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MANCHESTER URBAN DESIGN LAB 2025

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YEARBOOK 2025

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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 120 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.

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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; Gillespies; 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 Amber Roberts
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:
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Or contact MUD-Lab Director
Dr Philip Black
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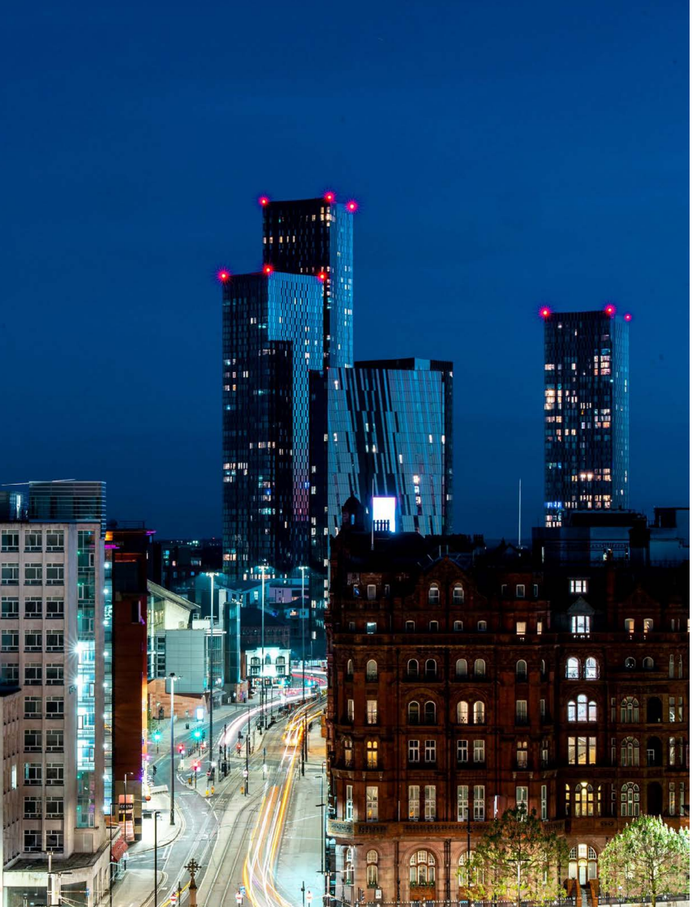


URBAN DESIGN & INT. PLANNING

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 400 students to date.

The MUD-Lab's MSc UDIP at University of Manchester is a 1 year [2 year P/T] fully RTPI accredited programme that focuses on a specialist understanding of the relationship between urban design and planning and provides students with the core competencies and knowledge to specialise in the discipline of urban design.

The programme centres around an applied studio-based approach to teaching and learning, equipping students with the fundamentals of design, skills in design development and delivery across multiple scales, and technical knowledge within the core software's utilised in professional practice.

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 Vienna 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

Dr Razieh Zandieh

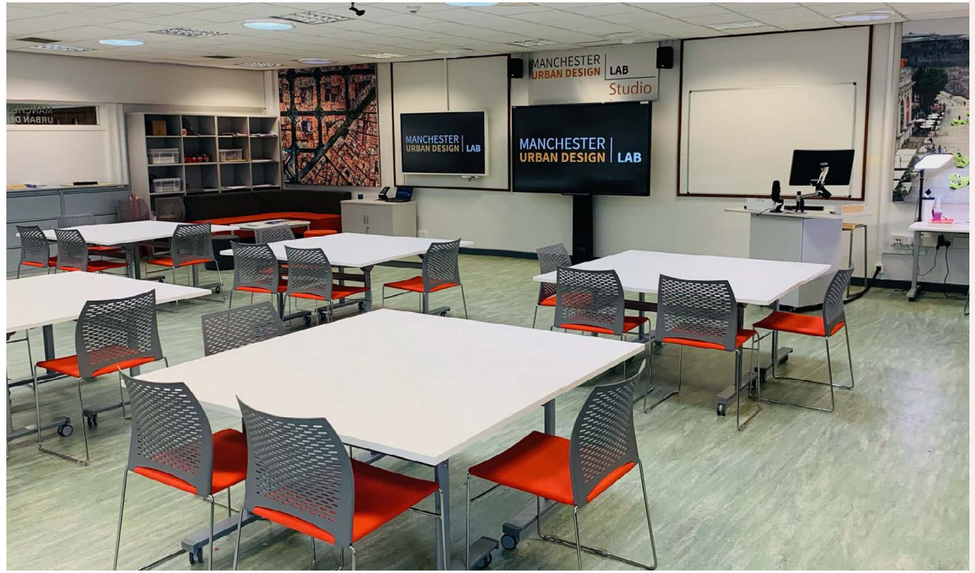
STUDY TOUR STAFF

Mrs Rachel Kerr
Dr Philip Black
Dr Amber Roberts
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.

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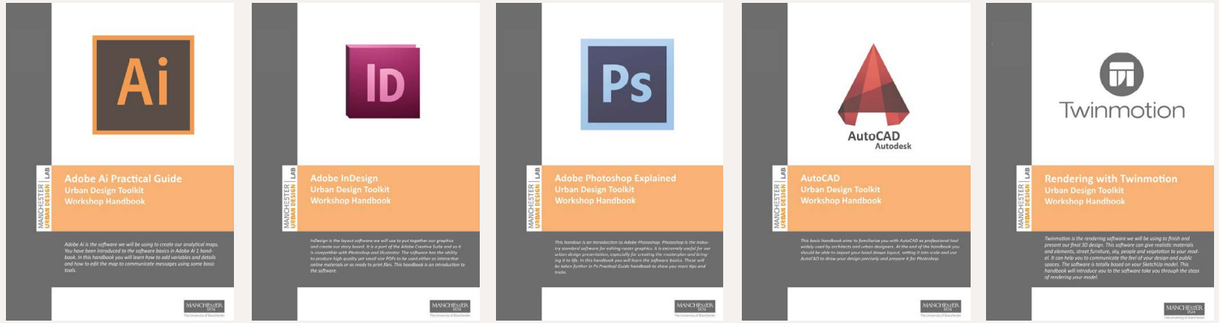


MUD-Lab TOOLKIT

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 and added too.

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

TOOLKIT AUTHORS
Dr Taki Eddin Sonbli
Mr 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

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.

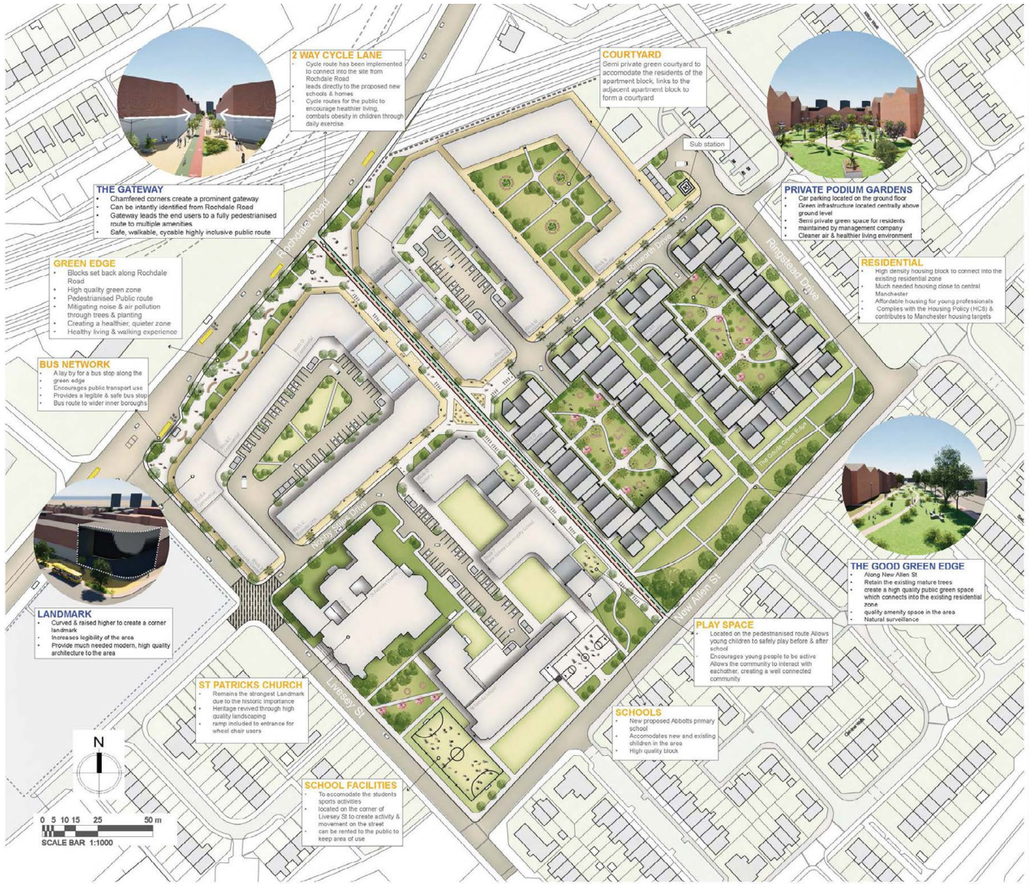
The winning project is resented on the following pages.

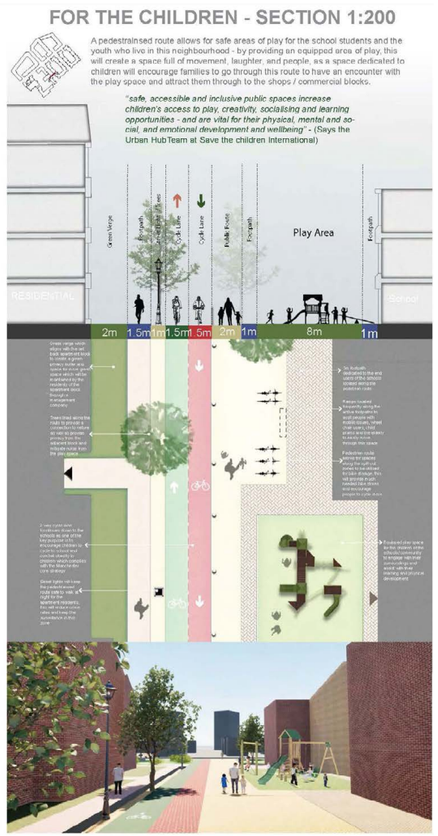
WINNER 2025
Debbie (Rodyba) Akhtar

Urban Design Project

Project
St Patrick's Manchester

Student
Debbie (Rodyba) Akhtar





Pegasus Group

Winner 2025

This year the **winner** of the Pegasus Group Award for Best Urban Design Project goes to **Debbie (Rodyba) Akhtar**

*"**What we liked:** Detail! The work came across more detailed than others, in particularly the site plan. The additional detail makes it easier for the reader to understand and demonstrates a greater understanding of the design. The variety of built form, to create different character areas came across very well too.*

***Movement:** The movement and permeability strategy was very simple (with main thoroughfares north-south and east-west) which allowed a really clear separation of public and private realm, sense of enclosure, outward facing parcels with good natural surveillance.*

***Focal points and Destinations:** Again, very simple, but very effective. Landmark buildings/ features to corners and gateways into the site, with a focal public square as a destination in the centre.*

***Open Space:** Nice mix of public and private spaces. None of the spaces seemed constricted or awkward, and all would be used by the end user.*

***Graphic presentation:** Finally, the boards were beautifully presented."*

James Walch, Pegasus Group Manchester

TETRA TECH Award

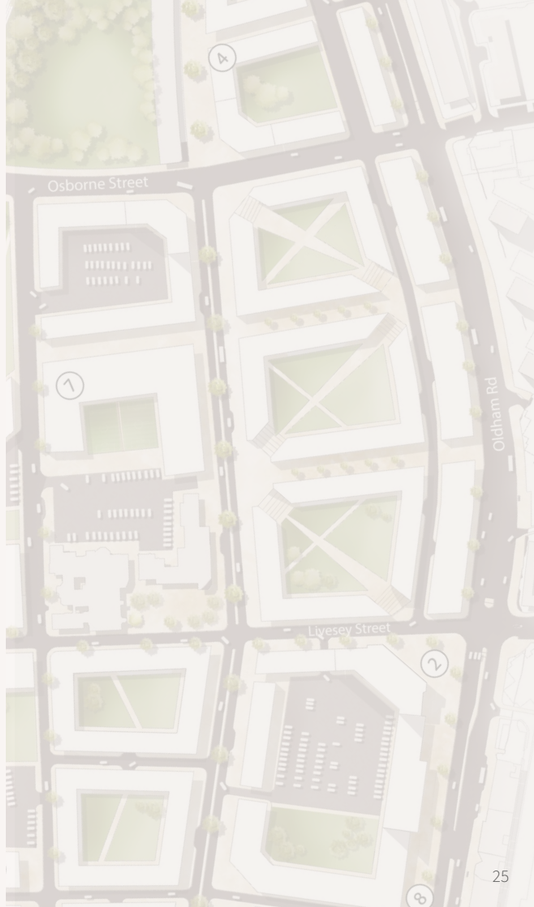
The prize for **best dissertation** is sponsored by Tetra Tech and is awarded by their Manchester-based Urban Design team. Tetra Tech is an interdisciplinary practice whose urban design and masterplanning solutions create innovative places and spaces that improve quality of life and make a positive impact for future generations.

