the existing busy intersection on Rochdale Road already contributes to congestion. Instead, it could prioritise and enhance accessibility for cyclists and pedestrians.

Key views of the city centre and St Patrick's Church present an opportunity for enhancement, particularly within the site, which currently offers views of the city centre towers.

There is an opportunity to create a vista centred on the landmark St Patrick's Church. Its historical significance, along with its mass and height, makes it an ideal focal point for a well-designed vista within the site.

Constraints



- The site is situated in an area identified as illegible, not being in a clear distinctive legibility district. This creates constraints, including wayfinding and navigation challenges, as well as a lack of identity.

The surrounding residential buildings are low-rise, which could pose a constraint on the height of new developments to ensure they fit contextually within the urban environment.

- The listed building must be retained, which impacts the ability to optimise north-to-south connections through the site.
- St Patrciks church's large mass and height will cause overshadowing on the south side of the site, presenting a design constraint.

- Houses on the north side of the site front directly onto it, creating a constraint as it's undesirable to have front-to-back arrangements in this area (back gardens visible from the frontages of the houses).
- This issue is less relevant on the south side, where strong frontages already exist but face onto with established strong architectural infrastructure

The train track along the northern edge of the site creates a significant physical boundary, featuring a steep drop off. This imposes design constraints, as any development must avoid impacting the railway infrastructure. Additionally, the train track acts as a barrier to movement, limiting access to areas north of the site.

Noise pollution is present from the train track and arterial route Rochdale road which directly border the site. This froms a constraint as highway and rail infrastructure cannot be moved so design must be accountable for large amounts of noise.

The large intersection on the southwest corner of the site generates traffic congestion, noise, and high vehicle emissions, posing challenges for maintaining air quality and safety. This issue predominantly affects traffic flow along Livesey Street.

The landmark church has been identified as a key visual feature, but a site constraint is that its rear façade, which is architecturally less appealing, faces the site. And the building's mass makes it a dominant visual presence over the site.

The contemporary school on the western edge of the site is of low architectural quality and contributes little to the area's vernacular character.

There are two active schools on site. These causes waves of traffic in and around the site everyday, posing a constraint. They also take up large plot sizes in the site as have to have playgrounds in order to function as schools.

The site features a large area of low-quality green infrastructure, overrun with dense shrubbery and poorly maintained.

The Strategic Regeneration Framework (SRF) between the site and the city centre presents a potential threat, as future tall developments could obstruct valuable views that are intended to be enhanced as part of the site's design, creating a constraint.

The western primary school owns the maintained green infrastructure that constitutes a large portion of the site, which could pose a constraint on development.

A noteably very poor area of land condition, a concrete patch in the middle of unmaintained GI, an unpleasant landscape and could present challenges for development, such as potential contamination or difficulties with construction

A narrow, pedestrian, north-to-south route through the site is unsafe due to the area's high crime rates. The route is poorly lit, heavily enclosed, and extremely unattractive, making it an undesirable passage. (a constraint on the sites movement)

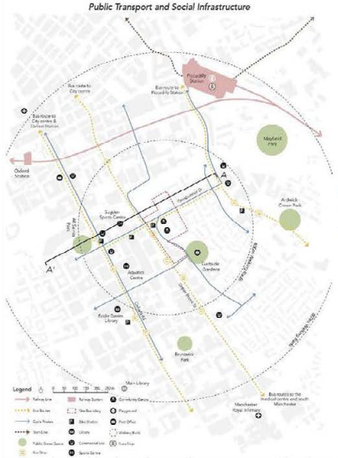
Landmark church faces directly onto a narrow pavement and road, an uninviting environment for pedestrians. poses a safety hazard as pedestrians have little space onto main road aswell as not being very accesible for mobility issues.

Project
Upper Brook Street
Manchester

Student
Hangjun Li

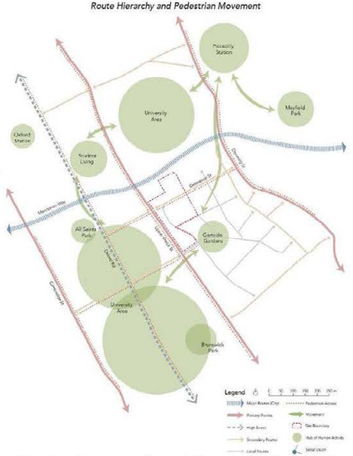
Area Scale Analysis
Connectivity, Accessibility & Legibility

Public Transport and Social Infrastructure



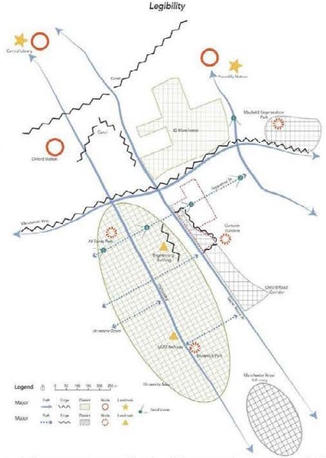
- Situated on a main bus line, the location offers easy access to south Manchester, medical facilities, and the city centre.
- Oxford Street Station and Piccadilly Station are both within ten minutes' walk from the location.
- Oxford Road has well-equipped social amenities for a comfortable lifestyle.

Route Hierarchy and Pedestrian Movement



- The site lies at the intersection of the crowded Mancunian Way and Upper Brook St.
- Downing Street and Grosvenor Street offer crucial pedestrian connections to Piccadilly station.
- People mainly travel from the university district to the city centre and the station.

Legibility



- A disconnect to the east of the site, which suggests that there is potential for development.
- The engineering building can be used as a regional landmark to guide the way to the school, as shown by the orange building in the serial vision 2-4.

Section AA' (In Public Transport Map)

Serial Vision (From Piccadilly Station to University Area) in Legibility Map

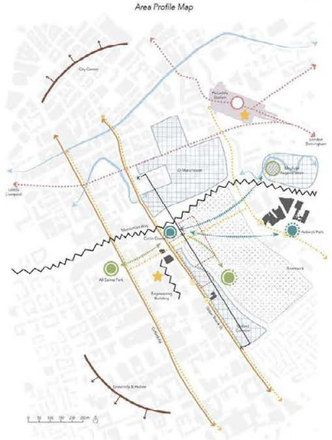
Access to the university area from piccadilly station, with bus stops and signage.

Grosvenor Street is only accessible in one direction, with bike lanes and weak frontage.

Parking space encroachir on pavement.

Profiles
Area Profile

Area Profile Map

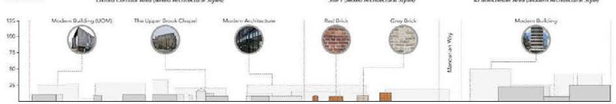


- **Canal:** Reduce connectivity north and south but increase the comfort of pedestrians walking along the river
- Low-quality of connection between public open space
- High-quality of connection between public open space
- **Rail Line:** Both barriers and a connection to other cities
- **Bus Line:** Effectively linking the site to the university area, the city centre and piccadilly station
- **Key Route:** Busy Upper Brook Street connecting Manchester city centre and the site from north to south
- **Barrier:** Mancunian Way isolated the site from the city centre and is inaccessible to pedestrians, making it a major barrier to mobility
- **Bus Stop**
- **Key Node and Connection Hub**
- **Landmark**
- **Low-quality public open space**
- **High-quality public open space**
- **Inactive/Active public space**
- **Site Boundary**
- **Listed Building:** The main listed buildings are centred on the University area and the Ardwick area.
- **Figure Ground**
- **Regeneration Area**
- **Character Area:** The main listed buildings are centred on the University area and the Ardwick area.

Mayfield Regeneration Park:
Mayfield Park, Manchester's first new park in over 70 years, and plans for mixed-use, high-rise structures surrounding it marked the start of the development. Bringing the public realm and new business space to Upper brook street (Site 7) and Brunswick

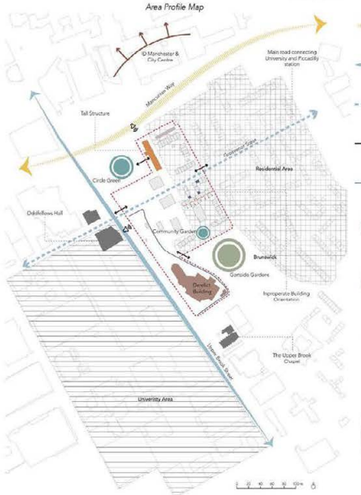
Key findings:
- Although the Mancunian Way and the canal make access relatively difficult, the site is connected to the city centre, the university area, and Piccadilly station via train and bus connections
- While the concentration of historic buildings at the University and in the Ardwick region provides cultural value, the site's public space quality varies. High-quality open space and regeneration projects (like Mayfield Park) offer prospects for future growth

Section KK'



Profiles
Site Profile

Area Profile Map



- **Key Barrier:** This road seperates the site and Brunswick from ID Manchester and city centre
- **Primary Route:** The busier and faster-moving Upper Brook St, connecting the city centre with southern
- **Secondary Route:** Grosvenor St connects the university area with piccadilly station.
- Key Accessed Point
- Key Barrier inside Site 7
- **Low-quality public open space**
- **High-quality public open space**
- Noise
- **Derelicted Building:** Potential for reuse
- **Privacy:** Privacy issues due to orientation of the house and too much closeness
- **Overshadow:** Overshadow and Lost space due to tall buildings
- **Listed Building**
- **Tall Structure:** Highest Building Inside Site 7
- **Brunswick:** Mainly residential area
- **University Area**
- **Site Boundary**

Brunswick Regeneration Plan:
- The Brunswick Area Regeneration Project offers new retail space and community facilities while striking a balance between new construction and renovation
- A connected green spine and park areas (such the revitalised Carbide Gardens) have been created by combining Brunswick's green spaces
- These efforts aim to make Brunswick a more secure and livable area

- In the desire for privacy, the entire site is surrounded by extensive fencing and many of the buildings are not orientated to the street
- Carbide gardens have a low level of interaction with the surrounding community, are fenced around most of their edges, can only be accessed from a limited number of entrances, and have corners that are poor-define

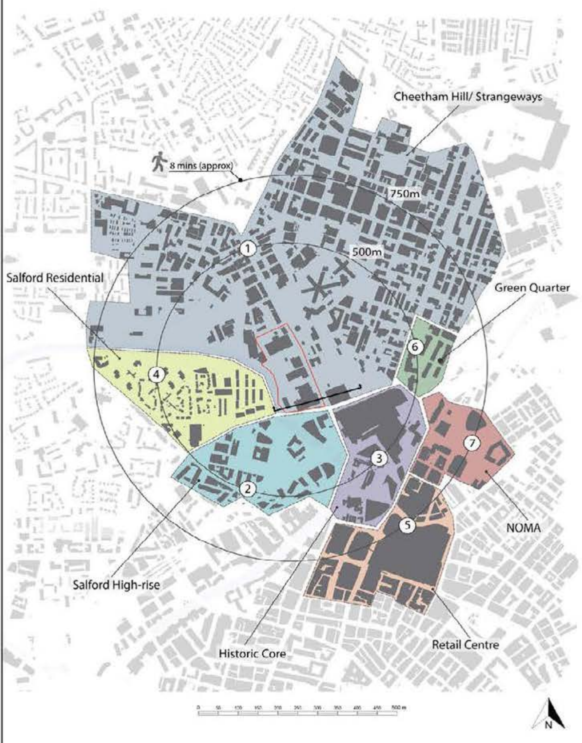
Key finding:
- Major roads like Upper Brook Street and Mancunian Way are isolated from the area, and the use of fencing makes public areas less engaging due to privacy and daylighting concerns
- But the location exhibits good connectivity as it is efficiently connected to the surrounding area through bus routes and train lines
- By integrating green areas (like Carbide Gardens) with community facilities, the Brunswick Regeneration Plan enhances local connection, safety, and liveability while offering development opportunities for the reuse of abandoned structures

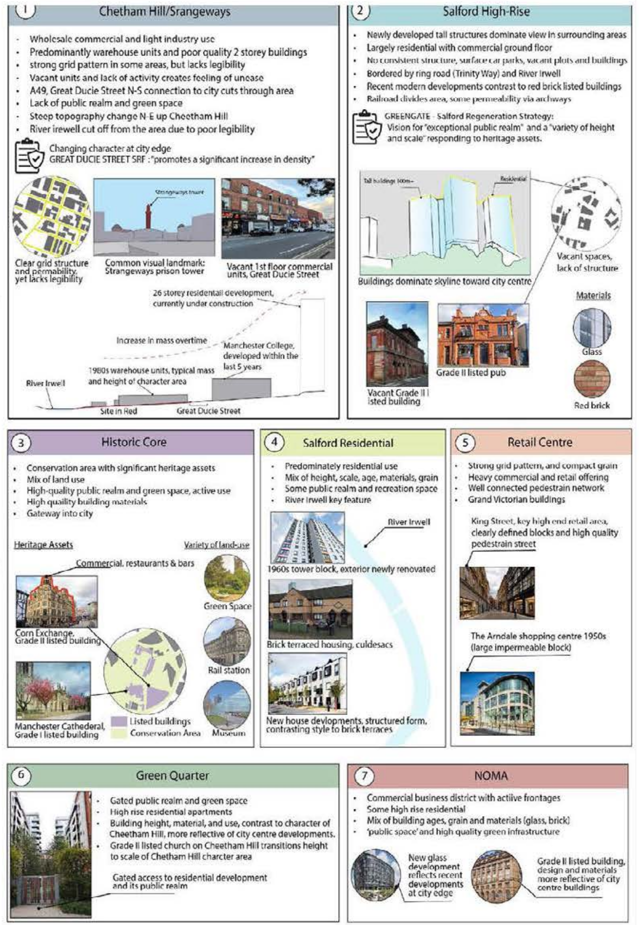
Urban Design Studio

Project
Great Ducie Street
Manchester

Student
Carlotta Hales

Character Analysis

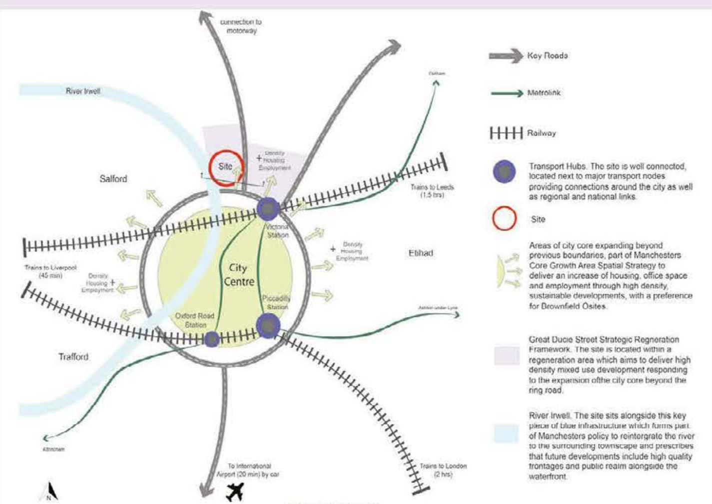


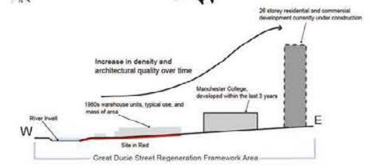


1 Chetham Hill/Srangeways
Wholesale commercial and light industry use
Predominantly warehouse units and poor quality 2 storey buildings
strong grid pattern in some areas, but lacks legibility
Vacant units and lack of activity creates feeling of unease
A49, Great Ducie Street N-S connection to city cuts through area
Lack of public realm and green space
Steep topography change N & up Cheetham Hill
River Irewell cut off from the area due to poor legibility
Changing character at city edge
GREAT DUCIE STREET SRF : "promotes a significant increase in density"
2 Salford High-Rise
Newly developed tall structures dominate view in surrounding areas
Largely residential with commercial ground floor
Bordered by ring road (Trinity Way) and River Irwell
Recent modern developments contrast to red brick listed buildings
Buildings dominate skyline toward city centre
Vacant Grade II listed building
Grade II listed pub
Materials
Glass
Red brick
3 Historic Core
Conservation area with significant heritage assets
Mix of land use
High-quality public realm and green space, active use
High quality building materials
Gateway into city
Heritage Assets
Corn Exchange, Grade II listed building
Manchester Cathedral, Grade I listed building
Green Space
Rail station
Museum
4 Salford Residential
Predominately residential use
Mix of height, scale, age, materials, grain
Some public realm and recreation space
River Irwell key feature
1960s tower block, exterior newly renovated
Brick terraced housing, culdesacs
New house developments, structured form, contrasting style to brick terraces
5 Retail Centre
Strong grid pattern, and compact grain
Heavy commercial and retail offering
Well connected pedestrian network
Grand Victorian buildings
King Street, key high end retail area, clearly defined blocks and high quality pedestrian street
The Arndale shopping centre 1950s (large impermeable block)
6 Green Quarter
Gated public realm and green space
High rise residential apartments
Gated access to residential development and its public realm
7 NOMA
Commercial business district with active frontages
Some high rise residential
Mix of building ages, grain and materials (glass, brick)
'public space' and high quality green infrastructure

The site is located in the Cheetham Hill/Strangeways character area. The area lacks legibility and contains poor quality/ vacant spaces. The dominant land use and resuting monotone developments and architecutural style (1-2 storey red brick and steel sheets) means it lacks varied visuals, and public realm. However the site sits in a transition zone, as the Great Ducie Street SRF has resulted in a changing character immediately ajacent to the site that reflects city centre fringe developments not the surrounding one/two storey warehouses. Several character areas are within a 5 minute walk of the site including the medieveal quarter which has public realm, varied architecture and mixed use development.