Their sustainable, vibrant places combine deliverable masterplanning and urban design solutions in collaboration with in-house multidisciplinary teams. From detailed masterplans and site layout plans for small and large scale residential and commercial developments, to town regeneration projects and work on greenfield sites, Tetra Tech support a wide range of public and private sector projects.

At the heart of their masterplanning is a commitment to economic viability, deliverability, and environmental and social responsibility, championing sustainability, active travel, and healthy lifestyles to create inclusive, successful, and resilient places.

The winning project is presented on the following pages.

WINNER 2025
Jana Hasheider



COMMERCIAL-LED PUBLIC SPACE

FULL 3D PERSPECTIVE

Seating with planting encourages people to linger in the space

Deck chairs providing flexible seating

Private terraces overlooking public space

Street widens to enable view of the heritage building from the public space

Street lighting to increase visibility and perception of safety at night

Retained trees surrounded by permanent seating

The space serves professionals of surrounding offices by providing a range of seating opportunities. The space maximises its potential by incorporating natural and built assets: mature trees are retained and incorporated into the design, and the view of the heritage building is maximised.

SouthGate, Bath (Smith, 2019)

FULL 3D PERSPECTIVE

Streets lights along the paths for guidance all times

Benches to encourage people to stay in the space

The space provides planting, seating, a café spill out space as well as leisure features such as ping pong tables, which create an attractive space that caters to both professionals of the surrounding offices, and local residents.

Alan Gilbert Square, Manchester

The Old Quadrangle, Manchester

PLAY AND SPORTS

FULL 3D PERSPECTIVE

Well-overlooked playground in Fayna Town, Kyiv (KAN Development, n.d.)

The play area is located within an open block. The ground level of the block is used for a community centre which links to the play facilities, while the upper floors are in residential use. The location of the playground within the block allows for excellent levels of natural surveillance at all times, while still providing an open and welcoming atmosphere. The play area is an important amenity for new and existing communities, supporting the development of a sense of community.

Planned skatepark and sports pitch in Cardiff (Summer, 2023)

Allecketti Urban Square in Melbourne (Landezine, 2015)

Esplanade Youth Plaza in Fremantle, Western Australia (Thompson, n.d.)

The skatepark and basketball court are spaces that provide leisure facilities for teens and young adults. Providing youth-friendly spaces and enable youth activities in public spaces is a key factor in prevention criminal behaviour amongst young people (White, 2002). The space is well overlooked by surrounding buildings, and connects into Newtown Park.

TETRA TECH

Winner 2025

This year the **winner** of the TETRA TECH Award for Best dissertation goes to **Jana Hasheider**

Dissertation title: Designing for Safety: Applying Crime Prevention Through Design Techniques in Lawrence Hill, Bristol.

This dissertation aimed to research how a neighbourhood can promote safety holistically through design - generating a framework that summarises key findings on crime-reducing urban design features that forms the foundation of a masterplan for Lawrence Hill, Bristol. Four key lessons are developed and delivered to assist urban designers in shaping safer and more people-centred neighbourhoods.

Jana's project was the outstanding design dissertation this year and a worthy winner of the Tetra Tech Dissertation Prize - both her masterplan and the wider applicable lessons associated are excellent and deserve attention.

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
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TECHNICAL LEAD
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STUDIO ASSISTANTS
Ms Ana Kashfi Muhamad

STUDIO CONTRIBUTORS
Allies & Morrison
Planit-IE

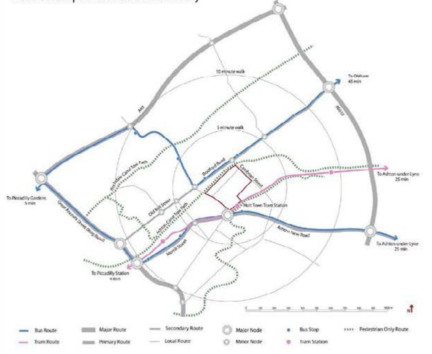
Urban Design Studio

Project
Pollard Street
Manchester

Student
Jana Hasheider

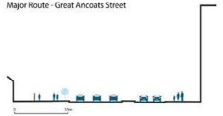
CONNECTIVITY

Public Transport and Route Hierarchy



- There are excellent public transport connections to the city centre and Greater Manchester via bus and tram.
- Bus stops and a tram station are accessible within a 5-minute walk from the site.
- There is a network of major, primary, secondary and local routes. The network is stronger to the west of the site towards the city centre. Only one route (Merrill Street) provides dedicated cycle lanes, which are very narrow.
- The Canal Tow Paths connect the site to the city centre and the wider neighbourhood as pedestrian-only routes. However, they are of varying safety.

Major Route - Great Ancoats Street



Two to three car lanes, no cycle lane, high level of enclosure due to tall buildings

Primary Route - Merrill Street

Shared car and tram lane, very narrow cycle lane that takes up pavement space for pedestrians, likely to cause conflicts between cyclists and pedestrians

Secondary Route - Bradford Road

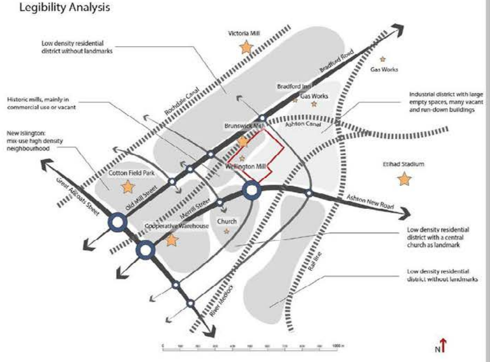
Wide pavements, low levels of enclosure due to set back buildings with fenced off front gardens, no cycle lane

Local Route - Cambrian Street

Lack of space for pedestrians due to parked cars on pavements, only partial enclosure due to many empty plots in the industrial area, no cycle lane

Icons from: Victoria State Government (2017) Plan Melbourne 2017-2050. Available at: https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/plan-melbourne (Accessed: 26 December 2023).

Legibility Analysis



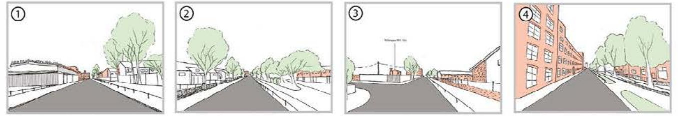
- High legibility to the west of the site towards the city centre due to a mixture of several districts with strong characters, a strong network of paths and nodes as well as several landmarks.
- Reduced legibility to the east of the site due to residential neighbourhoods and industrial districts that lack distinctive features

Key Takeaways

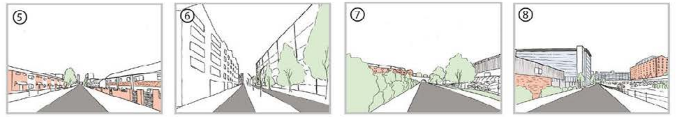
- The site is very well connected to both the city centre and Greater Manchester via public transport.
- The Canal Tow Paths provide important pedestrian-only routes, but the area lacks cycling routes.
- A clear hierarchy of routes improves the legibility of the area to the west of the site.
- The area to the west of the site is very legible as it provides a high variety of different legibility features, while the east of the site lacks legibility due to monotone districts that lack distinctive features.

Serial Vision - Change in Character from Bradford Road to Piccadilly Station

- The serial vision along Bradford Road and Old Mill Street towards Piccadilly Station captures the changes in character around the site from a human's perspective.
- Key differences between the different frames are the level of enclosure, the materials and age of buildings, building uses and the provision of green infrastructure such as street trees.



1. Industrial buildings with blank facades, terraced housing without direct frontages onto the street, street trees on the residential street side
2. Terraced houses directly overlooking the street, high amount of green infrastructure, houses are set back with front gardens
3. View onto Wellington Mill on-site, lack of enclosure due to a lack of buildings on one side of the street
4. View onto the Grade II Brunswick Mill, high sense of enclosure due to mass and height of the landmark building, strong local character



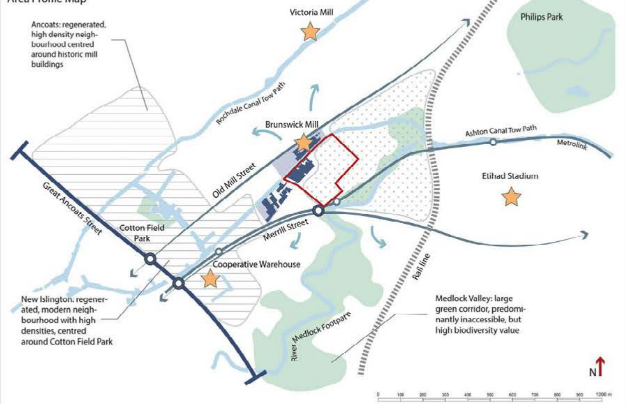
5. Wide pavements that are directly overlooked by residential buildings, creating a safe atmosphere, views into New Islington and the city centre, small amount of green infrastructure
6. Two carriageways with pavements on either side, and car parking spaces in the centre, high sense of enclosure, street trees and unique street lights for human scale, modern buildings with interesting facade designs and colours
7. Lack of strong frontages, view onto Piccadilly Village and Store Street Aqueduct, low densities and building heights considering the city centre location
8. Drastic increase in building heights but surface car park reduces feeling of enclosure, juxtaposition of modern glass buildings and old red brick mill buildings

Key Takeaways

- The site is located in an area that has a high number of different character areas.
- The character areas are highly varied. The site itself sits within two character areas, of which one consists of red-brick historic cotton mills with large building footprints, and one of low-quality industrial units and empty plots of land. Both character areas create an unwelcoming and unsafe atmosphere due to the lack of maintenance and activity.
- Moving along Bradford Road and Mill Street, a key corridor from the site into the city centre, the changes in character become very apparent. Key differences are the levels of enclosure, building materials, architectural designs and street quality.

AREA PROFILE

Area Profile Map



West-East Connections - The Metrolink, two major primary roads and several foorpaths provide excellent connections from the west (the city centre) to the east (the Etihad Campus).

Historic Mill Buildings - Along Ashton Canal, there is a high number of former cotton mills with heritage value. They provide a strong character to the area.

Illegible Area - The east of the site is characterised by low density light industrial buildings that lack activity and character. The area is largely illegible and creates an unwelcoming atmosphere.

Regenerated Neighbourhoods - The neighbourhoods of Ancoats and New Islington are regenerated neighbourhoods, expanding the city centre to its east.

Landmark Buildings - The landmark buildings surrounding the site are mainly historic mill buildings due to their scale and character. The Etihad Campus also acts as a landmark.

Future Redevelopement - Two planning applications for areas close to the site are either approved or under consideration. The proposals involve the redevelopment of historic mill buildings that are in a poor state of repair, and would therefore significantly improve the quality of the area.

Important Greenspace - There is a hierarchy of green spaces surrounding the site. Cotton Field Park and Philips Park are of the highest quality. The Medlock Valley has less benefits for people, but high biodiversity value.

Canals and Rivers - Ashton Canal, Rochdale Canal and the River Medlock are important pieces of blue infrastructure. Historically, they have been drivers of development, which is still visible today.

Low-Density Residential Neigbourhoods - The site is bounded by low-density residential development to both the north and the south of the site. Consequently, there is an existing community that is affected by changes on the site.

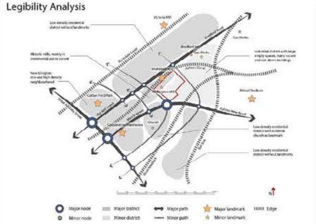
Barrier - A rail line runs along the east of the site. While there are bridges for pedestrians, the tram and roads, the rail line still reduces permeability.

Great Ancoats Street - Great Ancoats Street, a part of the ring road, clearly marks the entrance into the city centre. Due to its scale it can act as a barrier to east to west movement.

Transport Nodes - There are several nodes that are created when major and primary routes connect. Due to the scal eof the nodes and the dominance of cars and public transport, they can be hard to cross for pedestrians.

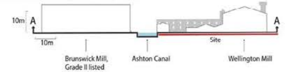
The Site

Legibility Analysis



- High legibility to the west of the site and towards the city centre due to a mixture of several districts with strong characters, a strong network of paths and nodes as well as several landmarks.
- Reduced legibility to the east of the site due to residential neighbourhoods and industrial districts that lack any distinctive features

Ashton Canal Heritage Corridor



Historic Mill Vernacular

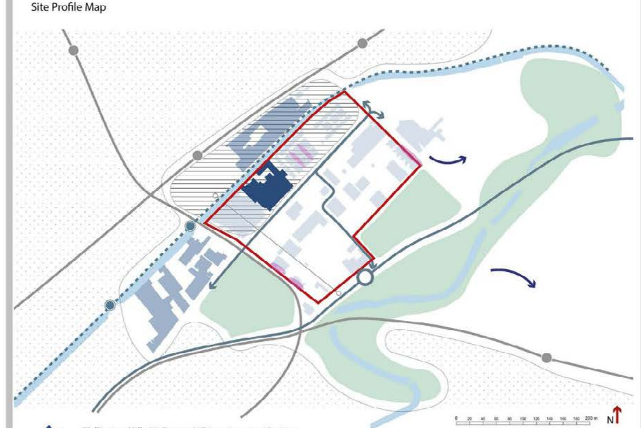
The historic mill buildings along Ashton Canal have a distinct character. They provide high levels of enclosure along the canal due to their massing.

Key Takeaways

The site is located in an area that offers excellent connections from east to west, a mixture of characters areas, heritage assets that will be regenerated in the near future, a hierarchy of green spaces, and landmark buildings. The area has different levels of legibility.

SITE PROFILE

Site Profile Map



Wellington Mill - Wellington Mill is an important heritage asset that is located within the site boundaries. It functions as a landmark due to its tall chimney.

Public Transit Stops - The Holt Town Tram Stop is located immediately adjacent to the site boundary. In addition, several bus stops are easily accessible from the site, providing excellent public transport connection to the site.

Low-Quality Existing Buildings - Apart from Wellington Mill, the majority of buildings on-site are low-quality light industrial and commercial buildings. They create an unsafe atmosphere on-site.

Lack of Active and Strong Frontages - There are very few buildings on and around the site that have active or strong frontages. The site and its edges are poorly overlooked, which decreases people's perception of safety.

Tow Path Access Points - Two access points to the Ashton Canal Tow Path, an important pedestrian link towards the city centre, are located close to the site.

Residential Neighbourhoods - There are residential neighbourhoods to the north, west and south of the site. The site with its inactive, industry-led and uninviting character acts as barrier between the neighbourhoods.

Industrial Uses To West - The light-industrial buildings of poor quality extend past the site boundaries to the west of the site.

Heritage Assets - More historic mill buildings, of which three are listed, are located close to the site. They impact the character of the site.

Pedestrian Flow - There are two key routes through the site that have the most pedestrian activity due to Two access points to the Ashton Canal Tow Path, an important pedestri an link towards the city centre, are located close to the site.

Impermeable Area - The Northern part of the site is impermeable due to large building footsprints and the Ashton Canal.

Sloping Topography - The site has a slope of 9 metres across 217 metres. The slope is the steepest towards the south of the site.

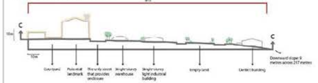
Green Spaces - There are three green spaces in the immediate surrounding area of the site. All green spaces currently have limited quality for people due to poor maintenance, a lack of natural surveillance, and a lack of attractive features. pe is the steepest towards the south of the site.

The Site

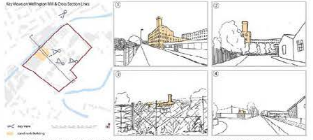
3D Perspective of the Site

- The 3D perspective onto the site demonstrates the low density of buildings. Existing buildings are only one- to two-storeys high and take up only small proportions of their plots.
- Wellington Mill stands out as the only building with an increased height on-site.

Cross Section of Full Site



Views onto Wellington Mill



- Wellington Mill can be seen from many different viewpoints on- and off-site due to its location at the top of a slope and tall chimney.
- Apart from one street on-site, no streets are enclosed as buildings are set back and plots are fenced-off, resulting in a lack of natural surveillance and sense of enclosure.

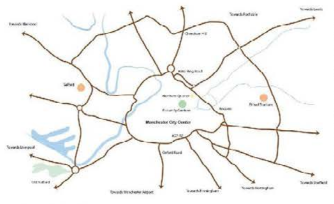
Key Takeaways

- The site's key feature is Wellington Mill, a heritage asset that from different parts of the area.
- The site is characterised by low activity levels and low building and road quality, resulting in a lack of perceived safety on-site.

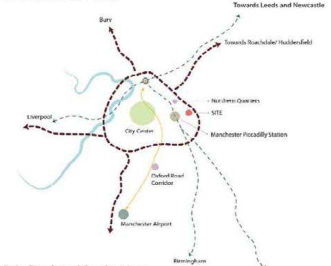
Urban Design Studio

INTRODUCING THE CONTEXT.

- Strategic Scale Analysis:



National Scale Map



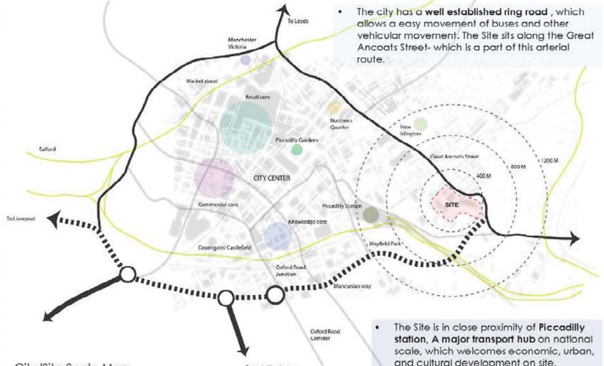
Sub-Regional Scale Map

- Located in the heart of United Kingdom, The city of Manchester, is one with not only **historical importance** but also stands as one of the **most relevant and well-connected cities.**
- It has **well established network systems** on International, National, Inter-state as well as at Intra/ Inter-city level- Via Airways, waterways, Road networks and Railways.
- **Major Economic hubs**, such as Birmingham, London, Nottingham,etc. At **close proximity.**

- Manchester to London:
  4 h 15m 2-3 h
- Manchester to Birmingham:
  2h 15 m 1.5-2 h

Major Cities and Economic Hubs

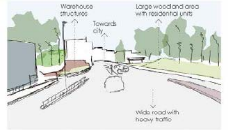
- The city has a **well established ring road** , which allows a easy movement of buses and other vehicular movement. The Site sits along the Great Ancoats Street- which is a part of this arterial route.



- The Site is in close proximity of **Piccadilly station. A major transport hub** on national scale, which welcomes economic, urban, and cultural development on site.

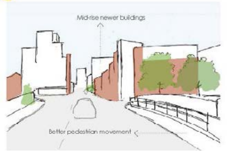
City/Site Scale Map

1



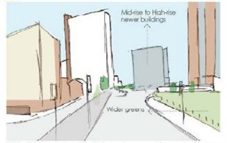
SV1: Low quality pedestrian movement, Low-rise warehouses, Larger green space.

2



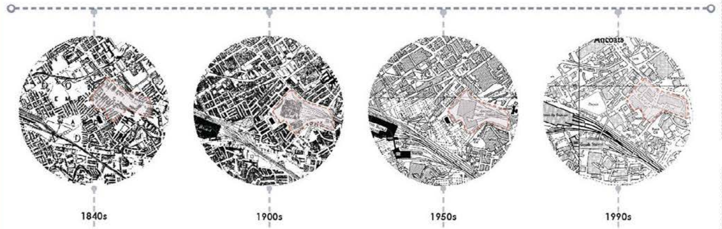
SV2: Visible character development, fewer trees and GI.

3



SV3: Closer spaced buildings, Average size green space along pathway.

HISTORY AND HERITAGE.



1840s

- Low rise, Low density structures in the demarcated area of the site.
- A lot of void spaces left in and around the site which was a prospect for future development
- Great Ancoats Street exists as a arterial route since the 1840s
- Close proximity to London Road Station.

1900s

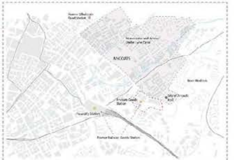
- By the beginning of 1900s, the site area develops a Ancoats goods station, alongside a recreation ground.
- It also brings in denser structures and beginning of new development to the area.
- London Road Station is improvised with better rail lines, marking the beginning of more movement across cities.

1950s

- Entering a new phase of development, the 1950s, the site area develops better and well established Ancoats goods station, and an avenue across the street.
- It also brings down the built density, opening up plot space/ voids around the area.
- London Road Station is improvised with better rail lines.

1990s

- With the beginning of the 1990s to the present day, the site houses warehouse structures in it along with low quality infrastructure, buildings and voids around the site.
- London Road Station is renamed as Piccadilly Station and remains a historic landmark and a major public transport hub movement across cities.



Ancoats conservation area and area of historical significance.

- Ancoats holds a very special place in the **Industrial heritage**, not just in England but all the industrialized countries.
- In a period of about 50 years, starting from the 18th century, a rural landscape on the eastern outskirts of Manchester was transformed into **one of the most densely developed industrial landscapes in the world.**
- It is called the **Pioneer industrial suburb of the Industrial region.**
- By the Second half of 29th century, the district had become a ghost of its former self, its **mills and factories closed, its canals derelict**, its religious and institutional buildings were in ruins and communities dispersed.
- **The loss of such a important and significant portion of the Industrial heritage of Ancoats**- mills, factories, industrial and institutional buildings- through disuse, neglect and demolition, was a matter of national concern.

- **Sites/ Elements of Historical Importance in Ancoats.**

- **Royal Mills**
- Royal Mills is an early 20th-century cotton mill which was built around 1912. It is an early-twentieth-century cotton mill, one of the last of "an internationally important group of cotton-spinning mills" sited in East Manchester.

- **Murray's' Mills**
- A complex of former cotton mills on land between Jersey Street and the Rochdale Canal in the district of Ancoats, Manchester, England. The mills were built for brothers Adam and George Murray.
- From the late 18th century onwards, over 2,400 cotton mills and cloth-finishing works were built.

- **Rochdale Canal**
- Construction of the Rochdale Canal started in 1794 after the passing of the Rochdale Canal Bill. It was designed to link the Bridgewater Canal in Castlefield, Manchester- and holds a significance as a historical element.

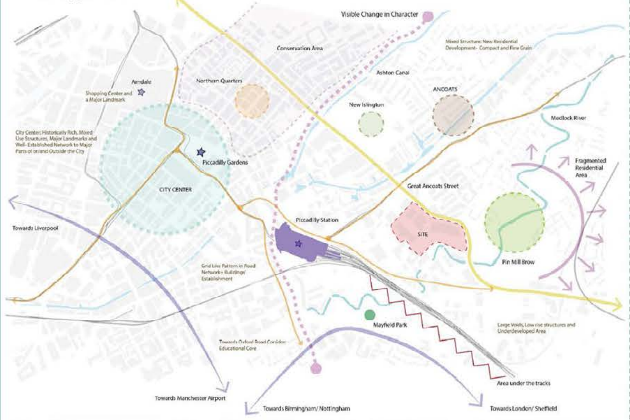
- **Lock Keeper's cottage**
- Built in 1804 to aid the connection and crossing between Rochdale Canal and Bridgewater Canal. The Lock Keepers Cottage is a beautiful piece of industrial history in the city.

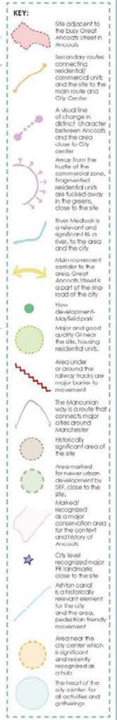
Project
Great Ancoats Street
Manchester

Student
Shruti Kulkarni

AREA SCALE PROFILE.

- Area Appraisal.

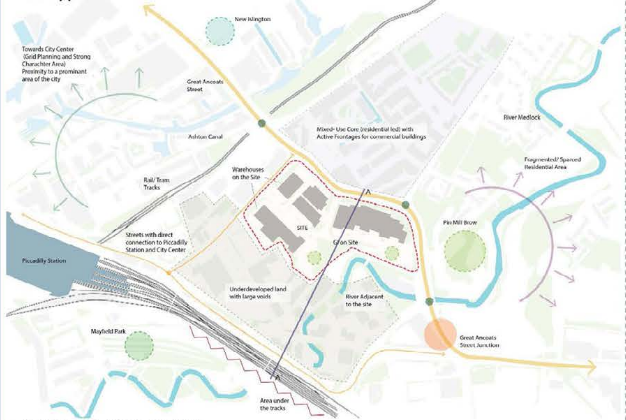




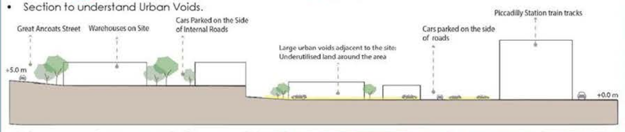
- The site sits in a strategic location- close proximity to Piccadilly station- which is a major transport hub for the city.
- The site has a great potential to develop good quality public realm and GI to make the site relevant and progressive- this also includes important changes in pedestrian movement and also building the lost character of the ares through holistic and sensitive development.