Strategic Profile

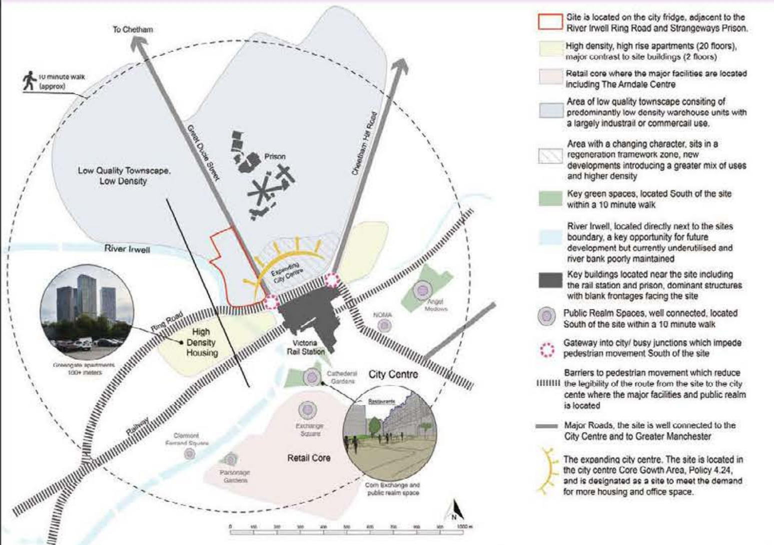


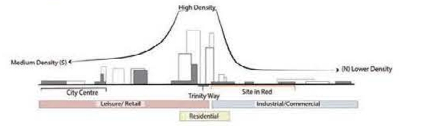


The site sits within a regeneration framework area. This has led to the development of new buildings adjacent to the site, which are higher density and quality than the surrounding area to the north and east.

Summary:
The site is well connected, located directly north of the city centre. It is also within a 5 min walk of Manchester Victoria, providing connections to the wider meteropolitan region via the metro link and regional links via the railway. It is also located next to a major vehicular route providing connectivity around the city centre. Mancehster city's growth policy also encompases the site, and a regenration policy has led to the improving character of the area east of the site, with an increase in density of buildings.

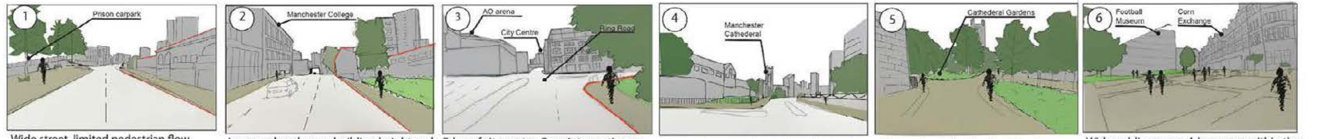
Area Profile





Between the city centre and the site developments increase drastically in scale and mass. There is no transition in mass between the high rise residential and the site which is a much lower density.

Summary:
The site is borderered by multiple character areas, including the retail core and city centre which are within a 10 minute walk. Key public realm, green spaces, and facilities, are also located south of the site within this area. While the proximity to key aterial routes makes the site well connected to vehicular routes around the city centre, the ring road reduces the legibility of pedestrian movement N-S between the site and city centre. The charcter area N and N-E of the site is dominated by a low quality townscape and is defined by the Strangeways Prison. The area immediately East of the site is changing in character responding to the expansion of the city centre out of the core beyond the ring road.



1. Wide street, limited pedestrian flow. Screening of Prison to right by tree line. Distant view of the city centre.
2. Increased enclosure, building height and traffic approaching the city. Grass area lining edge of site to right.
3. Edge of city centre. Busy intersection on the ring road, view of city blocked by AO arena, apartments and rail line.
4. Now in city centre boundary. Change in character of area. Transition in venacular to heritage buildings. Road space decreased.
5. Change to pedestrianised street. Increase in amount and quality of Green Infrastructure.
6. Wide public square. A busy area within the city centre. Active frontages, mix of heritage and new builds. High quality landscaping.

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. 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

LECTURER
Mr Bob Phillips

TECHNICAL LEAD
Dr Taki Eddin Sonbli

STUDIO ASSISTANT
Ms Ana Kashfi Muhamad

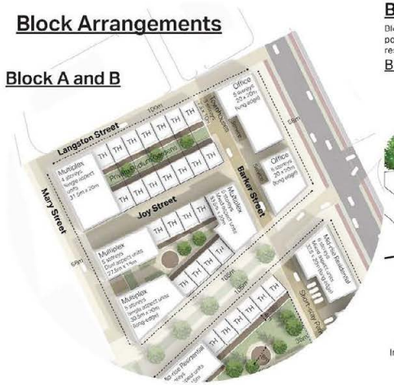
WORKSHOP TECHNICIAN
Ms Lara Gerrard

Project
Great Ducie Street
Manchester

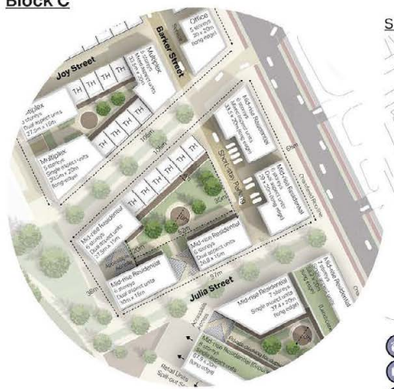
Student
Daniel Mulhearn

Block Arrangements

Block A and B



Block C



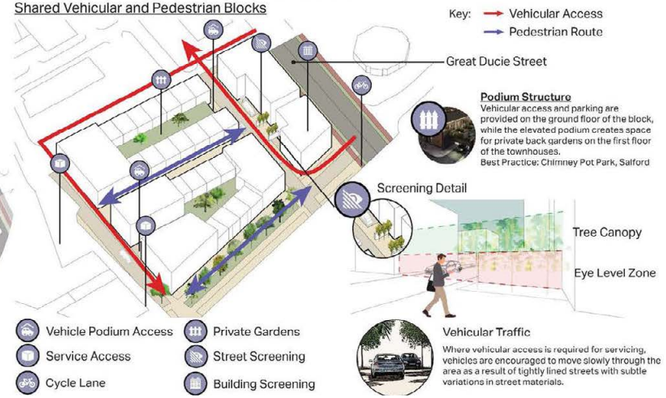
Block A and B

Blocks A and B are alike in their block structure, with back-to-back townhouses on their north and south sides, intersected by green podium space. Podium on Block A is limited to private family home gardens, whereas Block B shares a more communal deck, limited to residents. The townhouses are bridged by taller multiplex buildings that ensure all sides of the block are activated.

Block B Section

The townhouse model incorporates a variety of housing types, including full family homes, duplexes, and flats. To integrate with the podium structure, single-storey flats are placed on the top floor, ensuring adequate overlooking of the green space below. Housing modules can also be combined to accommodate larger family units, responding to the needs identified in mosaic profile analysis of families living north of the site.

Shared Vehicular and Pedestrian Blocks

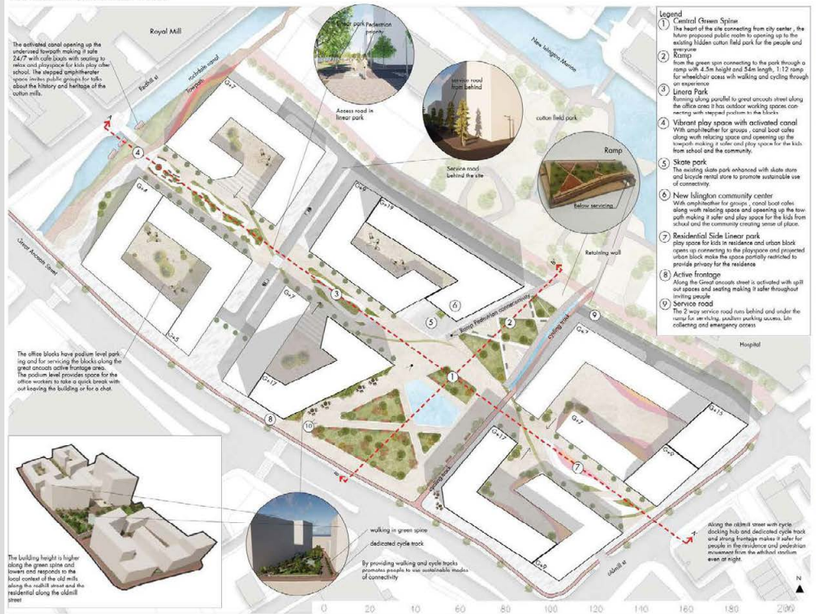


Urban Design Project

Project
Cotton Field Park
Manchester

Student
Zainab Banu

TECHNICAL PLAN SCALE 1:1000



1 Play fountain for kids and walking along the green spine from great ancoats street to cotton field park

2 Walking through ramp to the cotton field park

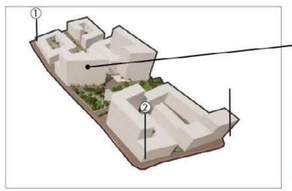
10 Walking from great ancoats towards the ramp

FEATURES

EDGE CONDITION

1 Edge condition along the old mill street with cycle track and building entry towards the old mill street and a major vehicular node

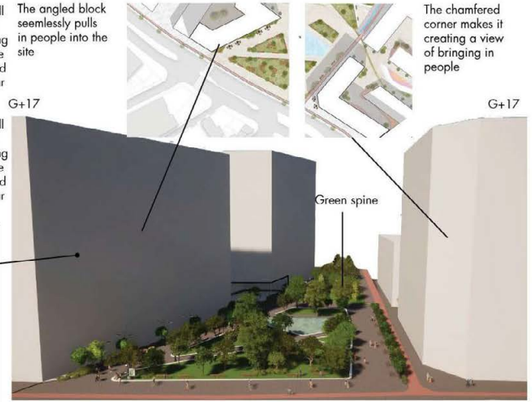
2 Edge condition along the old mill street with cycle track and building entry towards the old mill street and a major vehicular node



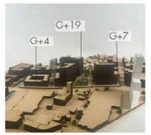
ENCLOSURE

The angled block seemlessly pulls in people into the site

The chamfered corner makes it creating a view of bringing in people



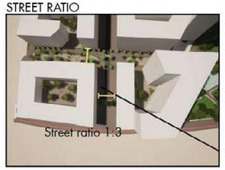
HEIGHT AND MASS



The building height ranges from G+4 to G+19 with along the red hill street g+4 to g+7 and towards the oldmill g+9 to g+15

Along the center between the green spine the building height is from G+17 to G+19 creating a visual connectivity bringing in people.

STREET RATIO



Most of the street ratio along the office block and the residential block is 1:3

The street ratio changes only along the green spine from wider 1:1 to 1:3 as moving towards the ramp

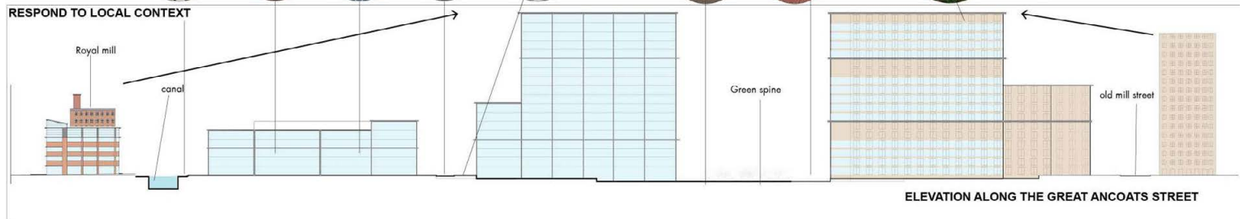
Service/access road

The blocks have different height thus the density transitions from low density along the peripheriy of the site and hing density in the center

MATERIAL

The blocks respond to the local context building height creating a rythm of low rise along old mill and tapering high towards the center and drops to the height of the residential buildings.

RESPOND TO LOCAL CONTEXT

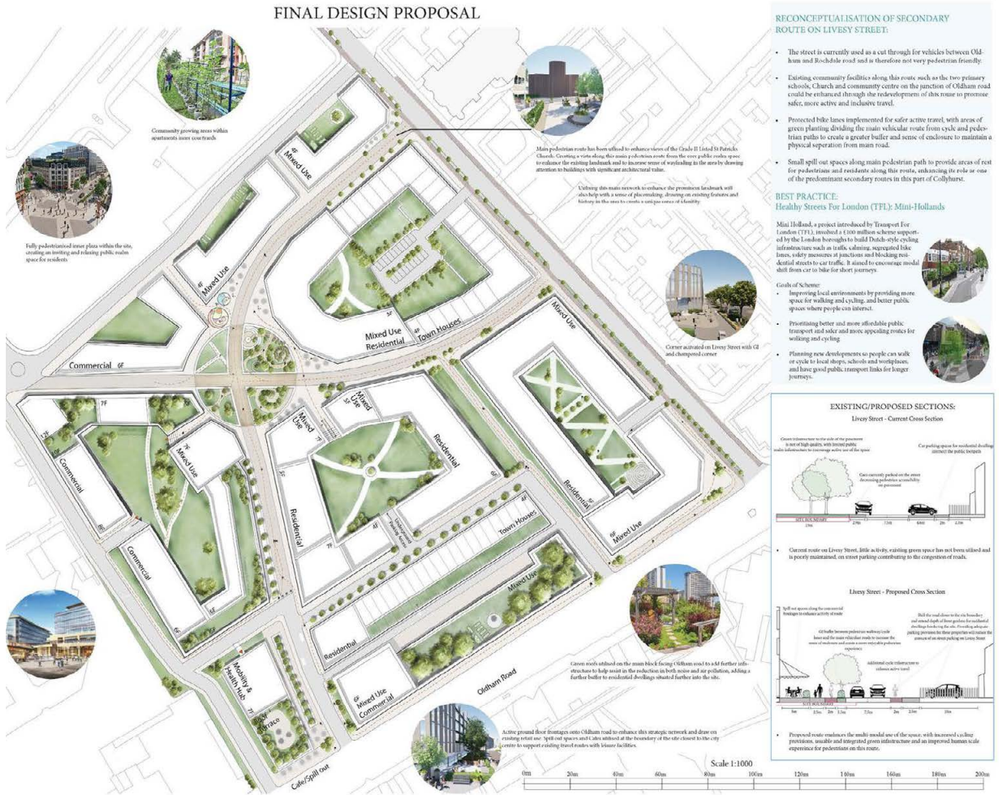


ELEVATION ALONG THE GREAT ANCOATS STREET

Project
Oldham Road
Manchester

Student
Elena Lea

FINAL DESIGN PROPOSAL



RECONCEPTUALISATION OF SECONDARY ROUTE ON LIVESY STREET:

- The street is currently used as a cut through for vehicles between Oldham and Rochdale road and is therefore not very pedestrian friendly.
- Existing community facilities along this route such as the two primary schools, Church and community centre on the junction of Oldham road could be enhanced through the redevelopment of this route to promote safer, more active and inclusive travel.
- Protected bike lanes implemented for safer active travel, with areas of green planting dividing the main vehicular route from cycle and pedestrian paths to create a greater buffer and sense of enclosure to maintain a physical separation from main road.
- Small spill out spaces along main pedestrian path to provide areas of rest for pedestrians and residents along this route, enhancing the role as one of the predominant secondary routes in this part of Coldhurst.

BEST PRACTICE:
Healthy Streets For London (TFL): Mini-Hollands

Mini Holland, a project introduced by Transport For London (TFL), involved a £100 million scheme supported by the London boroughs to build Dutch-style cycling infrastructure such as trolls, calming, segregated bike lanes, safety measures at junctions and blocking residential streets to car traffic. It aimed to encourage modal shift from car to bike for short journeys.

Goals of Scheme:

- Improving local environments by providing more space for walking and cycling, and better public spaces where people can interact.
- Prioritising better and more affordable public transport and safer and more appealing routes for walking and cycling
- Planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.

EXISTING/PROPOSED SECTIONS:

Livesy Street - Current Cross Section

Current route on Livesy Street, little activity, existing green space has not been utilised and is poorly maintained, on street parking contributing to the congestion of roads.

Livesy Street - Proposed Cross Section

Proposed route endorses the multi modal use of the space, with increased cycling provisions, useable and integrated green infrastructure and an improved human scale experience for pedestrians on this route.

CENTRAL PUBLIC REALM DETAILING

Childrens Pocket Park:

Bright Colours:

Vibrant colours and designs implemented in these spaces to encourage active play and imagination, variety of shapes used to stimulate the imagination and provide a more engaging play experience.

Integrated Seating:

Integrated public seating within inner courtyards, creating smaller pocket parks surrounded by vegetation in an ampitheatre style to provide a sense of refuge within the bustling city centre location.

Pocket parks integrated into the most northern part of the site, with interactive play along these routes to encourage playful travel for children.

Parks located next to spill out seating for carers as well as being situated next to affordable housing catered to young families and key community facilities (local shops, GPs, Doctors and Dentists) to provide a multi-functional space that caters to the needs of parents and carers.

Multi-Use Grass Lawns

A few highly maintained grass lawns to the left of the site towards the commercial quarter.

A more adaptable space which can be used for a variety of purposes. From providing casual seating space, places to play and even to be used as space for pop up events, making a versatile area which can respond to the communities needs.

Sculptured Gardens

Seoul Ttuksom Han River Park:

This river park in Seoul utilises a maze like structure within the public realm design, with paths intertwining between vegetation, creating both a sense of encolsure and refuge within a public plaza.

The design evokes strong imagery and imitates the natural meanders of a river providing a stronger connection to nature.

Outdoor Seating

Spill out spaces within main public realm space to create active frontages and enhance activity in the area.

Provide a variety of different spill out spaces and frontages to cater to all needs of the community, from small cafés, restaurants and bars, as well as local shops. Commercial spill out will also have semi-active frontages to further active the space.

LAND USE, MASS AND SCALE

Community growing in communal terrace gardens

BEST PRACTICE: Community Gardens in Pertubuhan Kebun Komuniti Pegaga, Malaysia

- In the Ukay Indah apartment block under the Ampang Jaya Municipal Council in Malaysia, 47 community gardens have been set up within small residential apartment blocks.
- This initiative has scaled communtiy growing into a larger collective project across the city, creating enhanced communal areas, community for residents and greater environmental stewardship.