SITE SCALE PROFILE.

- Site Appraisal.



- Section to understand Urban Voids.



Surface car parks (urban voids) on plots around the site and roadside car parks are a major concern.

- The site on Ancoats is a good setting for reviving the industrial past of the city and context- since it has a few modern day urban level problems- which includes loss of character to the area and existing underdeveloped land with large urban voids used as surface car parks.
- The site has potential to improve internal roads by resolving barrier to movement, amenities for better pedestrian/ cyclist movement, roadside vehicle parking, and overall quality of the roads.

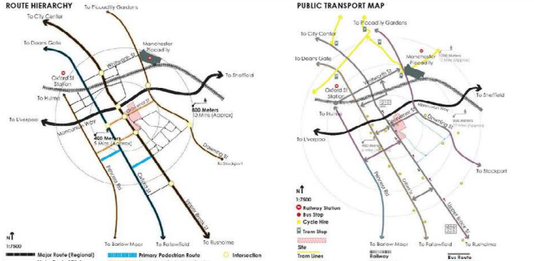
Urban Design Studio

Project
Gartside Gardens
Manchester

Student
Farrukh Najeeb

CONNECTIVITY

ROUTE HIERARCHY

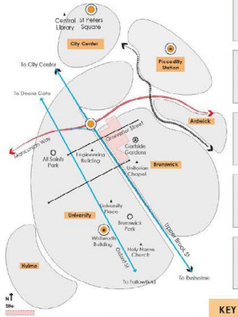


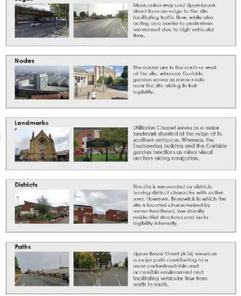
- The site borders with Mancunian Expressway towards its North enhancing its accessibility within the city and to other regions.
- Upper Brook Street (A34), to the west of the site serves as a key route providing easy access to city center. Grosvenor street (one way road) connects the site to A34.
- The site is situated in close proximity to Oxford Road, which serves as a critical route, cutting through the university district towards the city center providing numerous retail options (ASDA, Tesco, Lidl etc). The route is characterized by its high pedestrian activity.
- Due to high speed vehicular traffic on Upper Brook Street and lack of active frontages, pedestrian activity is severely restricted.

PUBLIC TRANSPORT MAP

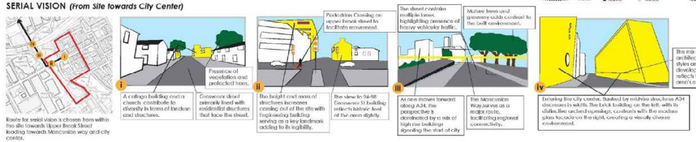
- The site enjoys high level of public transport availability in it surroundings. There are two bus stops within 5 minutes of walking distance from the site.
- Manchester Piccadilly and Oxford road station are located at a convenient distance from the site enhancing its national and regional connectivity.
- The site's location in close proximity to tram lines boosts its connectivity to its regions such as Bury, Rochdale and Oldham.
- Cycle infrastructure surrounding the site is fragmented with only Oxford road providing dedicated cycle routes. A34 does not have a physical segregation restricting flexible movement.

LEGIBILITY ANALYSIS



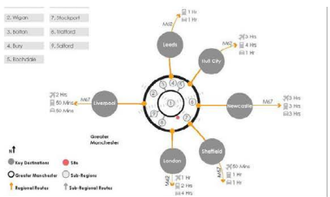


SERIAL VISION *(from Site towards City Center)*



KEY TAKEAWAYS

- The site is situated between network of arteries ensuring its accessibility across the city and beyond.
- Upper Brook Street (A34) serves as the major route to the site bordering its western edge. However, it becomes a barrier to pedestrian movement due to high speed vehicular traffic.
- Cycling conditions on Upper Brook Street are not favorable, as the road lacks dedicated cycling lanes and heavy traffic makes it even more challenging.
- The site is located in close proximity to variety of public transportation options (primarily Manchester Piccadilly and Oxford Road Station) ensuring its connectivity within Manchester and to other cities of the UK.
- Most of the landmarks are towards the west of the site on the Oxford Street. Only Unitarian Chapel serves as a major landmark near site, while Engineering building serves as a visual anchor. Gartside Garden, only aids navigability once someone's is inside the site. Therefore, the overall legibility of the site is frail.



BUILDING MATERIAL AND TYPOLOGY OF STRUCTURES IN BRUNSWICK

- Black tiled sloped roofs
- Red Bricks
- Fenced gardens

- Black tiled zigzag roof line
- Red Bricks
- Fenced with a buffer seperating sidewalks and buildings.

- Gothic architecture
- Sand blocks
- Steep pitched roof
- Pillared Facade

LANDMARKS

Engineering building due to its distinct architectural built serves as a landmark.

Unitarian Chapel, serves as a major landmark due to its historical and cultural values.

Gartside garden serves as internal landmark to the site complementing other nearby landmarks.

KEY JUNCTIONS

- Major junction on Upper Brook Street that links the site to the city center and facilitates north-south flow of vehicular traffic improving connectivity.
- A Junction towards west of the site features pedestrian and cycle crossing with pedestrian refuge island facilitating west to east user flow.
- A Junction towards south corner of the site provides a direct access point to the site for vehicles coming from north. View of the Chapel aids the orientation.

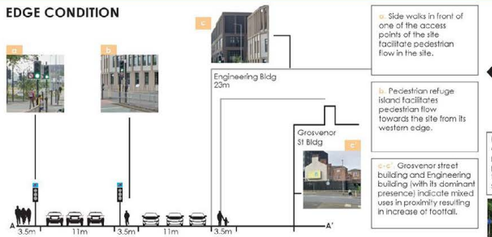
STREET SECTION IN BRUNSWICK

The streets are narrow in width with on street parking which can affect pedestrian experience. Also, the houses face the backs or sides of other houses highlighting a compact but illegible residential development.

KEY TAKEAWAYS

- The site benefits from proximity to green spaces such as Gartside Gardens enabling recreation opportunities.
- The neighborhood in which site is located has a strong residential character indicating potential footfall of active users in the area.
- The development at 53 Manchester has the potential attract more residents, business and investments resulting in improved urban amenities in immediate vicinity.

EDGE CONDITION



a. Side walks in front of one of the access points of the site facilitate pedestrian flow in the site.

b. Pedestrian refuge island facilitates pedestrian flow towards the site from its western edge.

c-c'. Grosvenor street building and Engineering building (with its dominant presence) indicate mixed uses in proximity resulting in increase of footfall.

a. A bus stop, present along green space of university aids movement towards north.

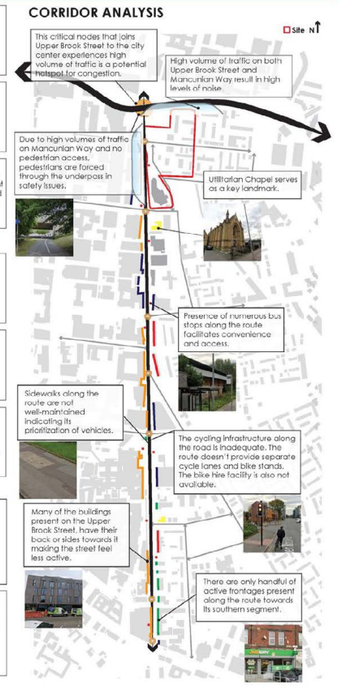
b. Presence of car park on A34 indicates its prioritization of vehicles over pedestrians and discourages their movement.

c. James Chadwick building shoulders on to A34 and contributes to the mixed uses of the area drawing more users into the space.

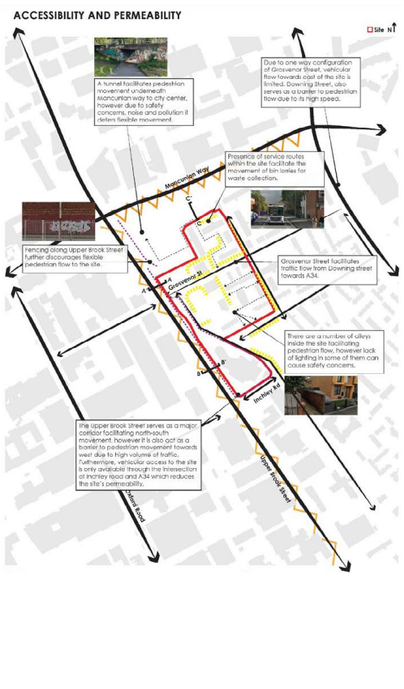
a. Mancunian Way borders the site at its north edge, which offers significant potential for increased user traffic due to enhanced regional connectivity.

b-c'. Green buffers have been given alongside the highway to absorb noise and pollution from the passing cars. While Mascar building aids active use in the area.

CORRIDOR ANALYSIS

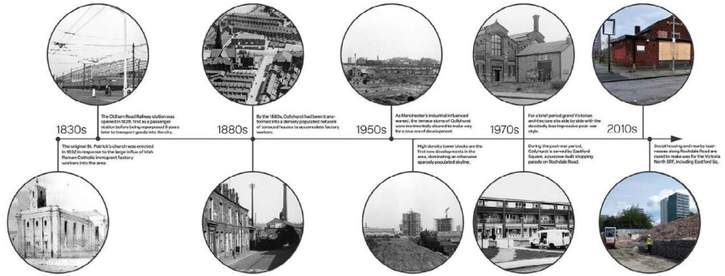


ACCESSIBILITY AND PERMEABILITY



Project
St Patrick's
Manchester

Student
Eve Nightingale



Key Takeaways:
The successive building and razing of poorly designed, poorly organised housing during the post-war period up to now has wreaked morphological havoc on the Collyhurst neighbourhood.

Districts that have retained their industrial morphology to a greater extent are far more desirable neighbourhoods to live and move in.

URBAN GRAIN, LAND USE AND BUILDING HEIGHTS

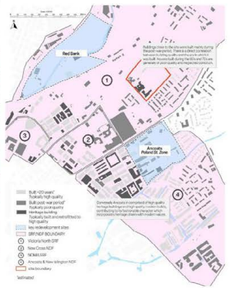
The urban grain changes dramatically between the St. Patrick's site and the city centre: the compact urban structure that has been preserved in the city centre abruptly melts away and leaves Collyhurst surrounded by large expanses of poorly defined urban and green spaces.

Land use around St. Patrick's is typified by low-density residential terraces. A significant non-residential or commercial district introduces severence between the site and the mixed use urban city fringe neighbourhoods of Ancoats and New Cross.

Building height increases correlate with mixed use buildings, though there are a number of examples of high density residential tower blocks in the Collyhurst and Miles Platting neighbourhoods which were erected during the post-war period, whose extensive border fencing creates barriers to movement on both Rochdale and Oldham road.

PAST, PRESENT, FUTURE

There is a direct correlation between building quality and the era in which it was built, with post-war builds being typically poor quality and new and heritage buildings being typically high quality.



St. Patrick's site is situated within the Victoria North SRF, which aims to combat the shortfall in homes over the next two decades as the city continues to grow. It aims to continue the successes seen at other city fringe locations such as NOMA, SRF, Ancoats & New Islington NDF, and current redevelopment happening at New Cross NDF.

RED BANK (VICTORIA NORTH SRF)

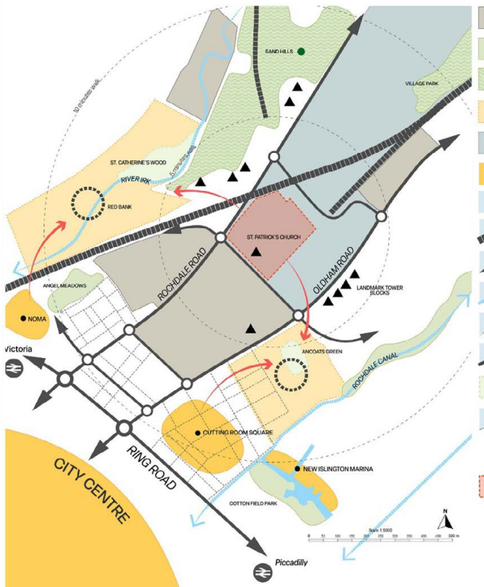
The development at Red Bank promises a community hub of retail and leisure destinations, as well as thousands of new homes and a revitalised Gil network that will connect the Irk valley and St. Catherine's Wood.

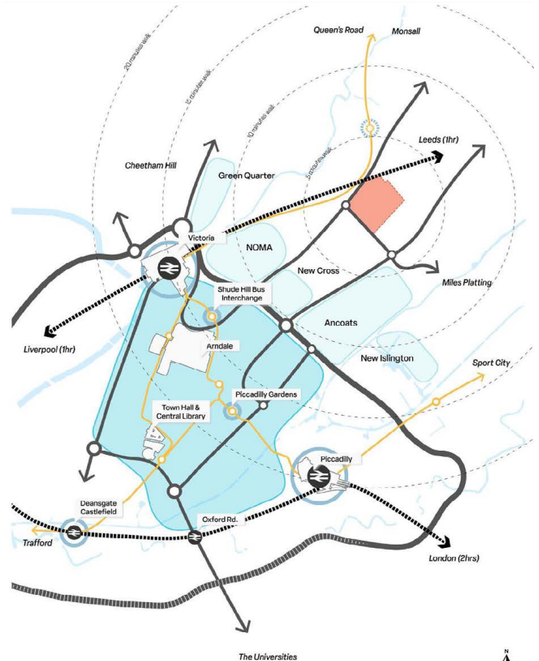
ANCOATS GREEN

Ancoats' Poland Street Zone has declared its 'people first' intative', which will include the construction of a 'Mobility Hub' which will include 1370sqm of new public realm, cycling and car parking, commercial/retail units and residential accomodation.

Key Takeaways:
Building quality in the Collyhurst neighbourhood is generally poor, consisting primarily of post-war residential developments with few amenities.
The Victoria North SRF and Ancoats Poland Street Zone NDF will drastically improve public realm quality close to the site.

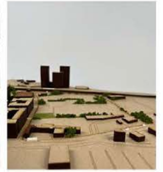
AREA APPRAISAL





Urban Design Studio

Aerial Views

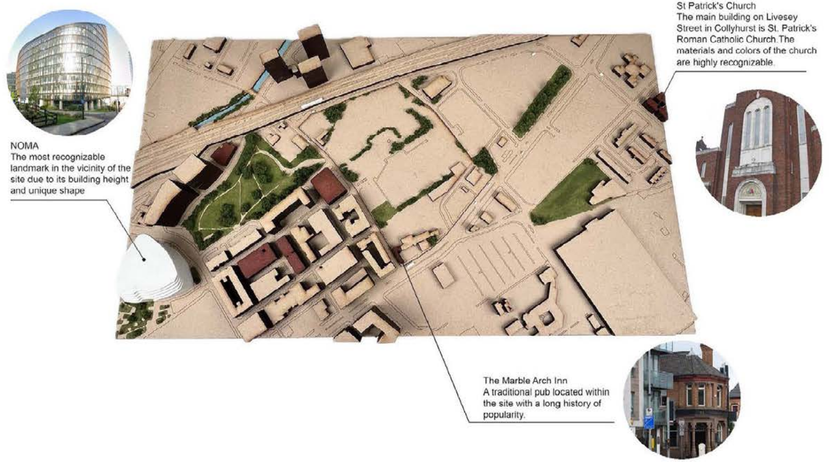


Key Views

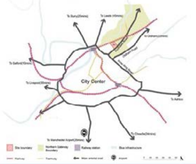
View from the car park of the site looking towards the substation at lower ground level.

View from the road near the east wall, looking towards the signal tower.

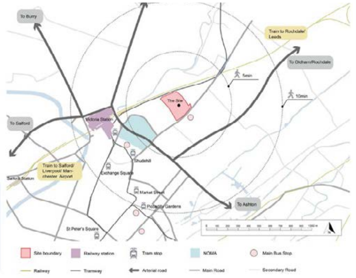
View from the north side of Rochdale Road looking to the south side.



City Scale Strategic Location



The site is located on the north-eastern edge of Manchester city centre and is part of the North Manchester area. It is adjacent to the railway line to the north and Rochdale Road to the south. Located close to the bus station and Victoria railway station, it is easily accessible by public transport. It can be described as a transitional area between the bustling city centre and the emerging eastern regeneration area, and a key area for potential development and urban consolidation.



Site Details

Differences in topographic elevation within the site

The site is enclosed by a fence

Main road adjacent to the site

- The site covers an area of approximately 4 hectares.
- Elevation differences within the site are stepped, with the general topography being high in the south-east and low in the north-west.

- There are very few buildings on the site, with only a very few scattered around the edges of the site.
- The roads within the site are primarily for vehicular traffic, which relates to the attributes of its parking lot.

Socio-economic background

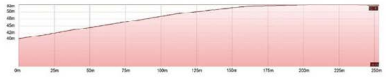
- The site is located in an area where 40 percent of the most deprived neighbourhoods are located, indicating some socio-economic challenges.
- This context needs to be taken into account in resource allocation and planning.

Cross Section

- Height differences within the site are a critical attribute to consider, as they can impact accessibility, views, and even serve as a limiting factor for development.

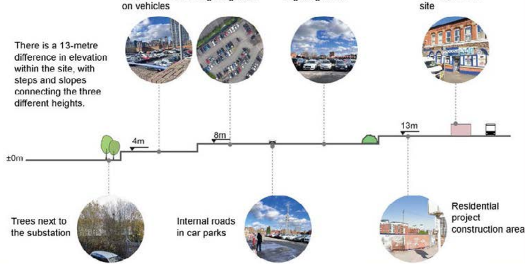
Topography B-B

Distance: 255m
Height Gain: 12.8m
Maximum slope:10.8%
Average slope:5.7m



Cross Section B-B

There is a 13-metre difference in elevation within the site, with steps and slopes connecting the three different heights.

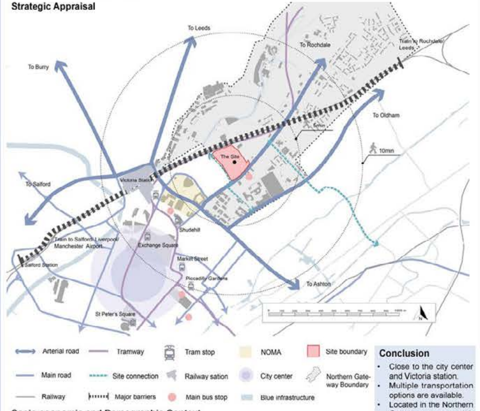


Project
Marble Arch
Manchester

Student
Yuyang Gao

STRATEGIC SCALE PROFILE

Strategic Appraisal



Conclusion

- Close to the city center and Victoria station.
- Multiple transportation options are available.
- Located in the Northern Gateway area with development potential.
- Socio-economic and demographic contexts need to be considered.

Socio-economic and Demographic Context

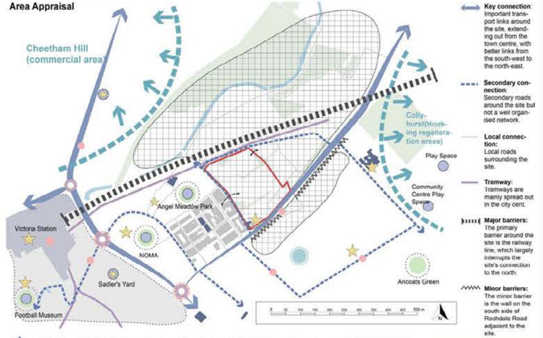
Population: City Centre North & Collyhurst 7,900 people; Female 44.7% Male 55.3%

Household deprivation: Household is not deprived in any dimension; City Centre North & Collyhurst: 57.9%; England average: 48.4%

Accommodation type: Whole house or bungalow: 9.7%; England: 77.4%

AREA SCALE PROFILE

Area Appraisal



Key connection: Important transport links around the site, extending out from the town centre, with better links from the south-west to the north-east.

Secondary connection: Secondary roads around the site but not a well organised network.

Local connection: Local roads surrounding the site.

Tramway: Tramways are mainly spread out in the city cent.

Major barriers: The primary barrier around the site is the railway line, which largely interrupts the site's connection to the north.

Minor barriers: The minor barrier is the wall on the south side of Rochdale Road adjacent to the site.

List building: Historic buildings around and within the site cannot be removed or altered without permission.

Landmarks: Landmarks are mostly located in the western area of the site, which is helpful in improving legibility.

Intersection: Intersections with high traffic connectivity have high pedestrian and vehicular flows.

Node: Points of strategic importance, where traffic and people converge.

Transport hub/ stop: Major transport hubs, including railway stations, tram stops and bus stops.

Green space/ park: Higher quality green open spaces and parks.

Green space to be developed: Natural landscape and vacant green space within and to the north-east of the site.

Strong block: These blocks are integrated to form more regular neighbourhoods.

Major Public Space: The main public spaces around the site are used for activities and leisure.

Poorly defined area: The river valleys and former industrial zones have very few buildings and a lot of unused land.

Site access: Less access to the site.

City center: The site is close to the city center.

Blue Infrastructure: The Irk River in the Lower Irk Valley.

Fire station: Community Services near the site.

Site Boundary

Conclusion

- Connections around the site need to be strengthened and there are some barriers.
- High-quality GI and public space is mostly located in areas close to the city center.
- Located in a poorly defined area with few surrounding buildings.

SITE SCALE PROFILE

Site Appraisal

Future Development

Design rendering of new neighbourhood

Surface car parks do not meet the needs of sustainable urban development. City Council approved nine buildings ranging from 8 to 34 storeys to be built on the site, which will become a new neighbourhood for Victoria North.

Conclusion

- There are some unfriendly roads to the east of the site.
- The site is a surface parking lot with some barriers around the edges.
- Some environmental matters, such as near flood zones.
- The site is inactive and the areas of high activity are near NOMA.

SWOT ANALYSIS

STRENGTHS

- Close to Manchester Victoria Station
- Located on the edge of the city center
- Adjacent to arterial road running SW-NE (Rochdale Road) with good east-west connections
- Walking distance to high quality green infrastructure (Angel Meadow Park)
- Multiple public transportation options
- Access to key nodes
- Historic buildings within the site
- Some public spaces nearby
- Landmarks to improve legibility

WEAKNESSES

- Elevation differences within the site
- Railway barriers in the south
- Located in poorly defined areas
- Wall barrier on south side of main road (Rochdale Road)
- Poor north-south connectivity
- Lots of pedestrian-unfriendly roads
- Poorer quality green spaces in the North East
- Large surface parking lots in and around the site
- Single land use
- Poor access to the site

S W
O T

OPPORTUNITIES

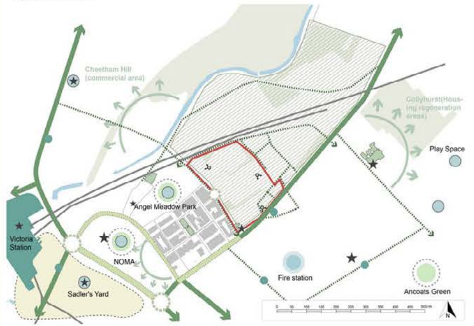
- Wide roads can add bike lanes and pedestrian paths
- Located in a potential development area (Northern Gateway area)
- Possible access to the canal
- Potential green space and networks
- Policy Drivers for Residential
- Potential connections to neighboring areas
- Lots of unused vacant land in the surrounding area for future construction
- Increasing demand for housing

THREATS

- Proximity to flood zones so the site may face flood risk
- Noise from railways, arterial roads, and substations
- Security and crime issues
- Air pollution matters
- The site is located in a former industrial area surrounded by a number of factory buildings
- Poor water quality of the Irk River
- Poor quality buildings

DESIGN CONSIDERATIONS MAPS

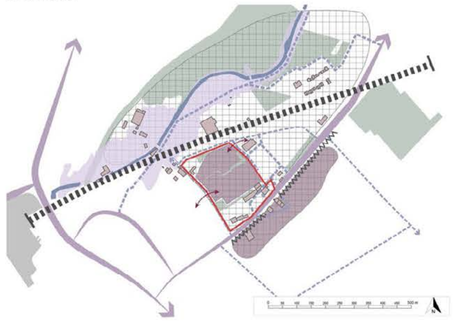
Opportunities Map



Opportunities

Existing strong connection
Potential of enhancing path
Path with strong active frontages
Tramway/ railway
Major public space
High quality green space/ park
Node
Landmark
Quality historic buildings
Key views
Potential development areas
City center
Potential green space
Community services
Strong block
Main transport hub/stop
Links to other areas
Site Boundary

Constraints Map



Constraints

Roads with heavy vehicular traffic
Pedestrian-unfriendly roads
Major barriers
Minor barriers
Surface parking lot
Flood zone
Low quality GI
Poorly defined area
Low water quality canals
Lack of access
Low quality buildings
Site Boundary