Urban Design
Project

Landmark Tall Building
- Enhances site legibility and aids in wayfinding
- Strategically positioned onto train tracks and a major road
- Forms part of a higher density residential edge that acts as a noise / visual buffer to quieter Cullyhanna neighbourhood
- Allows for key views to city centre

Podiums Design
- Provides private and semi-private green spaces for residents
- Parking and servicing located underneath the podium
- Creates quiet, green areas for rest and relaxation

Northen pedestrian gateway
- Connects pedestrians to routes north of the site, increasing site permeability
- Fronted onto by townhouse and higher-density residential for natural surveillance, enhancing safety.

Modern townhouse Design
- Inspired by Chimney Pot Park, reinforcing the context and continuity of Cullyhunt's residential character.
- Servicing and parking concealed beneath raised gardens
- Enables higher-density residential development while retaining traditional house typology

Active Commercial Frontage
- Positioned along Rochdale Road for high visibility to passing foot and vehicle traffic
- Wide pavements allow for spillout and comfortable pedestrian movement
- Buffered from the road by high-quality GI.
- local cafes, restaurants, and shops to enhance street activity.

High-Quality Cycle Infrastructure – Rochdale Road
- Dedicated cycle lane runs parallel to Rochdale Road
- Separated by a green buffer to improve cyclist safety and comfort
- Positioned close enough to maintain visibility to drivers
- Provides a safer, more pleasant cycling experience along a busy route

Pedestrian Priority Routes
- Limited vehicular access, primarily for servicing and parking
- Use of tile materials to encourage slower driving speeds
- Access restricted by permit to control traffic
- Promotes safe, pedestrian-friendly streets

Landmark Corner Building
- Enhances legibility and wayfinding across the site
- Acts as a visual marker from Rochdale Road
- Increases the site's presence and steentry at a key junction.

Linear Park
- Encourages movement around rather than into the quieter residential area
- Incorporates green service storage units accessible from the road for townhouses.

Active Travel Route
- High-quality cycling infrastructure and wide pedestrian pavements integrated with green infrastructure (GI)
- Increases permeability and connectivity throughout the area
- Encourages active travel by providing safe routes, serves nearby schools for safe access
- Features a green space and commercial unit centrally to enhance use.

Original Heritage Assets
- Retained for their architectural significance and community value
- Continue to provide essential services to the local community
- Surrounded by lower-rise development to respect and enhance their architectural quality

New School Development
- Justifies demolition of the original Abbot Community School, serves community needs
- Integrates into the new community-use urban block
- Pedestrian access from the east for safe children entry.

Enhanced Pedestrian Zone
- Widened footpaths to improve walkability
- New planting creates a green buffer from traffic
- safer, more accessible route for crossing
- Already a no parking zone but creates a physical barrier to stop cars parking up

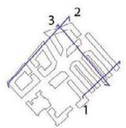
Community Use Urban Block
- Freshens original heritage assets with new community infrastructure (new school and sports facilities)
- Parking concealed centrally within the block
- Multifunctional sports facilities (hall and outdoor pitch) serving both school and community outside school hours

Scale 1 : 1000

Project
Rochdale Road
Manchester

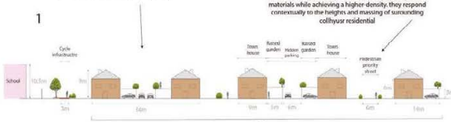
Student
Alfie Vesey - Barnes

Buildings



Plot Efficiency
The townhouses occupy a larger plot size - density ratio relative to the rest of the higher-density site, as they offer each resident a private garden. Plot efficiency and overall density are optimised through the use of elevated gardens, which allow for parking and bin storage to be discreetly located beneath.

Residential town house streets have a smaller street ratio to create a sense of intimacy and privacy.



Responding to the Vernacular
These townhouses offer a sensitive response to the local vernacular, incorporating familiar housing typologies and materials while achieving a higher density, they respond consensually to the heights and massing of surrounding collhyaur residential

How the Townhouses Work
The townhouses are compact yet efficient two-bedroom homes, with living spaces on the first floor opening onto raised private gardens. They are pedestrain only entrances from the front and there is private parking from the back. Despite being only 4.5 metres wide, the layout is carefully considered to ensure comfortable and functional living. This approach enables a higher residential density while maintaining a high standard of livability.

These buildings are able to accommodate greater height and massing due to them being on the major route of Rochdale Road and the train track.

The building heights along Rochdale Road gradually increase, creating a smooth transition toward the taller seven storey residential block. This stepped approach optimizes key views, allowing portions of each residential block to enjoy sightlines toward the city centre.

The portals/entrances are bi-directionally designed with a high enclosure ratio to limit large-scale movement into the site, helping to maintain a quiet, residential atmosphere.

2

3

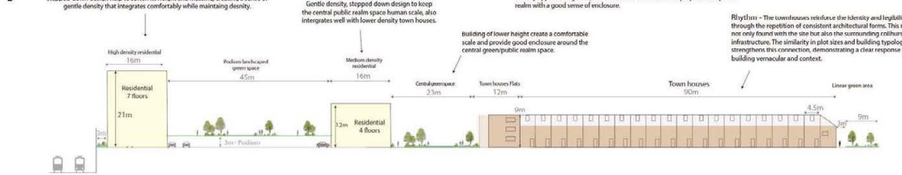
The taller, 7-storey building is positioned along the train line, ensuring that the development maintains a human scale. Pedestrian routes are carefully planned to avoid running directly alongside this taller structure. The building's podium and stepped-down design help to soften its height and massing, creating a sense of gentle density that integrates comfortably while maintaining density.

Sense of Enclosure
The taller buildings along Rochdale Road help define a strong sense of enclosure without creating a canyon effect. This is due to the Rochdale road's wide width, the presence of a green buffer, and the absence of buildings directly opposite. Together, these elements allow for a well-proportioned public realm with a good sense of enclosure.

Gentle density, stepped down design to keep the central public realm space human scale, also intergrates well with lower density town houses.

Building of lower height create a comfortable scale and provide good enclosure around the central green/public realm space.

Rhythm - The townhouses reinforce the identity and legibility of the site through the repetition of consistent architectural forms. This repetition is not only found with the site but also the surrounding collhyaur infrastructure. The similarity in plot sizes and building typologies further strengthens this connection, demonstrating a clear response to the local building vernacular and context.



Corners

Landmark Corner
The corner facing Rochdale Road is purposely taller and designed architecturally differently with a slanted roof to make it stand out from the busy road, it enhances the overall legibility of the townscape by creating a memorable and recognisable feature at this key junction (Livesey Street and Rochdale Road), it aids wayfinding and contributes to making the site more readable.

While not every corner requires a unique design, this location's importance justifies the special architectural articulation

Central chamfers

The chamfer, combined with a split in the urban block, creates a comfortable, human-scaled transition into the semi-private podium green space. However, the design has ascending stairs, intentionally to discourage it being used as a through route.

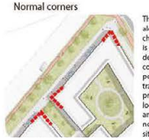
The chamfer set back also allows for cafe spill out space without interupting the key active travel routes

The setback chamfers help open up the central public realm, creating a good sense of enclosure while keeping the space feeling open and in human scale. Helping create a high quality central public realm.

Sports hall projection

The projection on the sports hall corner creates a prominent, visible entrance, improving the readability of the building, it also enhances transparency of use, as the clear facade on this projection allows views into the space. the nature of the sports hall means there is no views into the building at any other point.

Normal corners

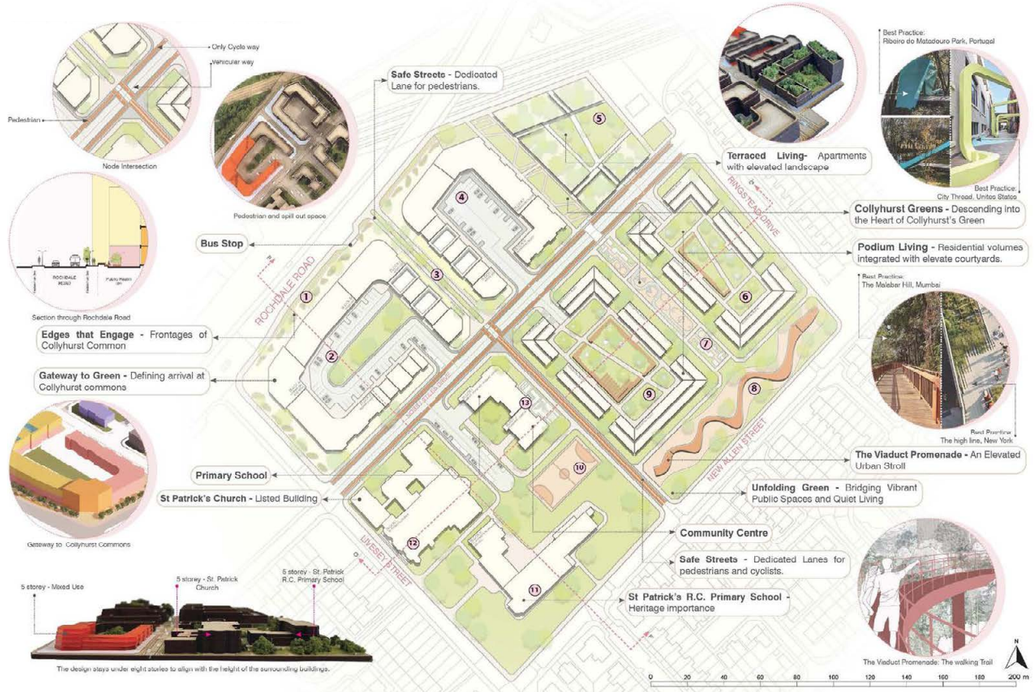


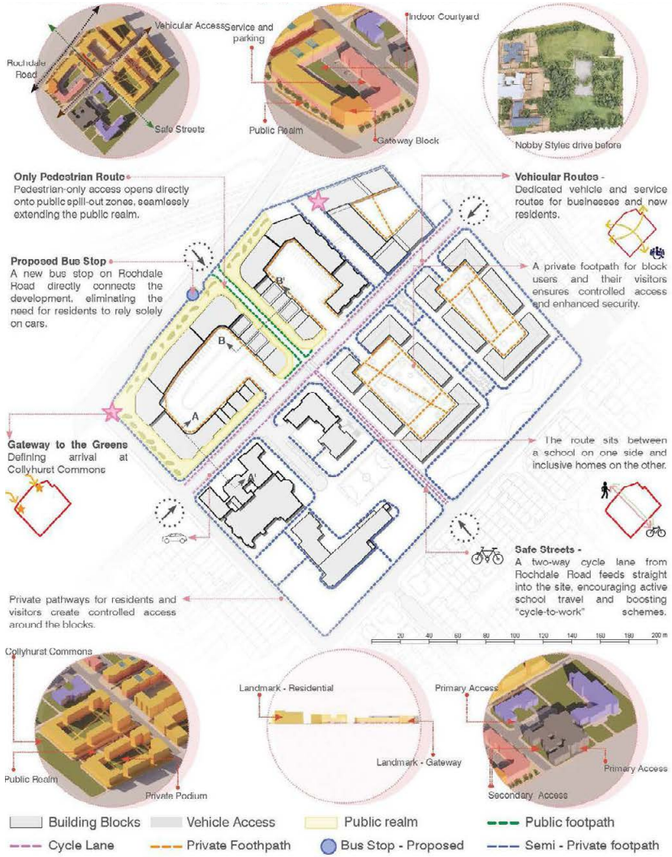
The corners of the medium residential blocks along Rochdale Road are left without chamfers. This north-south active travel route is expected to have high footfall, but the design deliberately avoids making these corners too inviting to limit large numbers of people entering the site. The east-west active travel route runs along one of these corners, providing a quality connection mainly for local residents accessing schools and nearby amenities. As a result, these corners don't need to draw heavy pedestrian traffic into the site keeping it calm for residents.

Urban Design Project

Project
Rochdale Road
Manchester

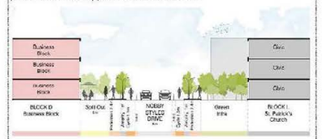
Student
Shatakshi Patil



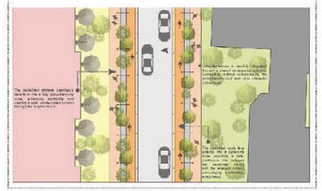


Civic Spine: Where Activity Meets Heritage

- At the heart of Collyhurst Commons, a key street balances active frontages with spill-out spaces on one side and a civic church on the other, blending vibrancy with heritage.
- The corridor includes a carriageway, dedicated cycle lanes, and generous pedestrian paths. Together, they form an inclusive, multi-modal public realm that supports active and civic life.

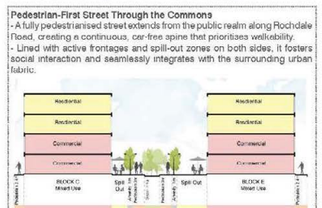


SECTION AT A - A'

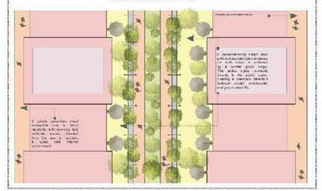


Pedestrian-First Street Through the Commons

- A fully pedestrianised street extends from the public realm along Rochdale Road, creating a continuous, car-free spine that prioritises walkability.
- Lined with active frontages and spill-out zones on both sides, it fosters social interaction and seamlessly integrates with the surrounding urban fabric.



SECTION AT B - B'



Urban Design Project

Project
Rochdale Road
Manchester

Student
Kurtis Wan

The elements taken forward from IP1 involve levelling the site (see 'Arrangements'). A development of this scale deserves appropriate spending to provide the quality needed. Block G will sit on a podium which purposely matches the height of the viaducts, creating suitable enclosure along a key area of public realm. Taller landmark buildings will feature, aiding legibility and offering key views. The site will be mixed use and be opened up from the newly formed Rochdale Road gateway. B C E F

From IP2, higher density across the site will be prioritised to increase housing. Almost the entire site will be free of vehicles with courtyards dedicating green spaces to residents. Also route hierarchy is formed and which streets may be overlooked and active, based on street spacing and the presence or absence of building setbacks. The bus stop on Rochdale Road has also been moved into a more prominent position by the gateway. A D G H J

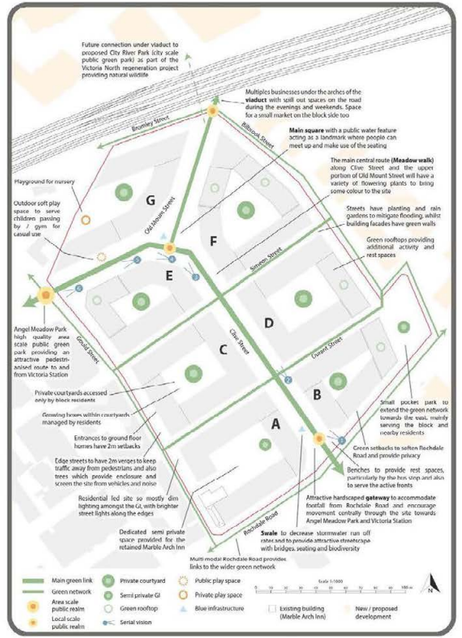
From IP3, block A now forms around the Marble Arch Inn to return some of its old character. A range of housing types will be available, particularly townhouses which suitably match the pub in scale. The north of the site will maintain the idea of the 'half block' framing the existing public realm and preparing for future development. I

Urban Morphology A B C D E H

Some of those elements are made clearer looking at the before and after. The existing area is fragmented but opportunities are evident. The grain pattern and character of Angel Meadow has been extended, forming improved N-S and E-W connections. A public realm network now comes together which involves Angel Meadow Park and new links under the viaducts towards the River Irk. The new morphology shows how this mixed use residential led development has addressed those four urban design issues found via the optioneering process.