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
Dr Amber Roberts

TECHNICAL LEAD
Dr Taki Eddin Sonbli

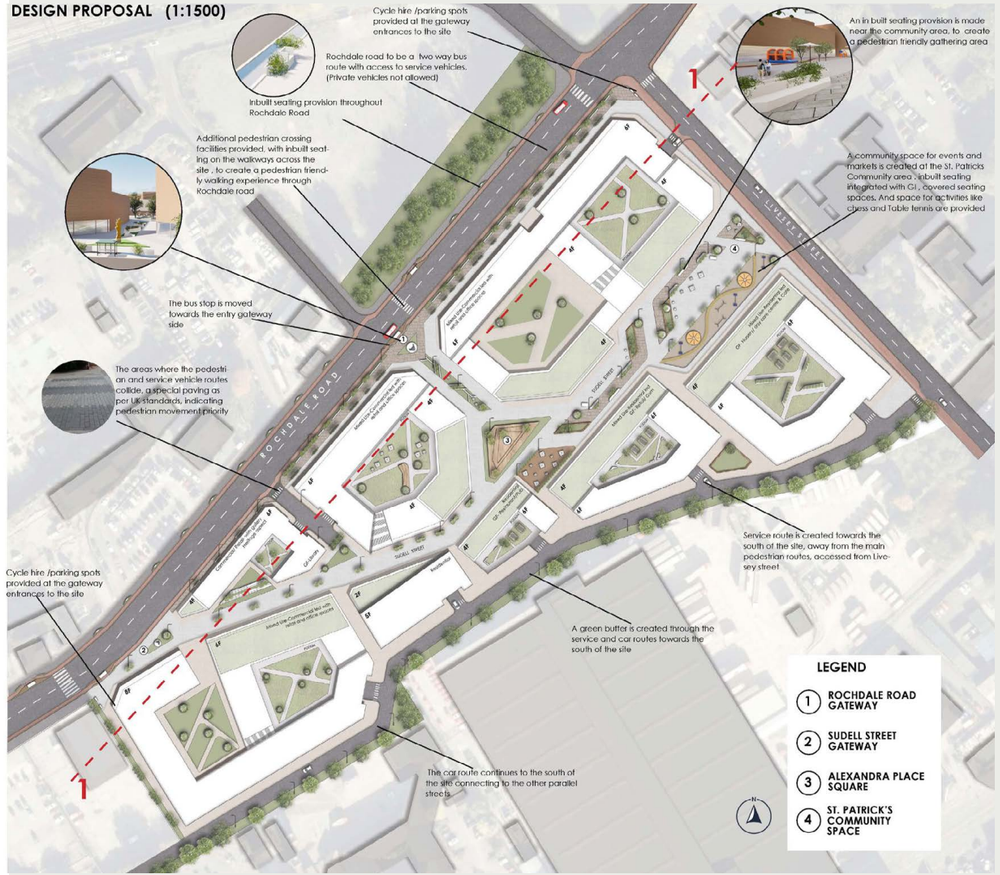
STUDIO ASSISTANT
Ms Ana Kashfi Muhamad

Urban Design Project

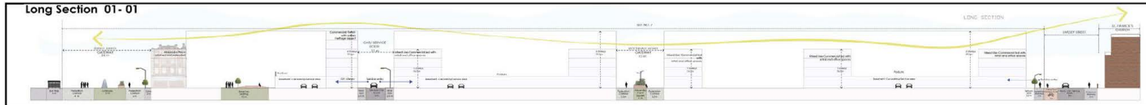
Project
Rochdale Road
Manchester

Student
Neetha Nazareth

DESIGN PROPOSAL (1:1500)

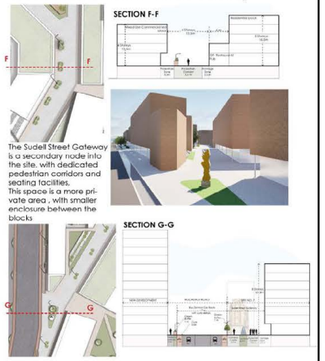


Long Section 01- 01



The long section indicates the different hierarchies of public spaces formed within the site as it moves from the west to the east. More Private spaces are towards the West of the site , and it becomes more public wider spaces towards the East.

PUBLIC REALMS AND STREET DETAILS
SUDELL STREET GATEWAY- Private Gateway

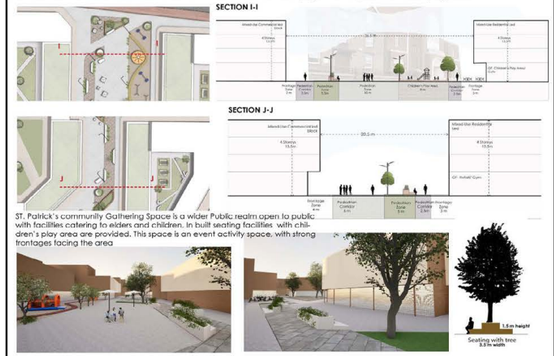


The Sudell Street Gateway is a secondary node into the site, with dedicated pedestrian corridors and seating facilities.
This space is a more private area , with smaller enclosure between the blocks

PUBLIC REALMS AND STREET DETAILS
ALEXANDRA PLACE SQUARE- Public Square

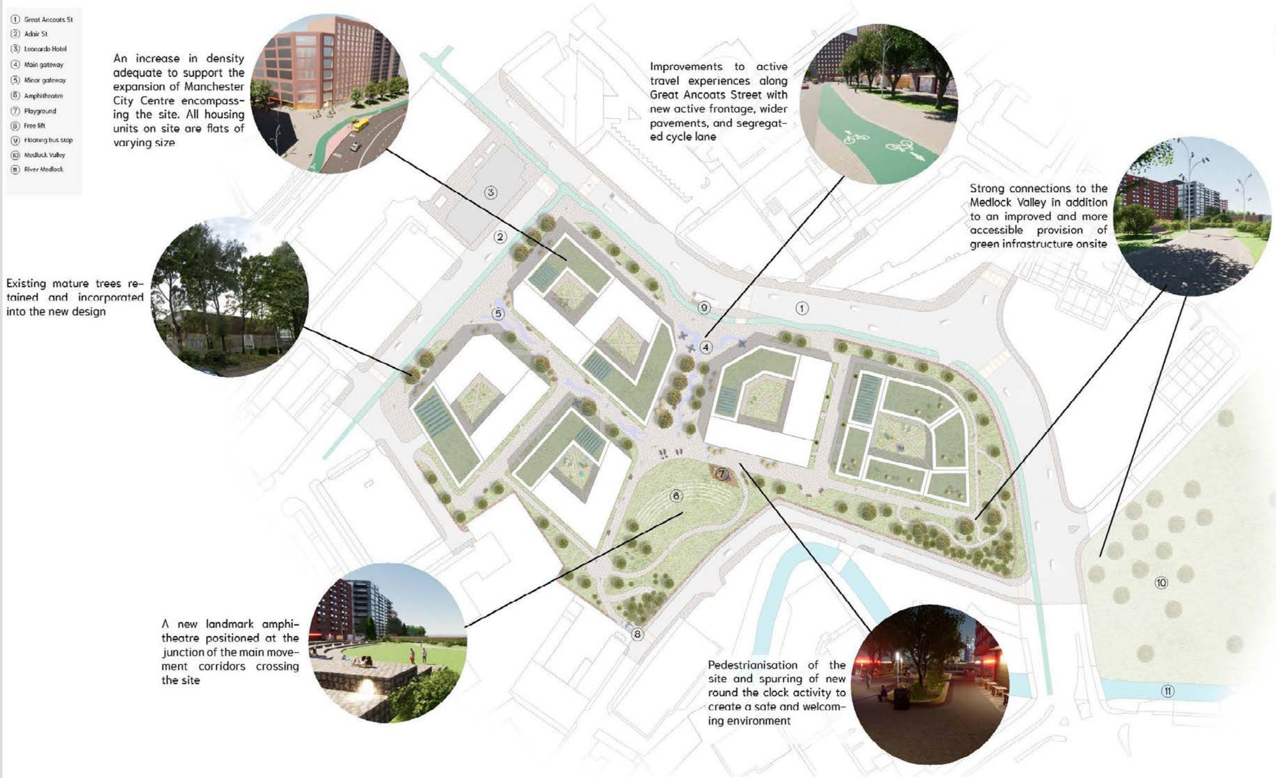
The Alexandra place square is a more public space. This square acts a cohesion point of the different gateways. It has a more space with stepped seating, and a Cafe/ Pub with outdoor seating. Catering to people who want to just relax or buy a pint / coffee

PUBLIC REALMS AND STREET DETAILS
ST PATRICKS COMMUNITY SPACE- Public Community gathering and activity space



St. Patrick's community Gathering Space is a wider Public realm open to public with facilities catering to elders and children. In built seating facilities with children's play area are provided. This space is an event activity space, with strong frontages facing the area

Urban Design Project

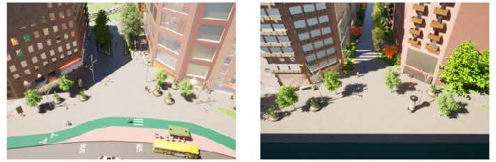


Project
Great Ancoats Street
Manchester

Student
Giovanni Liuzzi

Gateways

Two important gateways, one along Great Ancoats Street and one along Adair Street, will become the main access points to the site. The gateways will be created by the chamfering of adjacent buildings with the provision of high quality public realm to attract and welcome visitors towards the centre of the site, where the landmark amphitheatre is located and the vast majority of activity is expected to take place.



New main gateway along Main Ancoats Street. New secondary gateway along Adair Street.

Great Ancoats Street

A clear separation between the main movement corridor and the lingering spaces with spillout areas is created by landscaped planters along the main gateway.

Main movement corridor with blue floor lighting gently guiding towards the centre of the site.

Looking back towards the gateway and Great Ancoats Street. The movement corridor and active frontages are clearly visible. Public benches and sun lounges facing south to maximise solar gain.

A continuous street line with a high number of windows and ground floor active frontage are part of the improvements made along Great Ancoats Street to improve the interaction of the site with its surroundings. The better interface of the site with the street is expected to provide passive surveillance and liveliness to a route that is presently car-focused and people hostile, compromising between the need to ensure the seamless flow of high numbers of motor vehicles along the Ring Road and the promotion of active travel and liveability at the local scale.

Approaching along Adair Street

Green Roofs

Additional green infrastructure is provided inside courtyards (refer to next section) and on roofs. Most green roofs will be biosolar roofs, combining greenery and solar panels to produce energy onsite and offset costs. Some green roofs will be accessible by block residents and will increase the provision of private amenity space offered on site.

FEEL AND ACTIVITY

Nighttime

A diverse range of commercial uses onsite will activate streets and public realm round the clock. This will provide nighttime surveillance and livelihood, promoting a perceived sense of safety for users to appropriate the site at all times. Commercial uses, especially those with late licenses, are to be limited to the area along the main gateway, around the amphitheatre, and along Great Ancoats Street to avoid interfering with residential uses. In such areas, safety and surveillance will be provided by appropriate lighting and by high numbers of windows on buildings' facades.

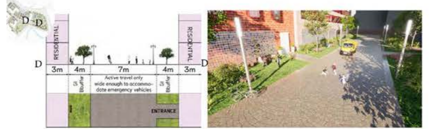
The Public and the Private

The project provides private spaces and amenities exclusively accessible by residents and workers within the courtyards of blocks. These spaces are well-enclosed and have a quieter, more domestic feel compared to the publicly accessible pieces of public realm and GI onsite.

Mixed use blocks will feature shared internal courtyards with communal facilities and green infrastructure. The space will mostly be hardscaped to encourage use and accessibility by all. Benches, tables, and parasols will be accessible by both residents and workers within the block, highlighting the shared nature of these spaces.

Residential blocks will showcase communal courtyards with shared facilities such as playgrounds, readily accessible by everyone within the block. Private buffers of approximately 3m will be provided for ground floor residents to enhance privacy. These courtyards are exclusively green.

Residential Streets

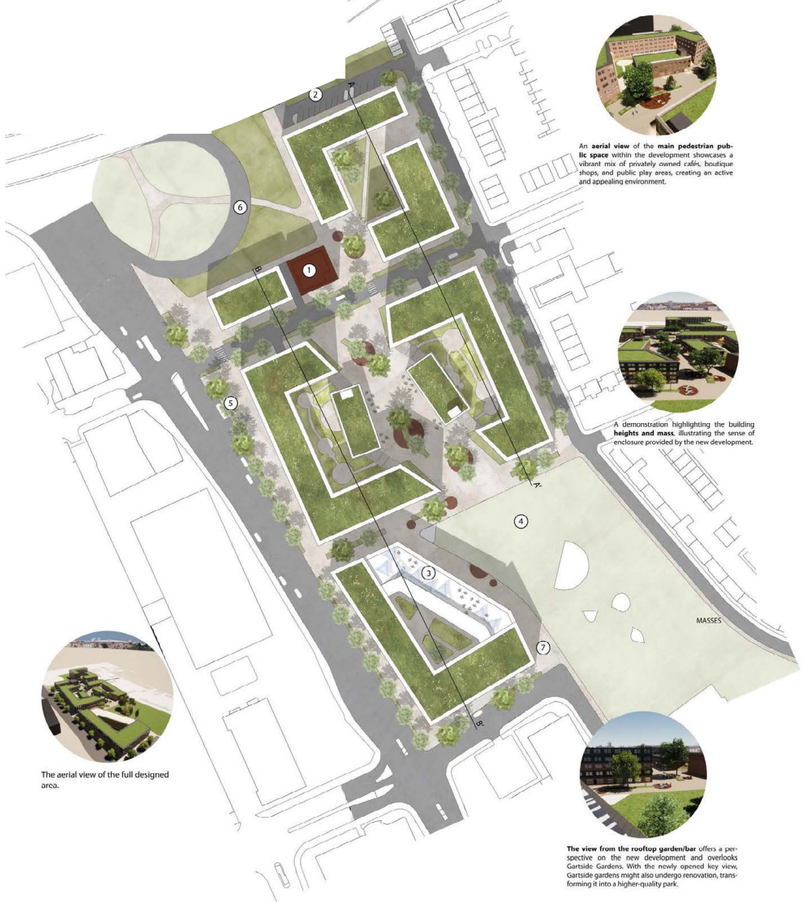


Narrower residential streets will function as both movement corridors and pieces of public realm. These routes are expected to be significantly quieter than the streets leading to the landmark amphitheatre. Residents may use the wide green buffers with private furniture to appropriate the street, blurring the boundary between private and public space. High numbers of windows grant passive surveillance. These routes are wide enough for emergency vehicles.

Urban Design Project

Project
Gartside Gardens
Manchester

Student
Nataly Muzikarova



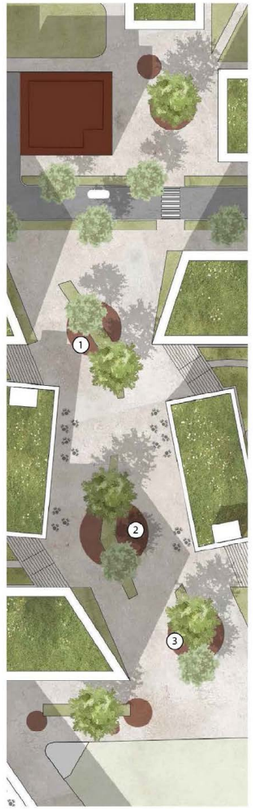
An **aerial view** of the **main pedestrian public space** within the development showcases a vibrant mix of privately owned cafés, boutique shops, and public play areas, creating an active and appealing environment.

A demonstration highlighting the building **heights and mass**, illustrating the sense of enclosure provided by the new development.

The aerial view of the full designed area.

The view from the rooftop garden/bar offers a perspective on the new development and overlooks Gartside Gardens. With the newly opened key view, Gartside gardens might also undergo renovation, transforming it into a higher-quality park.

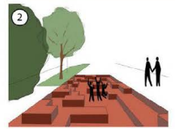
MAIN PUBLIC SPACE



The new main public space is a spacious pedestrian area featuring children's play zones in a distinct shade of red, designed to be playful while complementing the brick facades of surrounding buildings. Each colored play area offers different types of activities to ensure diversity and enhance children's mobility development. A notable feature is a play area with a "city" water element, including water nozzles that provide fun and refreshment, especially during the hot summer months.

The ground floor of the central twin buildings includes spill-out spaces for small shops and cafés, providing areas to sit and enjoy a coffee while watching children play. For those who prefer not to patronize an establishment, wide staircases with designated seating areas offer a free and comfortable place to relax.

A diverse range of play activities is crucial for the physical and psychological development of children. Engaging in various forms of play helps to enhance motor skills, build strength, and improve coordination.



The rubbery material should also indicate the the purpose of the space therefore slightly "manipulating" the users.
The material on the ground should be chosen from lighter materials to create contrast with the buildings.
Wider stairs intended for seating are made of wood to allow for stofter feel.

The play areas are positioned on either side of the elevated green beds. The raised edges provide seating for parents to relax while their kids play. Soft, rubbery, child-safe materials ensure a softer fall and the plastic allows for adjustable color matching.

Close up to one of the play areas for children.

Aerial view showcasing the green roofs that are accessible by residence.

Close up of an elevated green bed allowing for a special lighting instaled on it's edge.

View from the twin building down to the public space showcasing the play areas.

ROOFTOP GARDEN

The rooftop garden is designed to have a cozy, green atmosphere, seamlessly blending with the surrounding non-active green rooftops.

The rooftop garden is situated atop a commercial/office-led building and is primarily accessed by the people working there. However, it is designed to be accessible to the public, offering features such as restaurants, bars, and various seating areas for relaxation. The rooftop's strategic position provides key views of Gartside Gardens and the new development, making it a prime spot for both employees and visitors.

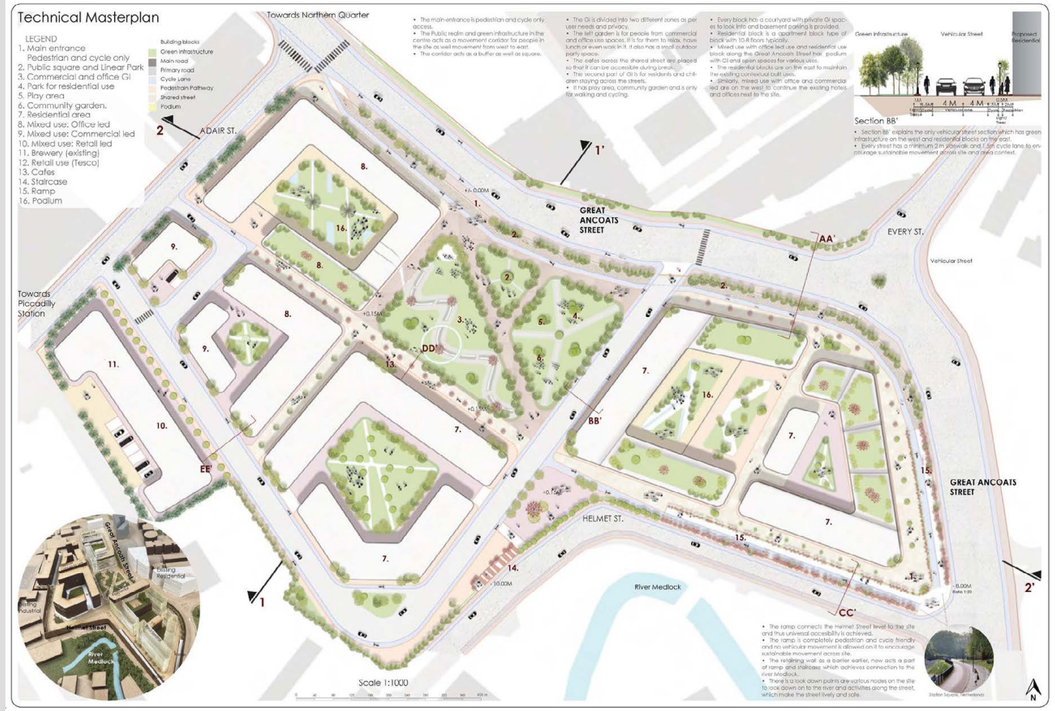
Best Practice:

East Village Rooftop Garden, New York City

Romolo Private Terrace, Milan

The Hoxton hotel, NYC

Seabird, Southwark



Project
Great Ancoats Street
Manchester

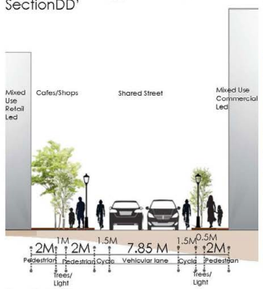
Student
Manjiri Vinchurne

III. FEATURES

1. Building

SectionDD'

- The building and street connection is maintained by having atleast one frontage connected to the vehicular street and service access is connected to them.
- Every street has a minimum 2m of pedestrian and 1.5m cycle lane throughout the site, which makes walking and cycling throughout the site accessible and permeable.
- Section DD' has a shared street with cafes and spillout areas.
- The shared street has a GI and light lane which divides the lane into parts.



Section EE '

- Section EE' is has a vehicular street which starts through Adair street. The mixed use retail block is taken back 2m from the vehicular street to cater to the peopl's movement along the retail uses. The pedestrian pathway has GI and light lane in between to distribute the activities.
- The street has a 1.5m cycle lane on both sides of street to encourage cycling and sustainable movement along the site.

- The site encourages sustainable movement along the river from the main road through green link passing through ramp and connecting to the Helmet Street.
- Residential use along the ramp and staircase help create a safer street with river views.

2. Enclosures

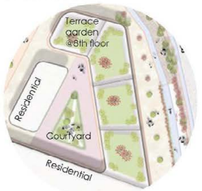
View A

- The podium and terrace gardens helps to carve out open spaces for people to carry out various activities along with green infrastructure.

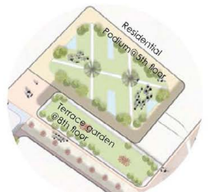
View B

- Every block has a courtyard within to carry out servicing and private open spaces for users within the blocks to sit, relax and maintain community gardens for every block.

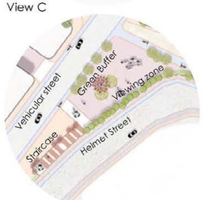
3. Corners



View C



View D



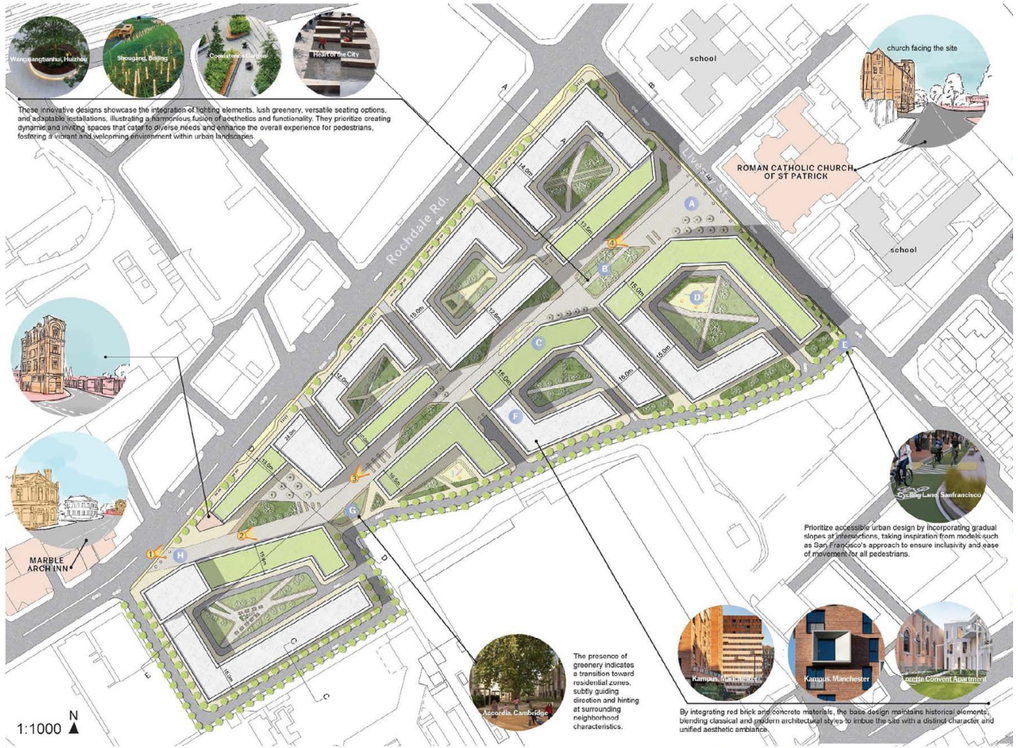
View E

- The stepped terraces allows sunlight to reach the main road.
- The Helmet street is connected to the above site levels to staircase to increaseper-meability through the river corridor.
- The corner end at the viewing zone has the existing level due to risk of flood at that end as the river has a turning node. Therefore, the level is maintained for precautions.
- The street is redesigned to incorporate pedestrian and cycle lanes.

View F

- Existing brewery is maintained and a small retail shop like Tesco is proposed along the vehicular road.
- The block is reduced 2m from front side to cater to traffic on foot and GI is proposed along it.
- The service areas for retail and brewery have trucks coming in and out, thus a seperate entrance is alloted to the back of the block, without distrubing the vehicular street.