The Marble Arch Inn has been a cornerstone to the existing community. The development will not impede it, enhancing the surrounding space (see 'Feel') maintaining its activity all day long into the late evenings. I

Public Realm and Green Infrastructure A B C E H I J



Clive Street will be the site's spine of green infrastructure. It will be inspired by **Grey to Green (Sheffield, UK)**, a retrofit sustainable urban drainage system initiative that transformed a run down road with robust planting to the benefit of the environment, human wellbeing and even the local economy as it attracted investment and old businesses back into the area. It is now an extensive and connected chain of greenery and can easily be replicated contextually across the Marble Arch site context. A D J

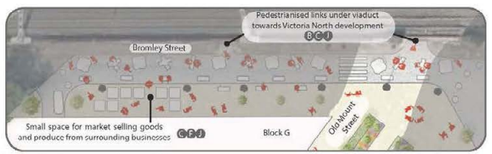
Rochdale Road Gateway

Rochdale Road is a multimodal connection which links into the wider PR and GI network. Two chamfered corners take advantage of that, pulling in pedestrians from the city centre (west) and Collyhurst (east). A D E I

Bee Network's integrated transport links in action here where Beryl Bikes cycle hire stations are found near bus stops, allowing for a seamlessly connected network which does not rely on private car usage. There is plenty of activity here with active ground frontages greeting pedestrians on arrival at the gateway. A B C H I J

Bromley Street Viaduct

The northern edge of the site will be served by Bromley Street which is approximately 70m in length. At both ends, there will be retractable bollards preventing vehicles from accessing the pedestrianised road during evenings and weekends, allowing businesses to spill out and make the most out of the additional space. A C H J



Material changes throughout the site indicate zones of movement and activity e.g. above showing Block G's footprint, separating the active Bromley Street from its wide entrance for its users. Reclaimed materials will be used when possible to maintain the site's industrial context, yet adapted to form a new exciting urban identity. C I

A variety of vegetation and colour is integrated alongside seating, continuing the green network through towards Victoria North. Green walls across the site soften the hardscape, are visually appealing and provide cooling effects. This section of Old Mount Street offers a quieter resting area away from the busier public spaces. I

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 CONVENORS
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Mrs Rachel Kerr

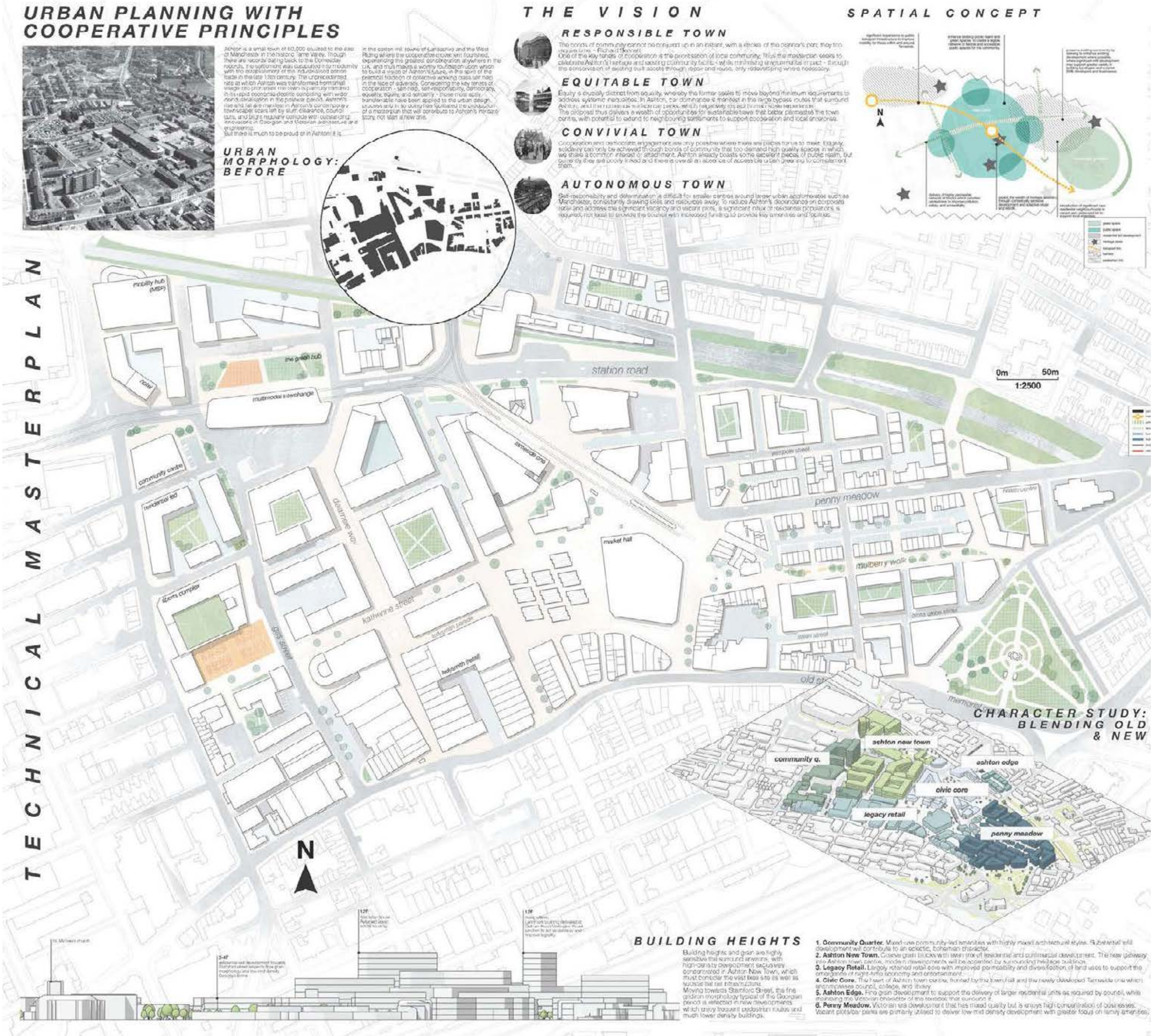
DESIGN TUTOR
Mr Robert Phillips

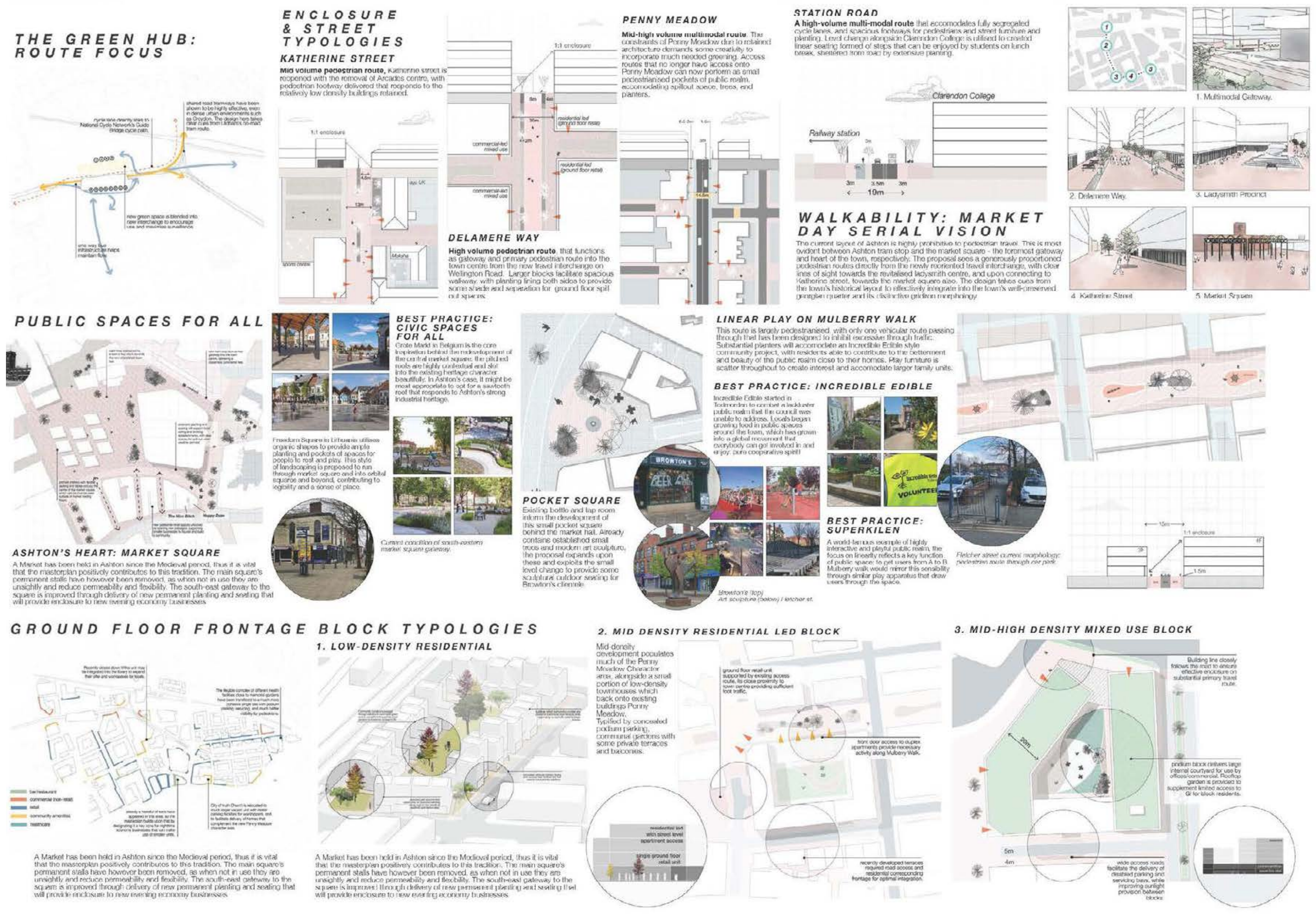
TECHNICAL LEAD
Dr Taki Eddin Sonbli

STUDIO ASSISTANT
Ms Ana Kashfi Muhamad

UNIT CONTRIBUTORS
Urban Imprint
Homes England

Masterplan Studio





Project
Ashton Old Market
Ashton-Under-Lyne

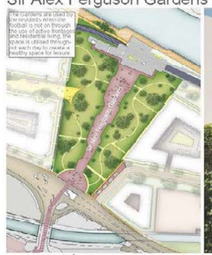
Student
Eve Nightingale

Masterplan
Studio

Project
Trafford Waterfront
Trafford

Student
Debbie Akhtar

Sir Alex Ferguson Gardens - A Tribute to Manchester United Football Club



Best Practice: Wembley Stadium
The Wembley Stadium offers a clear route towards the Football Stadium, framed by strong frontages and a wide entrance. A dedicated and focused path will ensure football fans can travel safely from the key tram stop towards Old Trafford football stadium - this path will be implemented within the Sir Alex Ferguson Gardens to provide a wide, clear route directly towards the stadium, seamlessly managing the football crowd.

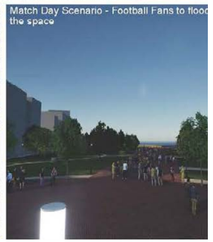
Human Scale - Walking to the Football Match

The key green space opens up towards the Old Trafford Stadium and connects to the key tram stop, a key route for residents and football fans. This space creates a connection from the waterfront to the canal to the south. This was a once a vehicle dominated road, and now acts as a community space which will provide much needed amenity space for residents, in line with the boundary and a clear route towards the football stadium on Match days. The block fronting onto the space will be a much needed school, another key crowd which will utilise this space will be students. The paved path will be used everyday, providing clear routes for walking, cycling, wheelchair access and pram use, the path is highly inclusive and will have many purposes given the width and length of the route, and the prime location of the tram stop.

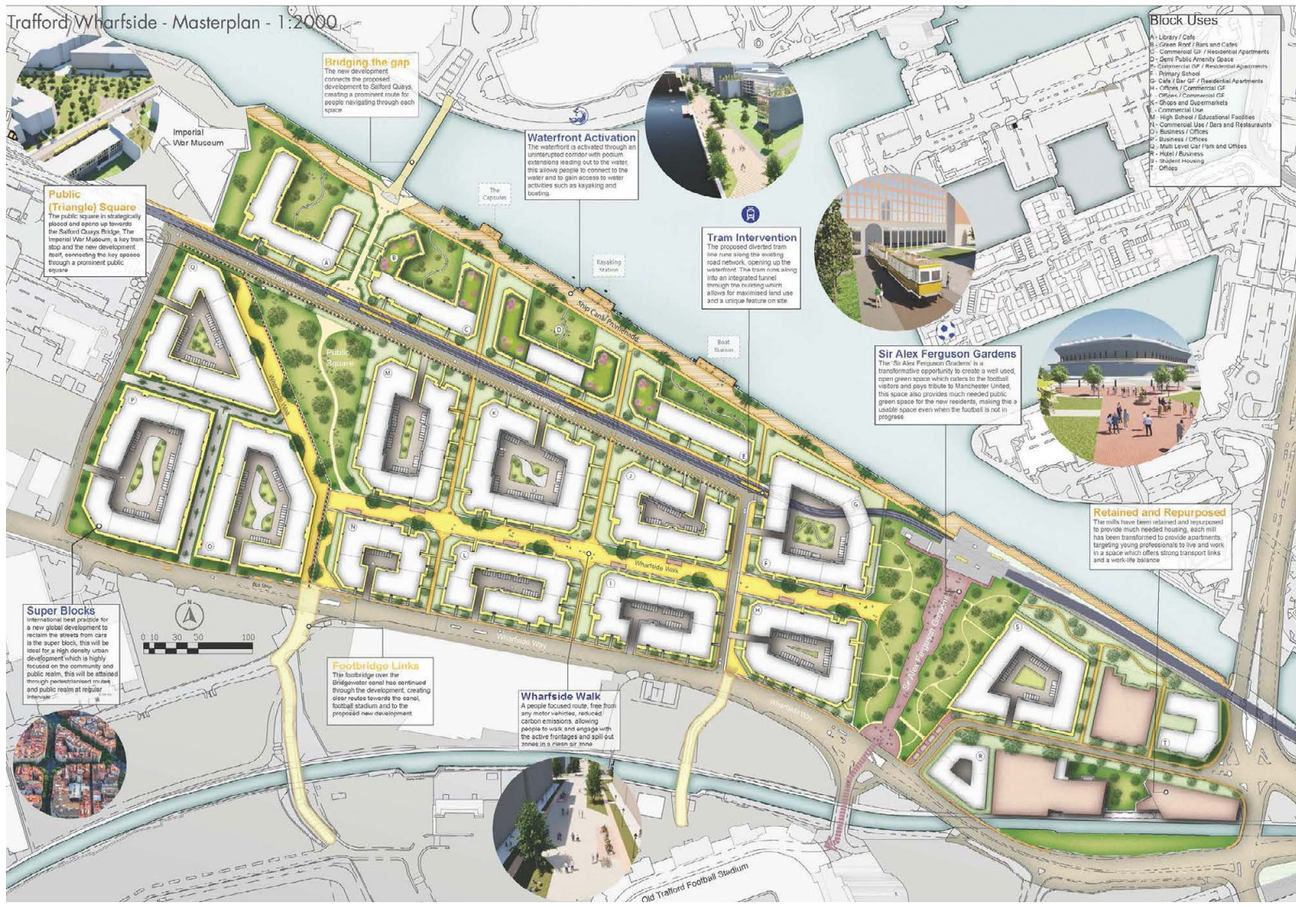
Hot dog hot dog hot diggity dog!

Ferguson Gardens - Section DD

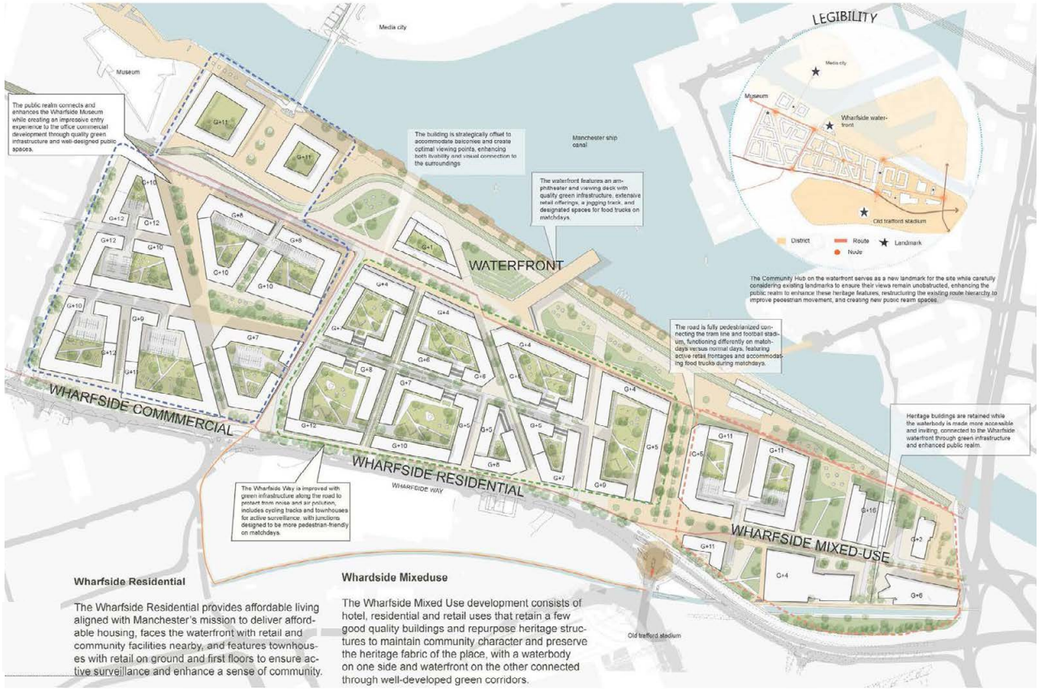
What was once a vehicle dominated road now acts as a community space which will provide much needed amenity space for new and existing residents and a clear route towards the football stadium on Match days. The removal of the road resulted in clean air, more space for high quality green infrastructure, increased biodiversity and social spaces, supporting a healthier, more usable environment which will work as a catalyst in sales of the new housing, as high quality public realm will ultimately increase property and public space value.



Trafford Wharfside - Masterplan - 1:2000



Masterplan
Studio



Wharfside Residential

The Wharfside Residential provides affordable living aligned with Manchester's mission to deliver affordable housing, faces the waterfront with retail and community facilities nearby, and features townhouses with retail on ground and first floors to ensure active surveillance and enhance a sense of community.

Whardside Mixeduse

The Wharfside Mixed Use development consists of hotel, residential and retail uses that retain a few good quality buildings and repurpose heritage structures to maintain community character and preserve the heritage fabric of the place, with a waterbody on one side and waterfront on the other connected through well-developed green corridors.

Project
Trafford Waterfront
Trafford

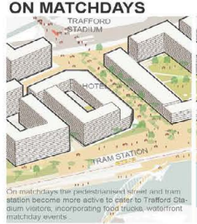
Student
Bhushan Pardeshi

WHARFSIDE WATERFRONT

The Wharfside waterfront features play spaces, community areas, viewing deck, boat club and ferry terminal, amphitheater, retail spaces, hosts special matchday events, and includes quality green infrastructure and public realm that caters to all age groups creating a vibrant multi-functional destination.

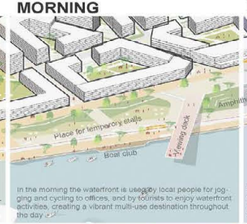
Mitigate traffic noise on Upper Brook Street by adding trees along the road, and improve pedestrian safety and walkability

ON MATCHDAYS



On matchdays the pedestrianised street and tram station become more active to cater to Trafford Stadium visitors, incorporating food trucks, waterfront matchday events

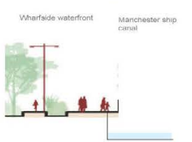
MORNING



In the morning the waterfront is used by local people for jogging and cycling to offices, and by tourists to enjoy waterfront activities, creating a vibrant multi-use destination throughout the day

NIGHT

At night the same place transforms with more active retail and waterfront nightime activities, attracting office workers and creating an evening destination for dining and entertainment.



The edge of Manchester Ship Canal is designed to minimize environmental impact and protect the natural ecosystem while enhancing public access.

High quality green infrastructure is provided along the waterfront and green tram line to enhance environmental sustainability and visual appeal.

The design enhances views of Trafford Stadium from the waterfront while creating seamless pedestrian movement between the two destinations.

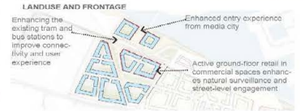
WHARFSIDE COMMMERCIAL BLOCK

SITE LOCATION

The Wharfside Commercial building responds to the existing Media City context and faces the waterfront. It has offices on the upper floors and active retail and public spaces at street level. The building is organized around a central courtyard with parking on the ground floor and a half-podium on the first floor that provides communal seating and meeting spaces for office workers. It features chamfered edges and an inviting entry, has good access to tram and bus stops, direct waterfront access, and connects well to surrounding residential areas.

ACCESS AND SERVICING

LANDUSE AND FRONTAGE



Material Palette

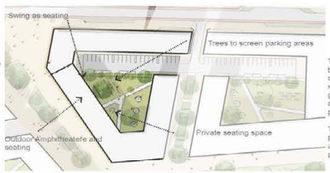
Traditional red brick with glass on above floor to compliment the surrounding

Beige and grey colour palette with high quality materials for pavements

Signage and street light materials with wood and metal to give identity to site

variety of office seating with intergated green infrastructure

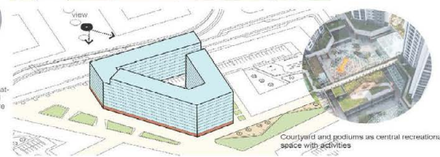
Block

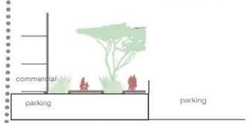


The building edges are angled and softened to create a welcoming and inviting experience for people approaching and using the building.

The podium features various types of seating spaces to accommodate different events and spillout activities, with quality green infrastructure and tree cover to reduce heat gain and provide shade.

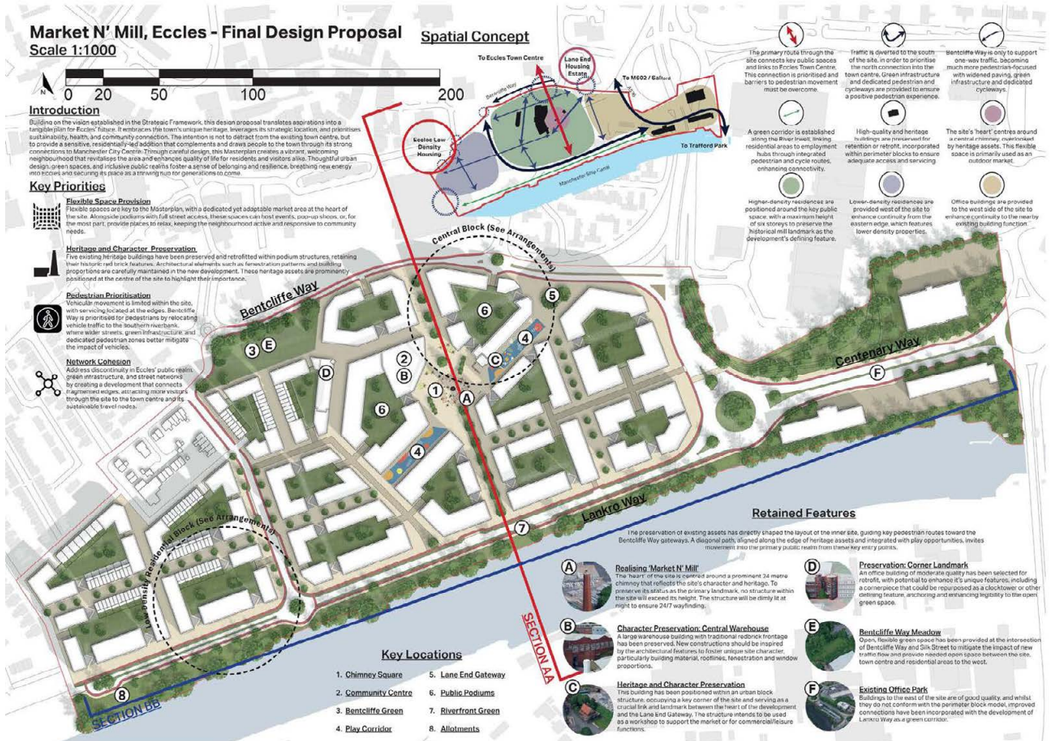
The parking is strategically placed and hidden with trees that also help reduce heat gain and provide environmental benefits.





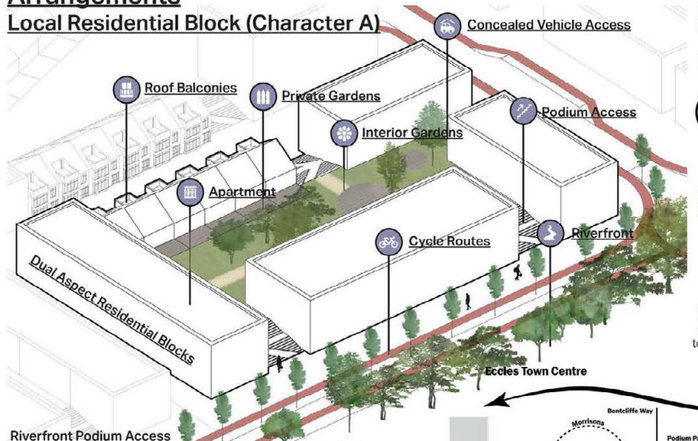
Section through block showing half podium

Officers facing waterfront

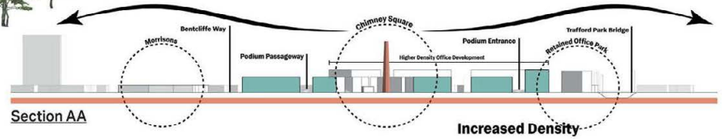


Arrangements

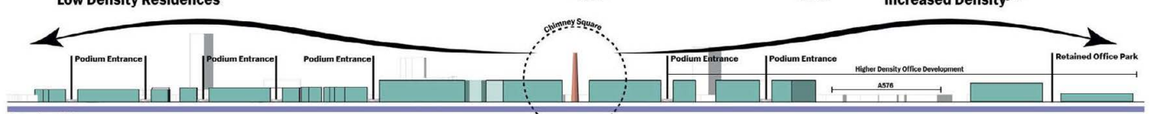
Local Residential Block (Character A)



Riverfront Podium Access
Podium entrances face the green waterfront at regular intervals, offering easy access for adjacent blocks and inviting quiet leisure. Steps along the building side also serve as informal seating, enhancing the active connection.



Section AA



Section BB

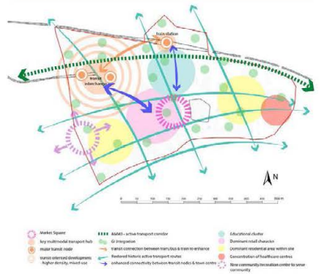
Podium Structure
Vehicular access and parking are provided on the ground floor of the block, while the elevated podium creates space for private back gardens on the first floor of the townhouses.
Best Practice: Chimney Pot Park, Salford

Podium Access
Podium access directly fronts onto the riverfront, to offer semi-public courtyards. However, the location of the podiums at the local eastern edge of the site intends for primarily residential use. Ramps and green infrastructure are incorporated into the design to enable accessible use and informal seating opportunities.
Best Practice: Edwin M. Lee Apartments, San Francisco

Interior Gardens
A variety of uses are incorporated throughout the space, with a primary emphasis on open green spaces, interspersed with zones dedicated to other recreation functions.
Best Practice: Coronation Square, Leyton

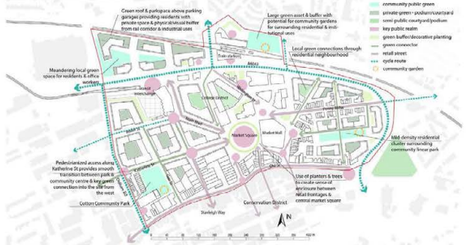
Site Sections - Site Block Distribution
Density is increased through subtle variations in building height and gradual transitions that allow the development to blend seamlessly with the site's edge conditions. Higher density is concentrated toward the interior of the site, while the western edge, adjacent to low-density residential areas, retains a quieter, more local character with lower-density development that responds to its surrounding context.

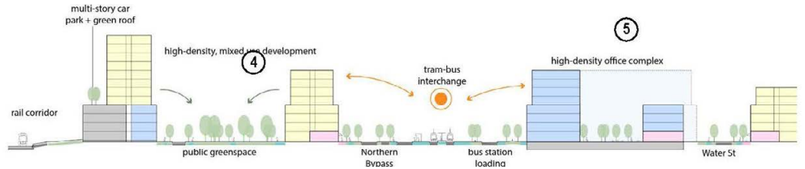
SPATIAL CONCEPT:

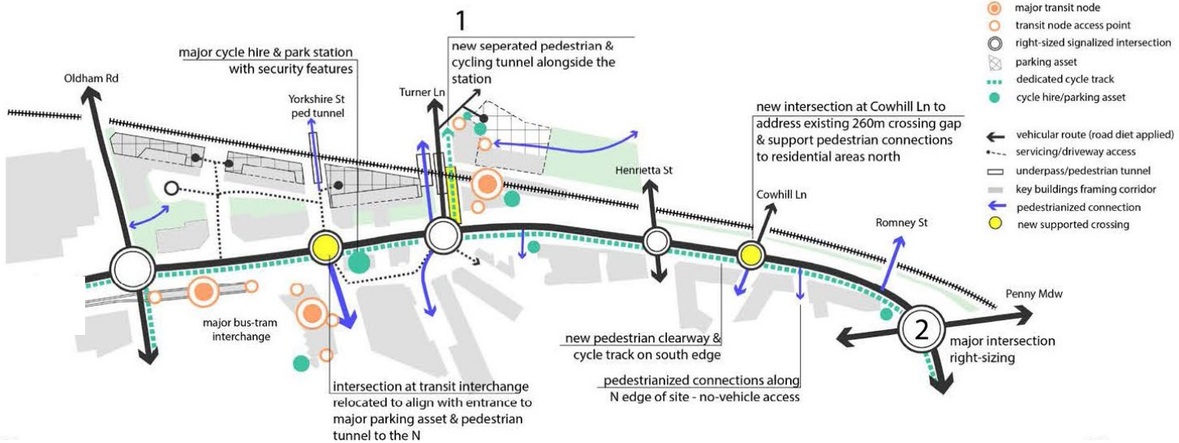


GI & PR CONNECTIVITY:

Key Priority:
Deliver a network of green and public spaces that supports a growing, diverse community by providing places to gather, play, and relax - anchored by the market square. The design prioritizes pedestrian movement, reduces vehicular dominance, and creates an inclusive, adaptable public realm that strengthens local and regional connections while fostering a sense of place.







Project
Ashton Old Market
Ashton-Under-Lyne

Student
Evelene Van Elsberg

Masterplan
Studio

Project
Eccles
Manchester

Student
Weilu Pan

BLOCK TYPOLOGIES

SOLAR ROOF
expect to have sustainable roof on every super block, for both office and residential, to help decrease the energy consumption of each building.

ROOF TOP ACCESS
provide view access for residents.

OPEN COURTYARD

2 WAY TRAFFIC

OFFICE BUILDING FACADE

N

SUPER BLOCK

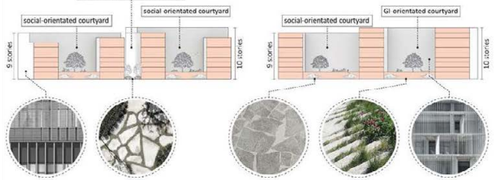
As the largest block type in this master plan, these blocks contains two offices blocks to the east of the site and two mix-used residential blocks surrounding the central plaza. To offset the block density, there are large green spaces including walkways and parks around the blocks along with a wider street scape.

A Walking through the Park

B Walking towards the Office

C Office Courtyard

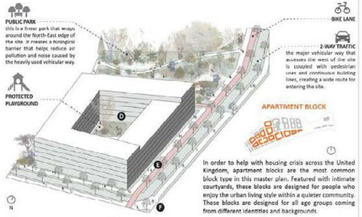
Super blocks are built on podium structures, with the first level been used as service and car-parks. Podium structure also allows the first floor to be built with taller ceilings, creating a modern and elegant feeling for the lobby and social spaces. Above the podium structure there are courtyards with different functions and purposes to meet the needs for both the professionals and the residents. Although parkings are provided within these blocks, people are still expected to use public transit as their main method of travel.



• 2 Blocks Cross Section

• Single Block Longitudinal Section

Super blocks are featured with simple building facade design and minimum paving material to celebrate the modern and office vibe. Greenery is expected to happen heavily between the buildings along the green walkway, while minimum vegetation are planted inside the courtyard for easy maintenance. Since inner courtyards are private for these blocks, residents are expected to spend more time on the park and the walkway around the super blocks.



In order to help with housing crisis across the United Kingdom, apartment blocks are the most common block type in this master plan. Featured with intimate courtyards, these blocks are designed for people who enjoy the urban living style within a quieter community. These blocks are designed for all age groups coming from different identities and backgrounds.

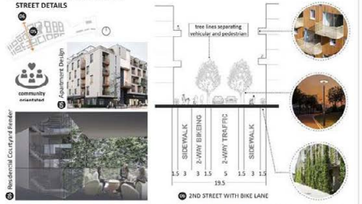
D Residential Courtyard

E Main Street Human Experience

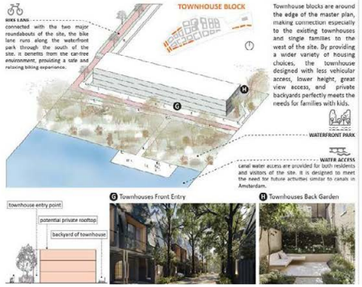
F Mixed Use Walkway

Apartment blocks are focused on prioritize the human living experience. Every block contains either a private or a semi-private courtyard for residential uses, and community activities are expected to be hosted inside these spaces. The apartment blocks are blocks without podiums in order to activate the ground floor. More vegetations can be seen from both inside the courtyards and on the streets around these blocks as well.

STREET DETAILS



D 2ND STREET WITH BIKE LANE

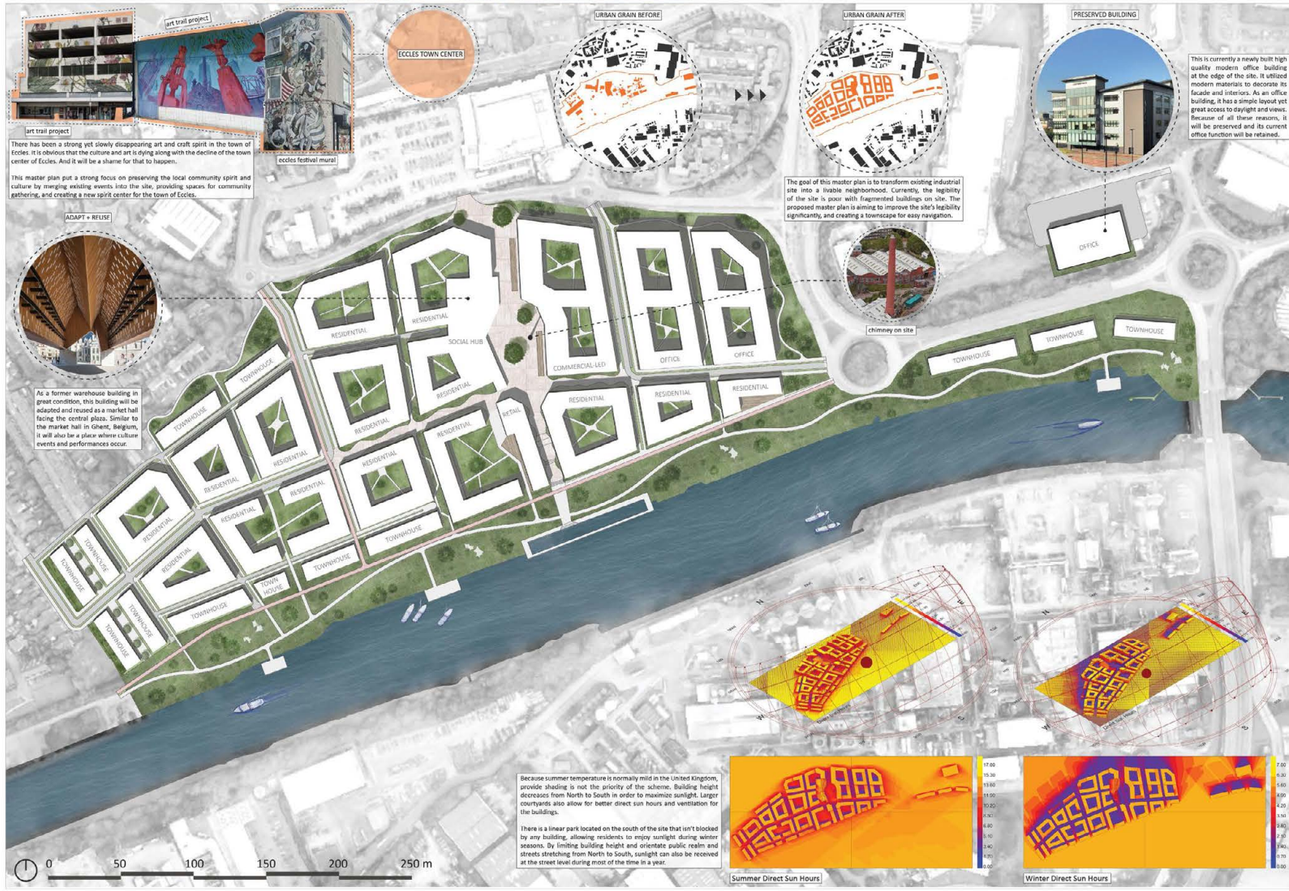


Townhouse blocks are around the edge of the master plan, making connection especially to the existing townhouses and single families to the west of the site. By providing a wider variety of housing choices, the townhouse designed with less vehicular access, lower height, great view access, and private backyards perfectly meets the needs for families with kids.

Canal water access are provided for both residents and visitors of the site. It is designed to meet the need for future activities similar to canals in Amsterdam.

G Townhouses Front Entry

M Townhouses Back Garden



There has been a strong yet slowly disappearing art and craft spirit in the town of Eccles. it is obvious that the culture and art is dying along with the decline of the town center of Eccles. And it will be a shame for that to happen.

This master plan put a strong focus on preserving the local community spirit and culture by merging existing events into the site, provoking spaces for community gathering, and creating a new spirit center for the town of Eccles.

As a former warehouse building in great condition, this building will be adapted and reused as a market hall facing the central plaza. Similar to the market hall in Ghent, Belgium, it will also be a place where culture events and performances occur.

The goal of this master plan is to transform existing industrial site into a livable neighborhood. Currently, the legibility of the site is poor with fragmented buildings on site. The proposed master plan is aiming to improve the site's legibility significantly, and creating a townscape for easy navigation.

This is currently a newly built high quality modern office building at the edge of the site. It utilized modern materials to decorate its facade and interiors. As an office building, it has a simple layout yet great access to daylight and views. Because of all these reasons, it will be preserved and its current office function will be retained.

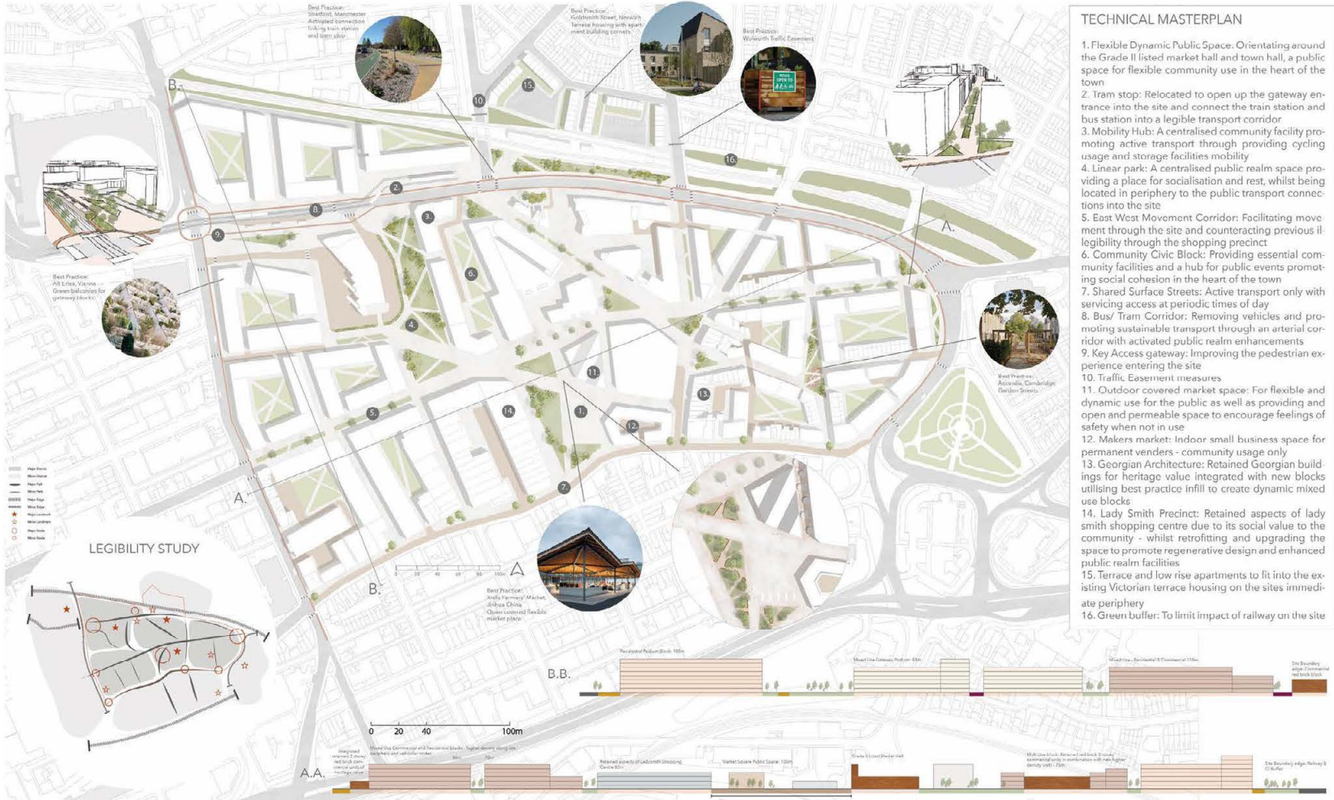
Because summer temperature is normally mild in the United Kingdom, provide shading is not the priority of the scheme. Building height decreases from North to South in order to maximize sunlight. Larger courtyards also allow for better direct sun hours and ventilation for the buildings.

There is a linear park located on the south of the site that isn't blocked by any building, allowing residents to enjoy sunlight during winter seasons. By limiting building height and orientate public realm and streets stretching from North to South, sunlight can also be received at the street level during most of the time in a year.

Masterplan
Studio

Project
Ashton Old Market
Ashton-Under-Lyner

Student
Isabella Croasdale De La Mar



CIVIC COMMUNITY CORE

This character area lies at the heart of the site as well as Ashton town centre, its feel is derived from its use. Acting as a key driver of community cohesion by providing key community spaces such as the market hall and public square, as well as buildings orientating around community facilities such as the town hall or mobility hub. Architecturally the area is a fusion of Georgian red brick, most notably the market hall and newer buildings utilising steel, zinc and glass cladding.

Open air market space: Permeable but resilient in differing weather conditions

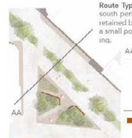
Spill out spaces

Flexible public realm space

Best practice: Whitfield Gardens, London
Successful lighting integration to support a feeling of safety

Market Square:
The market square lies at the heart of the area and site, providing the sites key public realm space. With active frontage along most of the squares boundary, ensuring clear pedestrian corridors is vital. However, pockets of areas for rest and play amongst green infrastructure interventions are provided with sensitive lighting.

Best practice: Saddlers Yard, Manchester
Flexible public space facilitating a multitude of community uses at varying times of day



Route Typology: A key pedestrian route facilitating north south permeability. Enclosure is provided through historic retained buildings and end of block corner space facilitates a small pocket park for rest and facilities such as cycle parking.

Best practice: New Road, Brighton
A successful shared surface route with integrated rest spaces

Best practice: Altrincham, Manchester
Retained pedestrian corridors outside busy market hall

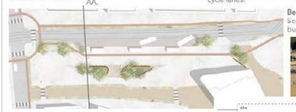
Block Typology: Civic Community block with a retained podium
The existing town hall and college building are integrated into a new block to provide for a off street servicing.
The podium is retained as a active frontage unit reducing its servicing capacity.
The internal block is a semi-private public route through to the main market square, providing an area of rest bite and community facilities such as cycle storage and community gardening.

Best practice: Norma, Manchester
Community planting facilities integrated into green infrastructure

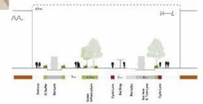
TRANSPORT CORRIDOR

This character area functions as the key gateway into the site via tram, tram and bus. It acts as a key active movement corridor as well as public space with the linear park adjacent to the bus terminal. The materiality is led by the newly built transport interchange interspersed with pockets of green infrastructure to enhance the public realm of key gateway spaces.

Gateway and Junction Detailing:
Consideration was given to the gateway junction to counteract vehicle domination and provide a key landmark entering the site. Extensive green infrastructure treatments are provided in the absence of the relocated tram stop, to provide areas of rest for passengers travelling via bus. As well as a buffer between the bus lanes and segregated cycle lanes.



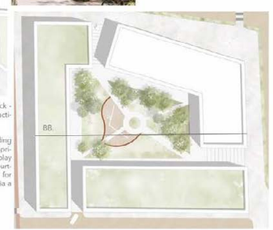
Best practice: Stretford, Manchester
Segregated cycle lanes and GI buffers



Linear Park Detail:
This linear park lies adjacent to the newly built bus interchange, acting as a key buffer between the bus terminal and the civic block. Providing crucial public realm to connect the bus, tram and train terminals as well as acting a key gateway into the town centre. Promoting this pedestrian experience and encouraging sustainable transport into the town.

Best practice: Elephant & Castle, London
Linear park whilst acting as a key movement corridor

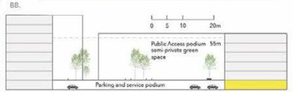
Best practice: Francoise Schien, Subway Map, New York
Public Art installation aiding legibility and connecting key transport infrastructure



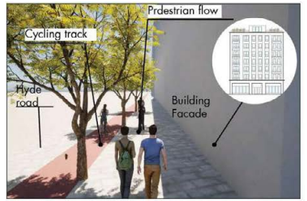
Block Typology: Gateway Podium Block - Mixed use: Primarily residential some activated ground floor

This block acts as the landmark building within the gateway into the site. A semi-private access podium block with play facilities integrated into the internal courtyard as well as green infrastructure for residents. Servicing access provided via a shared street and podium access.

Best practice: Vienna, Austria
Small scale play facilities in internal block courtyards open to the public



Masterplan
Studio



Active frontage along Hyde road, with enhaced walking corridor and seating and dedicated cycling track away from the main road.

Central Green walk as an entry into the site leading to the pond and then leisure space, leading towards the community park.

The community center with car parking, community market, library area frontingon to the linear walk connecting to Gorton and longsight making it safe throughout the day.

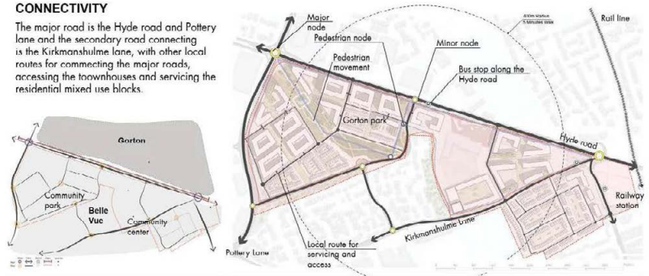
It brings the experience of a sense of community for the residents, visitors and commutors of Belle Vue.

Project
Belle Vue
Manchester

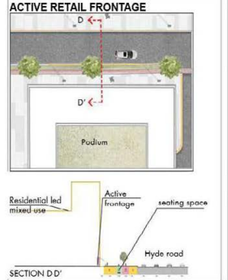
Student
Zainab Banu

CONNECTIVITY

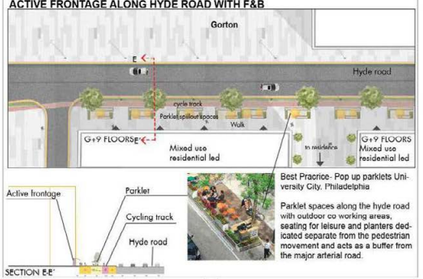
The major road is the Hyde road and Pottery lane and the secondary road connecting is the Kirkmanshulme lane, with other local routes for commecting the major roads, accessing the townhouses and servicing the residential mixed use blocks.



ACTIVE RETAIL FRONTAGE



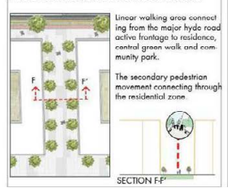
ACTIVE FRONTAGE ALONG HYDE ROAD WITH F&B



Best Practice- Pop up parklets University City, Philadelphia

Parklet spaces along the hyde road with outdoor co working areas, seating for leisure and planters dedicated separate from the pedestrian movement and acts as a buffer from the major arterial road.

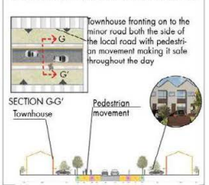
PEDESTRIAN ROUTE TO RESIDENTIAL



Linear walking area connecting from the major hyde road active frontage to residence, central green walk and community park.

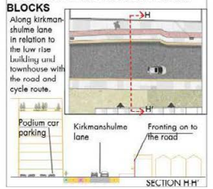
The secondary pedestrian movement connecting through the residential zone.

LOCAL ROUTE ALONG TOWNHOUSES



Townhouse fronting on to the minor road both the side of the local road with pedestrian movement making it safe throughout the day

LOCAL ROUTE ALONG RESIDENTIAL BLOCKS



Along kirkmanshulme lane in relation to the low rise building and townhouse with the road and cycle route.

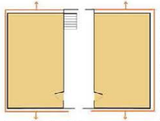
TECHNICAL PLAN SCALE

The entry to Belle vue is through a central green walk form the Hyde road to a central community park and to the garden space with pop up cafes leading either back to Hyde road active frontage or to the green walking connectors either leading to pottery lane or kirkmanshulme road.

Transitioning from Mid rise to low rise from hyde road to kirkmanshulme road making it respond to the local context.

This Block in Belle Vue Gardens can be considered typical of the character area in terms of its shape and size dimensions. Some particularities are inevitable and, in this instance, we can point to its location which is situated facing the A6010. Continuation of street and road paving materials are required and the building facing the road is a perimeter apartment building described previously.

Dual-Aspect Apartments Floor Plan



The block formation allows for buildings to typically build large dual aspect apartments suitable for family living. Most plots are around 20m x 14m with this floor plan allowing at least two apartments per floor with a central corridor. Ample space allows variation in living arrangements

Doorstep Gardens

Small, front gardens are taken up by residents following the Tegelwippen method (described in the GI Integration layer), allowing them to take ownership over their street and enhancing the local experience.

Paving Material: Concrete-Supported Grass Paving Softens 'hard' surface, greater permeability for rainwater, paving bricks can be easily removed for Tegelwippen.

2 Limited parking spaces are available for short-term parking, off street delivery parking and disabled access. Paving slabs before car park entrance leave limit road space to tire tracks as a reminder of pedestrian priority.

3 Children's play area is enclosed by small wall (1m) which provides a convenient resting place for adults interacting with young children.

4 Different roof materials represent the variety of developments in the block due to co-operative groups working with architects to develop each unit.

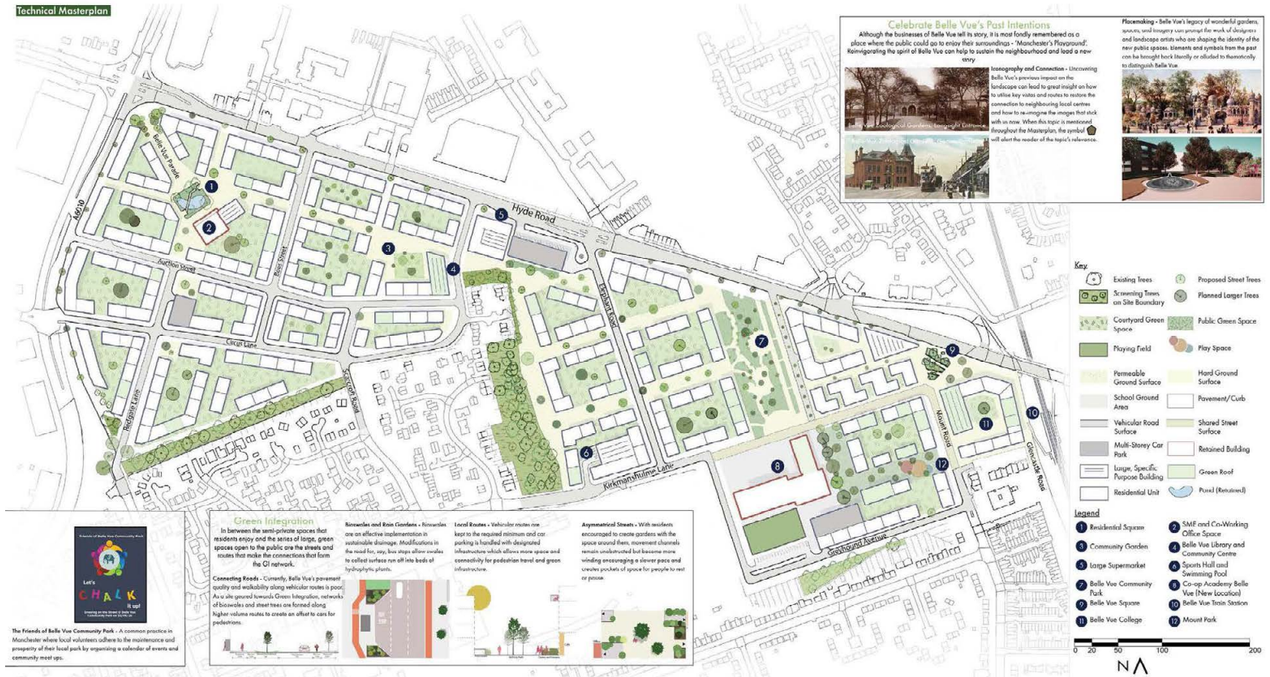
5 Perimeter apartment building is the tallest in the block and stand without gaps. This provides sound-proofing from the A-road and ensures secure perimeter in the same vein as the perimeter trees currently in place on the site.

Courtyard Typologies

Grass and Paved Courtyard - Underground parking allows this block to have long strip of grass lawn and large paved surface.

Shared Nature Spaces - This courtyard has shallow pond and more holes that fill during storms. Several planted trees can grow with residents.

Communal Gardens - Building-owned garden spaces whilst in a semi-private space can be very social and convincing for those looking to buy.



URBAN DESIGN FUTURES STUDIO

Students on this studio-based project are tasked with responding to emerging and future urban design challenges. Students research their chosen topic, which may include climate change, equity, accessibility and inter-generational living, and respond to the identified challenges with the delivery of a focused and tactically aware urban design scheme for their site.

Following on directly from the Urban Design Studio module, students taken their contextual analysis and generate a series of focused objectives that their design must respond to.

The module requires the development of skills in design option development and testing; working to a user-group specific brief; and detailing a masterplan project design at 2D and illustrative 3D

The unit provides the opportunity to explore international best practice and showcase an awareness of urban design composition and complexity in different contextual settings.

The final submission includes a detailed masterplan framework, supported by a series of urban design layers and technically delivered 2D and 3D graphics to support the proposals.

Each Yearbook entry is for illustrative purposes only and is not representative of the full submission.

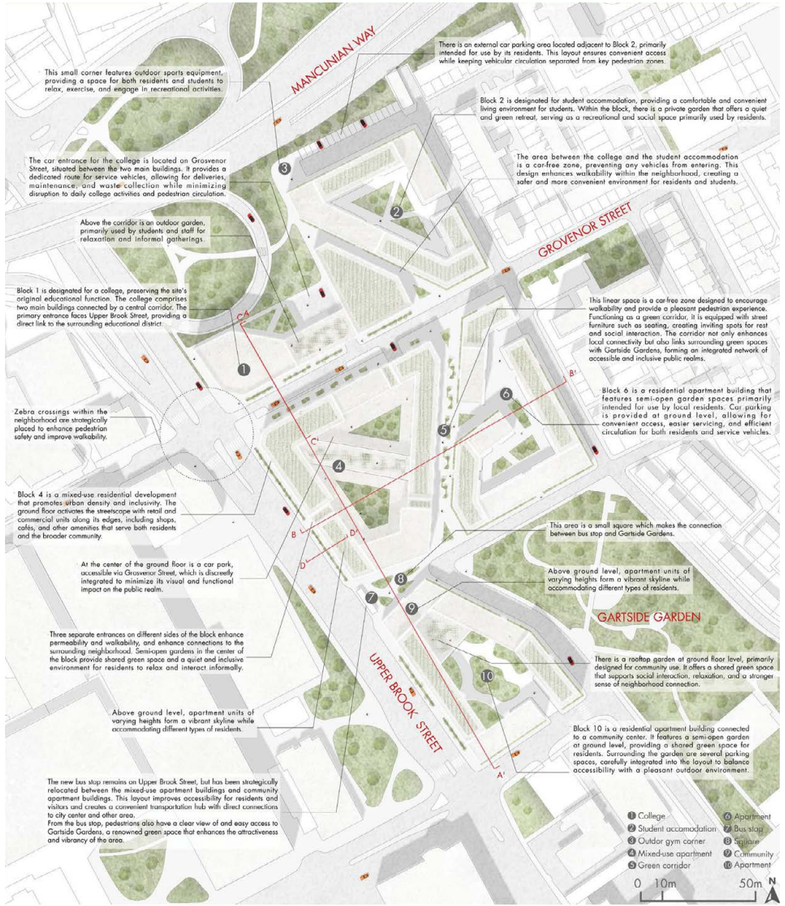
UNIT CONVENOR
Mrs Rachel Kerr

DESIGN TUTOR
Mr Robert Phillips
Dr Rob Richardson

TECHNICAL LEAD
Dr Taki Eddin Sonbli

STUDIO ASSISTANT
Ms Ana Kashfi Muhamad

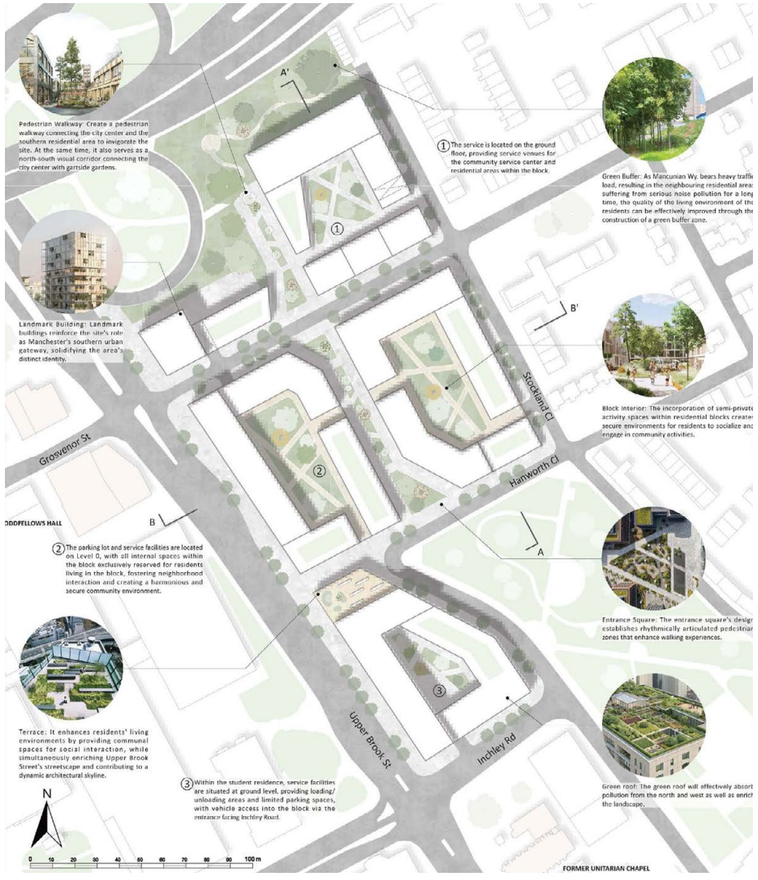
Urban Design
Futures Studio



Project
Upper Brook Street
Manchester

Student
Xinyu Wang

Urban Design
Futures Studio



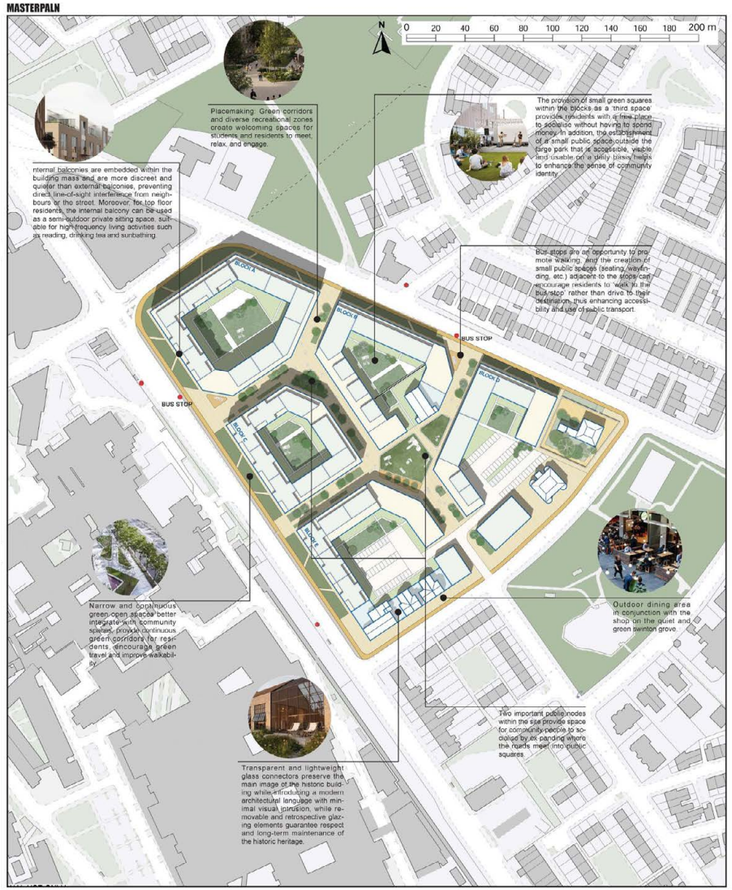
Project
Upper Brook Street
Manchester

Student
Xinyao Lyu

Urban Design
Futures Studio

Project
Upper Brook Street
Manchester

Student
Yining Wang



Urban Design
Futures Studio

Project
Rochdale Road
Manchester

Student
Chun Yu Bryan Sze

MASTERPLAN

A newly introduced bus stop at the end of the Central Shared Street supports sustainable urban mobility by connecting the site to the wider public transport network. This reinforces the area's accessibility while supporting long-term modal shift goals toward active and public transport.

A triangular gateway plaza at the Rochdale Road entrance is shaped to funnel pedestrian movement inward from the city, establishing a clear threshold into the site. This intentional and open design promotes permeability while creating a strong sense of arrival and spatial hierarchy.

See Central Public Space Detailed Example
See School Block Detailed Example

In the southwest corner, setbacks and green buffers are added to soften the relationship between new buildings and the existing detached house on Ringstead Drive. This careful spatial treatment ensures visual and acoustic privacy, and fosters a respectful transition in scale and density between old and new developments.

To relieve anticipated traffic pressures related to new homes and school activity, a new branch road is introduced to connect Ringstead Drive to New Allen Street. This circulation strategy helps to diffuse vehicular flow, minimize disruption to existing residential areas, and improve safety and accessibility throughout the neighbourhood.

Positioned at the eastern gateway to the site, the open space directly addresses the historic Oldham Road Goods Station Viaduct. This alignment reinforces the site's industrial heritage, embedding a key historical landmark into the everyday experience of residents and visitors. The connection highlights a layered urban narrative that bridges past and present.

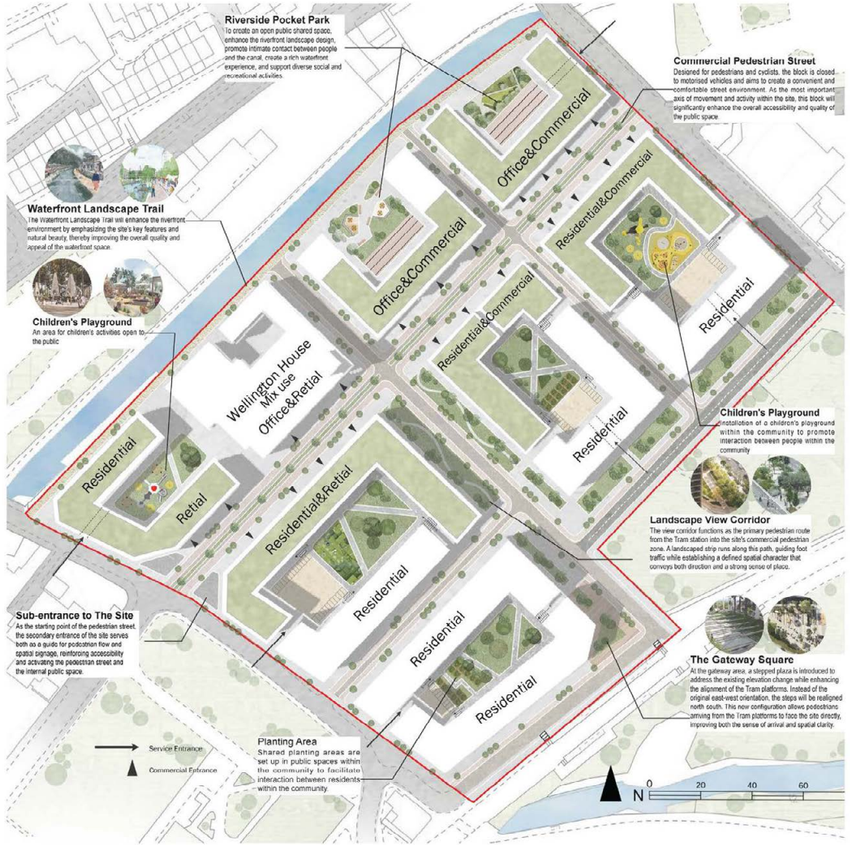
A linear green corridor runs between town blocks, forming a central green spine bordered by residential buildings on both sides. This multifunctional landscape offers not only a shared amenity but also promotes biodiversity, access to nature, and a safe pedestrian route through the site. Each residential unit along this spine maintains private entrances, ensuring both security and personal space within a communal setting.

At key junctions, chamfered building corners and distinctive architectural landmarks improve wayfinding and orientation. A proposed restaurant on the ground floor of a landmark corner building is intended to activate the space and draw pedestrian flow into the site, encouraging social interaction and vibrancy throughout the day.

Shaped like the arteries of a heart, the Central Shared Street is designed to become the pulsing heart of the neighbourhood. Its centrality, openness, and branching paths symbolize movement and connection, drawing people together in a shared public realm that fosters both social and spatial cohesion.

Red tiling is used in three prominent arrival plazas or public nodes, echoing the materiality of the surrounding red-brick housing. This subtle intervention creates architectural continuity while helping to define a cohesive public realm identity.

Urban Design
Futures Studio



Project
Pollard Street
Manchester

Student
Qing Ma

Urban Design
Futures Studio

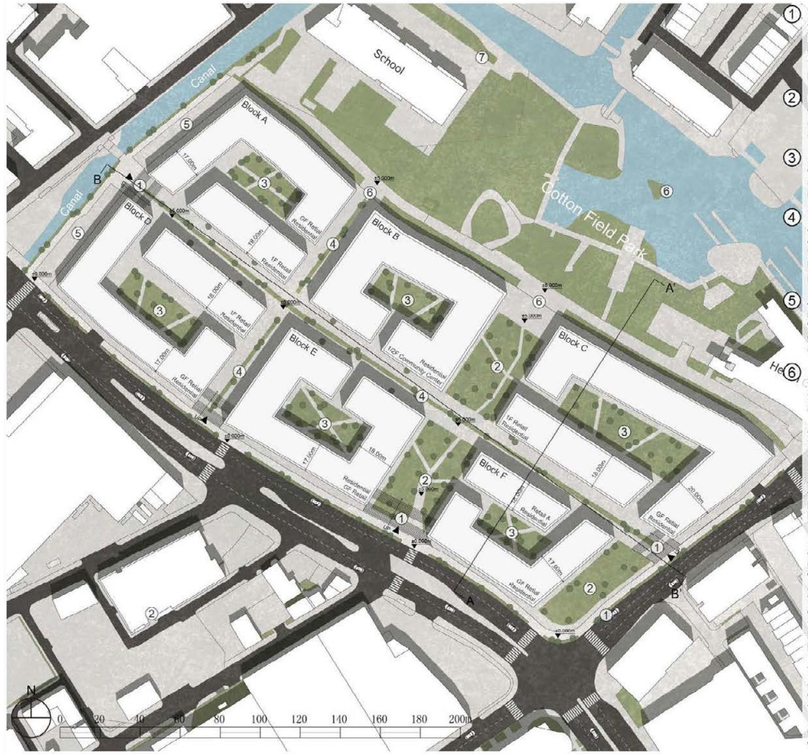
Project
Gartside Gardens
Manchester

Student
Jinhong Song

Urban Design
Futures Studio

Project
Cotton Field Park
Manchester

Student
Zixiang Zhou



1. Green staircase is placed at the main entrance to guide visitors to the first-floor public level. It serves not only as a vertical circulation element, but also as a welcoming green feature that enhances the entrance experience and promotes walkability.

2. Public green garden is proposed as a central open space for leisure, social interaction, and community events. It provides a calm, accessible environment for all users.

3. Semi-open green spaces offer sheltered, private outdoor areas for relaxation, small gatherings, and informal interaction — providing a quiet retreat within the dense urban environment.

4. Green corridor is introduced on the first-floor to enhance the site's greenery, provide elevated open space, and encourage outdoor activities. This elevated green spine connects key buildings and creates a continuous, accessible public realm above ground.

5. An canal park to enhance spatial quality, promote biodiversity, and provide a pleasant, walkable connection through the site. The green edge will serve as both a recreational path and an ecological buffer.

6. Enhances the connection to Cotton Field Park through green corridors, walkable routes, and visual continuity, extending the park's ecological and social value into the site.

Conclusion:
The masterplan addresses site level changes by using the ground floor for parking and service areas, while elevating main public activities to an outdoor first-floor platform. This approach ensures functional efficiency, activates elevated public space, and maintains a clear separation between service and social zones.

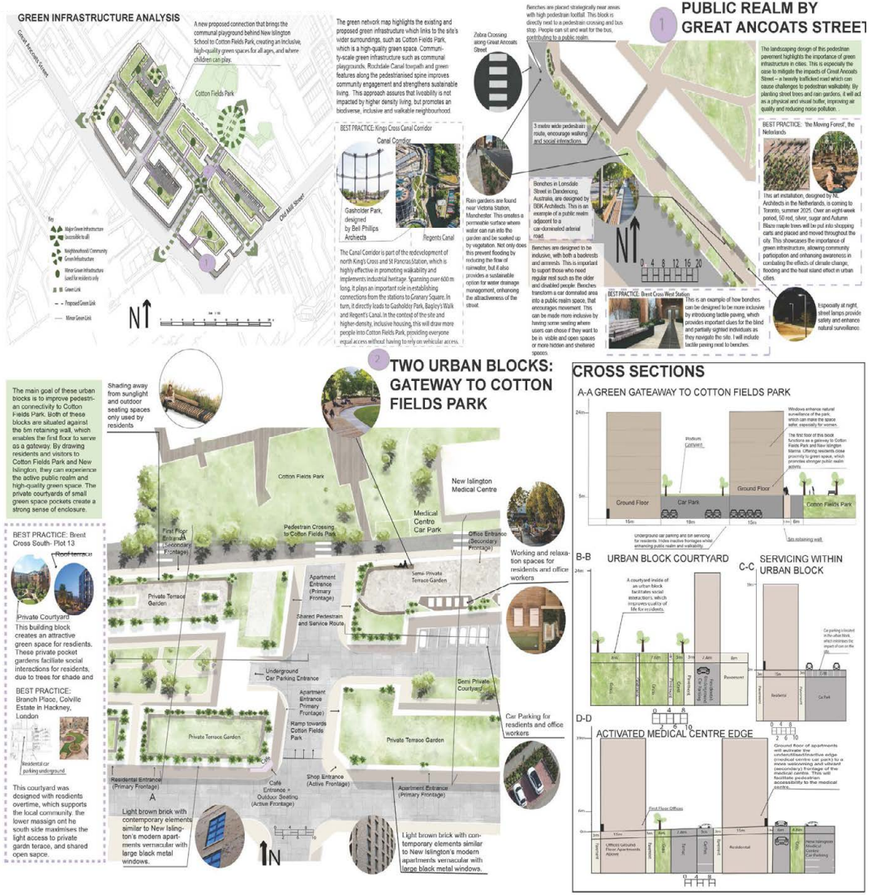
By elevating the public realm to the first floor and reserving the ground level for service and parking, the design ensures functional clarity while activating an accessible. A green staircase at the main entrance enhancing accessibility. Walkability is further promoted through a network of green space, including an walkway along the canal and a green corridor that links key buildings. These features offer both ecological benefits and accessible, scenic routes for users.

To address inclusivity, the masterplan offers a range of public and semi-public spaces: a central green garden serves as a communal hub for all ages and abilities, while semi-open green spaces provide quieter, more private areas for relaxation and informal gatherings within the dense context.

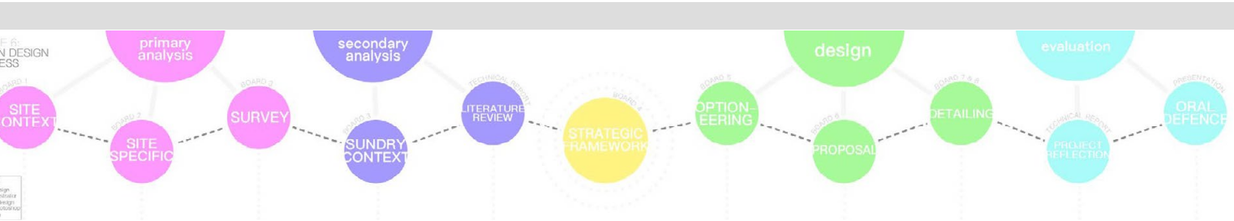
Urban Design
Futures Studio

Project
Cotton Fields Park
Manchester

Student
Sammi Ho



DESIGN DISSERTATIONS



Design dissertations are focused design projects based on a research-theme. Students identify their site and theme independently.

Design dissertations are presented across 6 A1 Boards; a 5000 word Technical Report; 3D physical model of the final proposal; and a final design defence presentation / crit.

This is the culmination of a full year-long Master's programme and tests the students' ability to independently complete a full in-depth design project to the highest standard. They are supported throughout by specialist design supervisors within a studio setting.

Each design supervisor brings a different skill-set to allow students to consult with a variety of professionals including academics and practitioners.

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

DISSERTATION LEAD
Ms Rachel Kerr
Dr Philip Black

DISSERTATION TUTORS
Dr Rob Richardson
Dr Taki Eddin Sonbli
Mr Robert Phillips

WORKSHOP TECHNICIAN
Ms Lara Gerrard

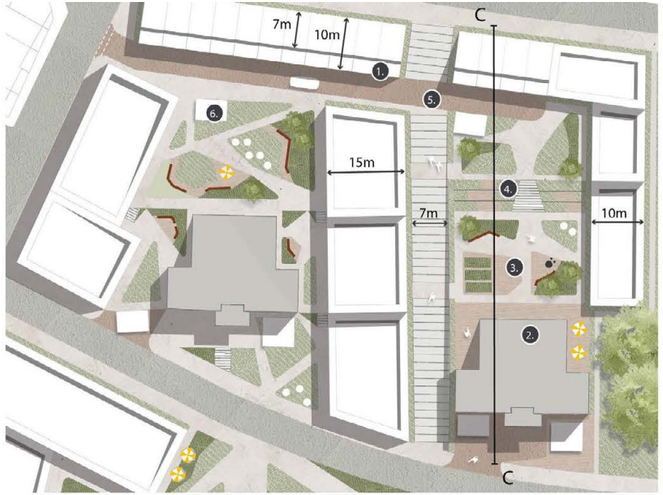
Regenerating or Diluting?
An urban design led approach to the regeneration of social housing estates in the UK

This study aims to explore how existing social housing estates in the UK can be regenerated through the principles of quality urban design. To provide more homes for social rent as well as integrating estates into their urban landscape, breaking down the social and physical barriers within the community, whilst not diluting their social heritage and identity.

To explore this in further detail, this study chose a site situated in Brighton and Hove, UK. The Carlton Hill estate lies in the heart of the city centre, built in the 1960s as part of a programme of Victorian slum clearance.

Student:
Isabella Croasdale De La Mar

TECHNICAL DESIGN PROPOSAL



A mixed housing typology residential block responding to the 15% topography increase. Along the crest of the hill 2-3 storey terraced townhousing provides strong residential frontage onto the existing victorian terraces on the estates boundary. Garages are integrated into the ground floor via the block courtyard, utilising the topography. Apartment blocks terrace downwards and integrate the existing 60s tower blocks into an urban block. A public stairway provides access through the block with shared gardens provided at different terraced levels. Passive surveillance is provided within the block with apartment first floor access internally within the courtyard.

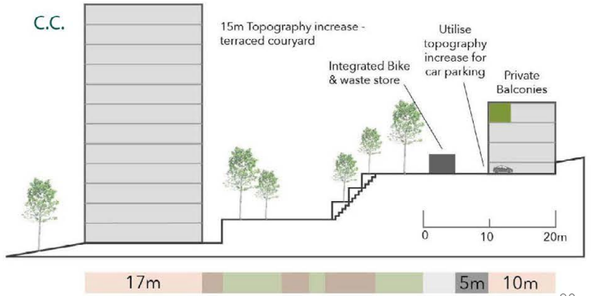
1. Townhouses with integrated garages
2. Retained tower - retrofit gardens
3. Shared planting garden & play space
4. Integrated GI seating steps
5. Shared surface street
6. Integrated cycle & waste store

BEST PRACTICE:
Accordia Cambridge, UK
Integrated street level garages

BEST PRACTICE:
Waller Park, San Fran., USA
Integrated step, seating and GI

BEST PRACTICE:
Park Hill, Sheffield, UK
Retrofitted exterior gardens

Where possible provide private recreational balconies or courtyards for residents overlooking shared spaces to provide a sense of surveillance and encourage socialisation.



A Model for Making Neighborhoods Partially Car Free and Socially Integrated Urban Living in Dubai

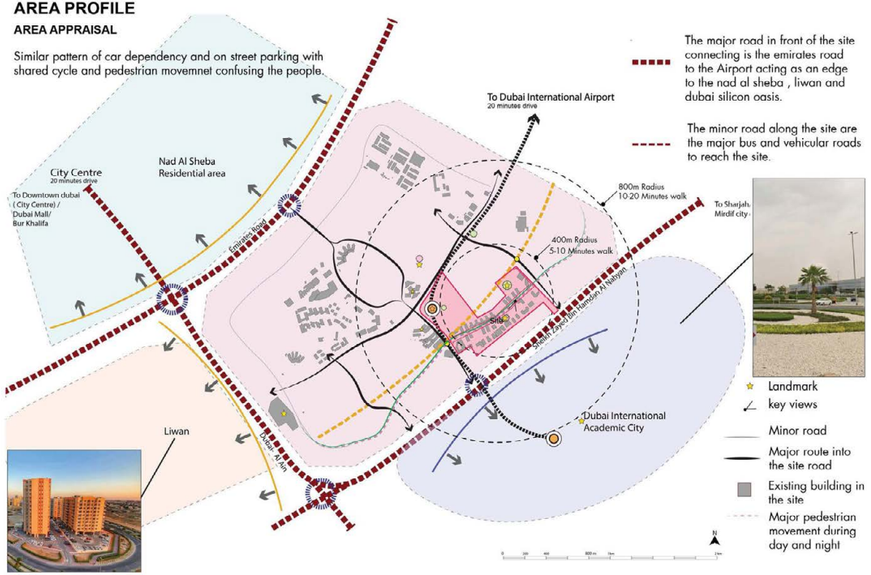
This research explores how Dubai's urban neighborhood can be transformed into environments that are partially car-free, socially diverse, and sustainable for urban living. This trend has led to growing academic interest in rethinking how cities can be designed in terms of reducing reliance on cars and fostering socially inclusive neighborhoods.

Student:
Zainab Banu

AREA PROFILE

AREA APPRAISAL

Similar pattern of car dependency and on street parking with shared cycle and pedestrian movemnet confusing the people.



The major road in front of the site connecting is the emirates road to the Airport acting as an edge to the nad al sheba , liwan and dubai silicon oasis.

The minor road along the site are the major bus and vehicular roads to reach the site.

- Non dedicated major cycle route
- Future blue line metro plan with Dubai Silicon Oasis and Academic city stops only by 2029.
- Key node for access into the dubai silicon oasis
- Minor nodes connecting through roundabouts and with heavy vehicular traffic during peak hours.
- only 2 Future metro stops by 2029 making it accessible by metro and bus as the only mode of public transport from and into dubai silicon oasis.
- Academic city
- Residential neighbourhood near the site

- Poor quality green infrastructure which are illegible, gated and lack of access, potential to enhance the existing green infrastructure with the proposed green infrastructure opposite to the DSO north park.
- No public realm and the only space where public realm could have been proposed is currently a surface parking, heavy reliance on car parking and private owned vehicles ask the need for parking and open spaces are thus used for surface parking instead of propsed spaces for the public

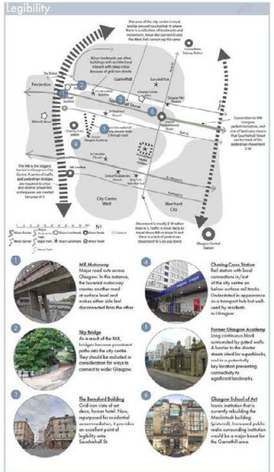
- The major highways ats as a barrier to enhance walkability and within the site the character changes from the main street to the industrial zone and the digital park
- Lack of public realm due to lack of thermal comfort during peak summer.
- The key node is the future 2029 metro station which has potential to connect the site to the nighbourhood and into the wider context.

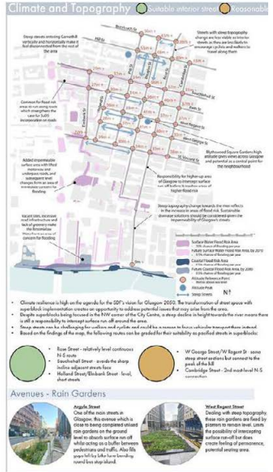
TECHNICAL DESIGN (SCALE 1:5000) WITH SUN SHADE AT 3PM

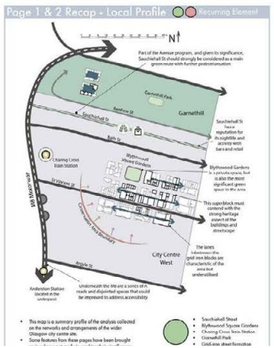
Superblock Feasibility In Glasgow

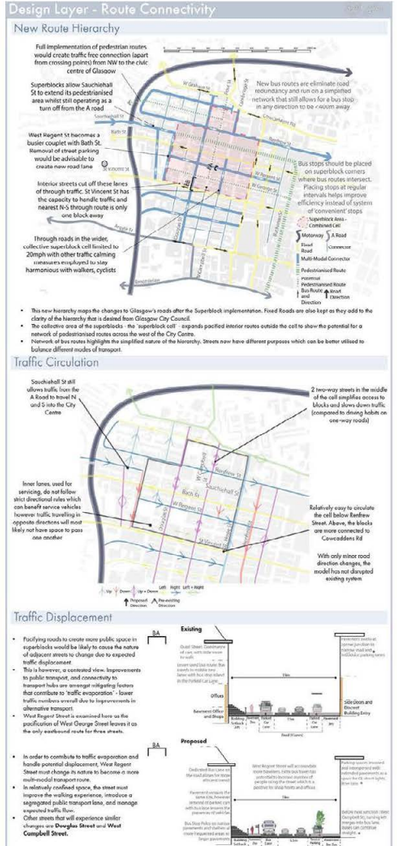
The intention of this dissertation was twofold: 1) test the implementation of superblocks in Glasgow as a method of radical progressive transition towards the 2050 vision, and 2) develop a bespoke method of feasibility for superblock implementation based upon the urban design process, and measure its efficacy upon conclusion.

Student:
David McGovern





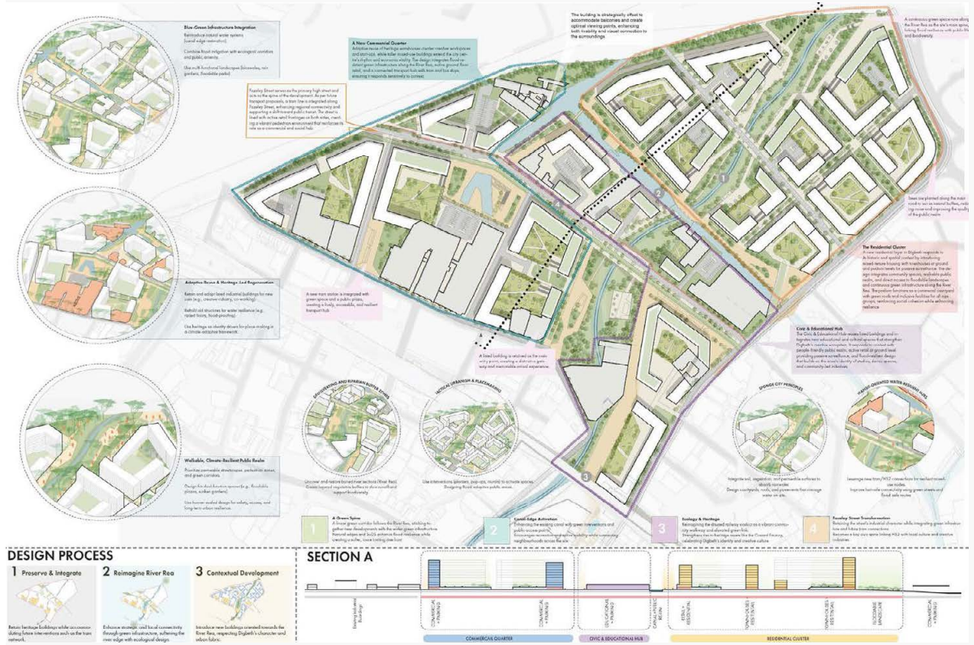


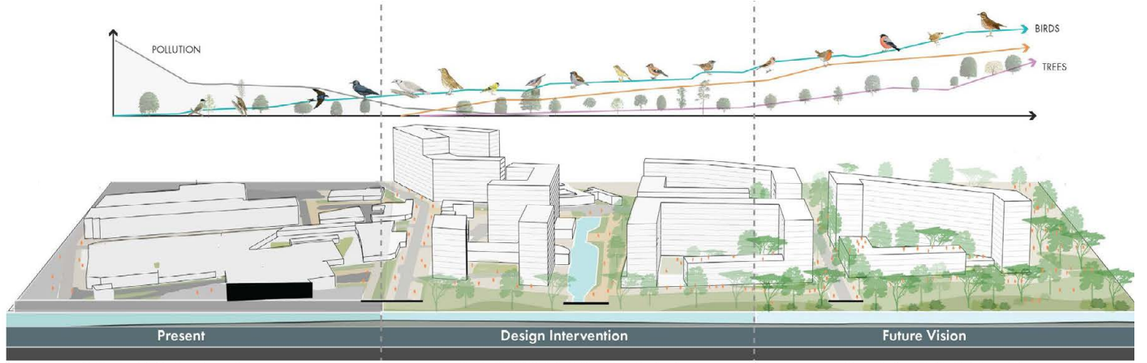


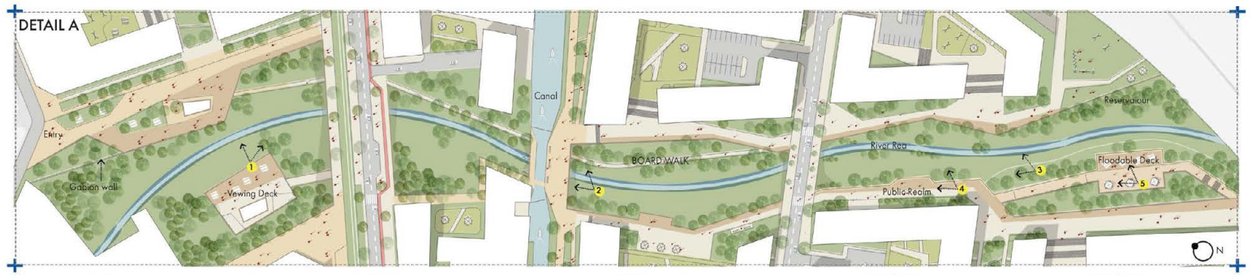
Flood Resilience Design for Post-Industrial Towns in the UK

Climate change has fundamentally altered the risk profile for urban settlements across the United Kingdom, with post-industrial cities bearing a disproportionate burden due to their legacy infrastructure and impermeable urban fabric. Digbeth, Birmingham's historic industrial heartland, exemplifies this challenge: a vibrant creative quarter situated within a low-lying basin adjacent to the culverted River Rea, where 40% of the site falls within Flood Zone 3 and surface water flooding poses recurring threats to communities and businesses

Student:
Bhushan Pardeshi



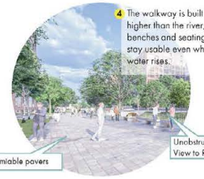




Seoul's restoration of the Cheonggyecheon Stream turned a covered urban waterway into a bustling, flood-resistant public area that restores the city's connection to the environment.

Introducing a river-facing viewing deck enhances public engagement with the water, inspired by best practice examples like Tyrnscape

In order to manage excess rainfall and improve recreation and biodiversity, Queen Elizabeth Olympic Park in London makes use of wetlands and floodable landscapes.



4 The walkway is built a bit higher than the river, with benches and seating that stay usable even when the water rises.

5 The walkway is built a bit higher than the river, with benches and seating that stay usable even when the water rises.

Weilu Pan
Design Dissertation

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Design Dissertation


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