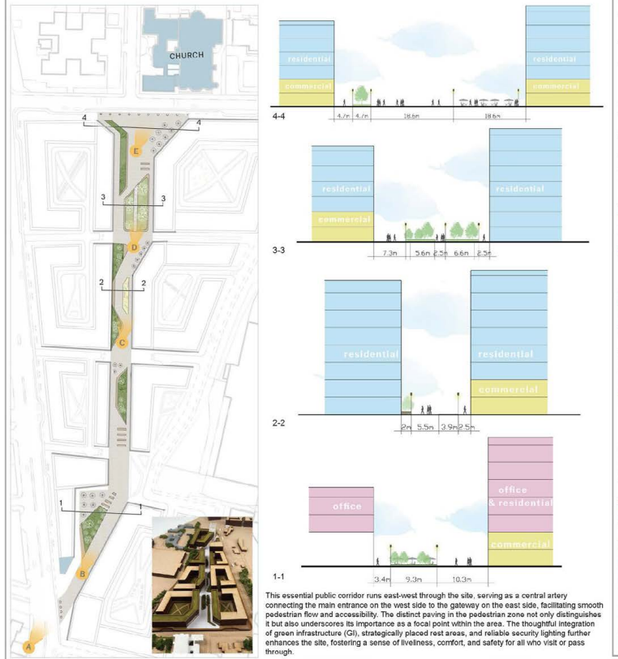
Urban Design Project



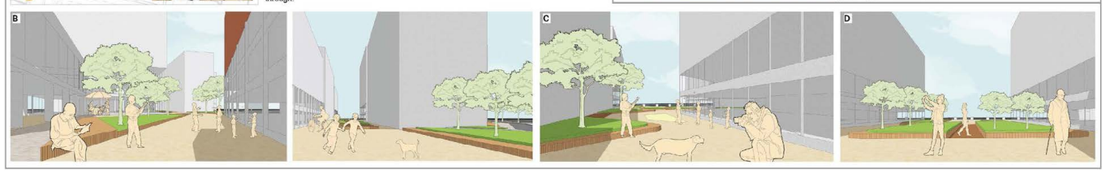
Project
Rochdale Road
Manchester

Student
Runyi Tian

Key Public Corridor

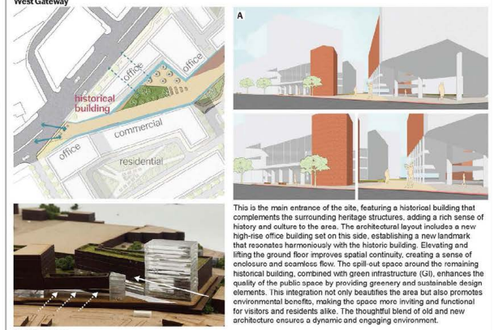


This essential public corridor runs east-west through the site, serving as a central artery connecting the main entrance on the west side to the gateway on the east side, facilitating smooth pedestrian flow and accessibility. The distinct paving in the pedestrian zone not only distinguishes it but also underscores its importance as a focal point within the area. The thoughtful integration of green infrastructure (GI), strategically placed rest areas, and reliable security lighting further enhances the site, fostering a sense of liveliness, comfort, and safety for all who visit or pass through.



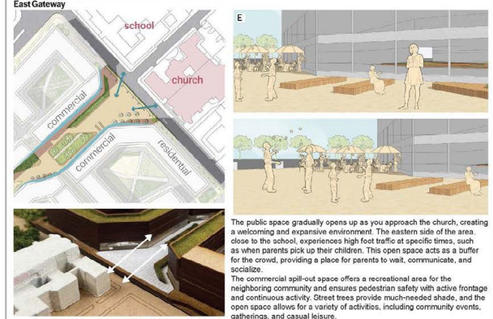
Main Gateway Design

West Gateway



This is the main entrance of the site, featuring a historical building that complements the surrounding heritage structures, adding a rich sense of history and culture to the area. The architectural layout includes a new high-rise office building set on this side, establishing a new landmark that resonates harmoniously with the historic building. Elevating and lifting the ground floor improves spatial continuity, creating a sense of enclosure and seamless flow. The spill-out space around the remaining historical building, combined with green infrastructure (GI), enhances the quality of the public space by providing greenery and sustainable design elements. This integration not only beautifies the area but also promotes environmental benefits, making the space more inviting and functional for visitors and residents alike. The thoughtful blend of old and new architecture ensures a dynamic and engaging environment.

East Gateway



The public space gradually opens up as you approach the church, creating a welcoming and expansive environment. The eastern side of the area close to the school, experiences high foot traffic at specific times, such as when parents pick up their children. This open space acts as a buffer for the crowd, providing a place for parents to wait, communicate, and socialize.
The commercial spill-out space offers a recreational area for the neighboring community and ensures pedestrian safety with active frontage and continuous activity. Street trees provide much-needed shade, and the open space allows for a variety of activities, including community events, gatherings, and casual leisure.

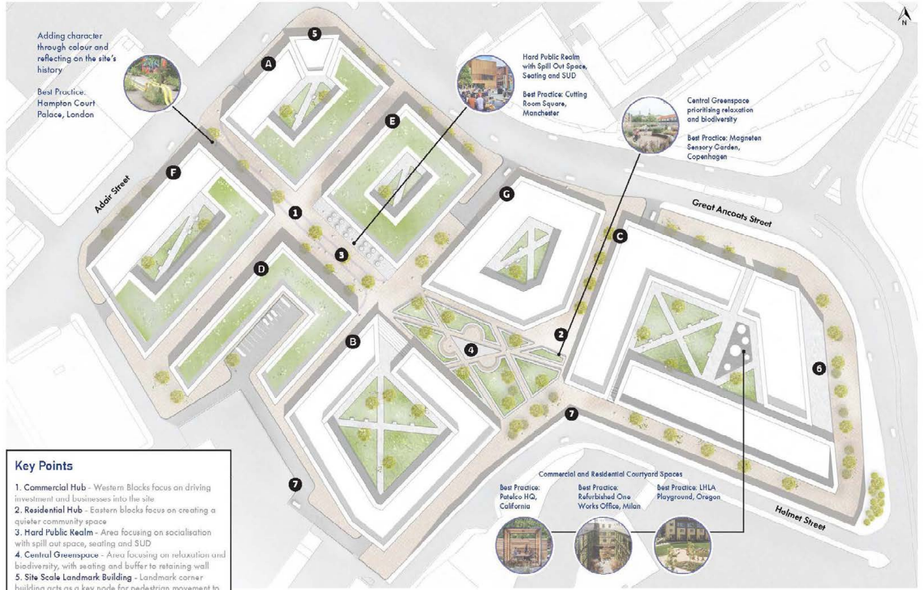
Urban Design Project

Project
Great Ancoats Street
Manchester

Student
Bhumit Mistry

Rendered Masterplan (1:1000 at A3)

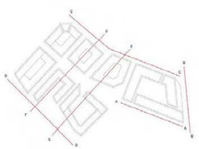
Letters indicate Block Typologies
Numbers indicate Key Points



Key Points

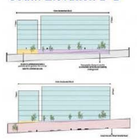
1. **Commercial Hub** - Western Blocks focus on driving investment and businesses into the site.
2. **Residential Hub** - Eastern blocks focus on creating a quieter community space
3. **Hard Public Realm** - Area focusing on socialisation with spill out space, seating and SUD
4. **Central Greenspace** - Area focusing on relaxation and biodiversity, with seating and buffer to retaining wall
5. **Site Scale Landmark Building** - Landmark corner building acts as a key node for pedestrian movement to the north and west sides of the site
6. **Viewpoint to Greenspace** - Terrace space created by changing topography provides views to Pin Mill Brow
7. **Retaining Wall and Service Route** - Blocks provide active surveillance over the retaining wall with a service route taking advantage of the linear barrier to movement

Sections Plan

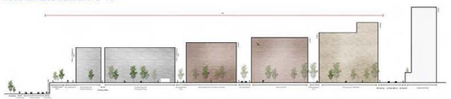


South Elevation A-A

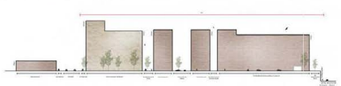
South Elevation B-B



North Elevation C-C



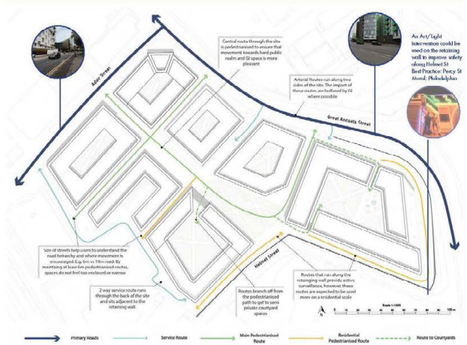
South Elevation D-D



The North and South Elevations show the transition of heights from the East to West sides of the site. These elevations also show the retaining wall and change in level at the end of the site.

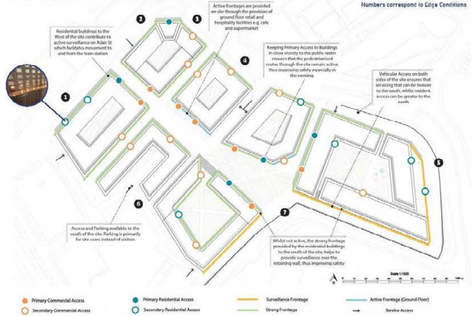
Elevations A-A and B-B show more detailed views of how the level change interacts with the eastern block, where one area of the block remains above ground and is to be used for commercial purposes, whilst the underground section is to be used for servicing and parking only.

Routes and Mobility

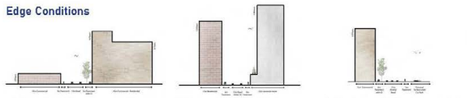


Access, Service and Frontage

Numbers correspond to Litre Conditions



Edge Conditions



1. Edge Condition: Western Commercial Unit
A 15m road separates the site to the proximal commercial building, however, future development is anticipated which will ease the height transition

2. Edge Condition: Leonardo Hotel
12 floor building on the north western corner of the site acts as a site scale landmark and eases transition into taller hotel structure.

3. Edge Condition: Northern Surface Car Park
The arterial road separates the site from the northern surface car park. The open space reduces the sense of enclosure, however, future development is once again anticipated.

4. Edge Condition: Northern Residential Neighbourhood
The 8 floor building on site seamlessly transitions into the neighbouring residential neighbourhood building with a similar height

5. Edge Condition: Retaining Wall - East
A wider pedestrian route with GI between the residential block and retaining wall provides human scale enclosure while ensuring active surveillance is provided in the area

6. Edge Condition: Retaining Wall South
The service route running at the back of the site backs onto the retaining wall and private property car park at the back of the site. There is minimal pedestrian movement expected here.

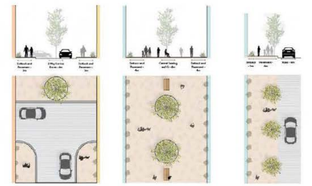
8. Edge Condition: Greenspace and Retaining Wall
Trees and planting act as a buffer to the retaining wall. There is a gap in both structures around the retaining wall to allow the sun to reach the central greenspace on site.

Wider Sustainable Transport Network

The majority of the site is pedestrianised. The main pedestrian movement routes are characterised by wider streets and GI elements, whilst narrower streets are expected to have less footfall. The pedestrian routes are focused away from the arterial roads to enhance the human experience. Service routes run around the back of the site and partially through the front of the site, again these routes are focused away from the pedestrian routes.

The site sits in close proximity to an array of public transport facilities as shown in the plan on the left. The presence of public transport methods reduces the reliance on cars in and around the site; thus not all blocks have parking facilities.

Street Typologies



Shared Route

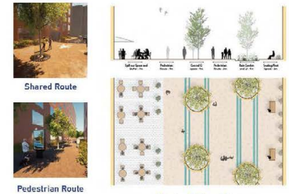
There is only one main shared service route that cuts through the site. This is around 12m and consists of two pavements and a central road. Due to the short nature of this route, GI elements are not prioritised

Pedestrian Route

Pedestrian routes around the site vary between 6m to 12m in size. All routes have some GI elements as shown above. The size of the routes dictate their importance and manipulate movement

Pavement

The outer pavements around the site vary between 6m to 8m in size. Wider pavements integrate a GI buffer in form of trees and planting to shield pedestrians from vehicular movement



Shared Route

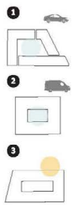
Pedestrian Route

Pavement

Central Corridor

The central 25m pedestrian corridor within the site passes through the hard public realm space before arriving at the main greenspace areas. This route contains several rows of GI and seating as well as opportunities for spill out. Coloured lines that mimic railway tracks are painted on the floor to add character and reflect upon the history of the site.

Servicing Methods



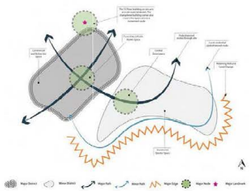
1. Podium blocks (1 & 2) are serviced within the ground floor of the building.

Residential units (1) require less servicing, thus underground space can be used for parking. Commercial blocks (2) with ground floor active uses require more frequent servicing, hence parking is not prioritised within these blocks.

2.

3. Blocks without active frontages require minimal servicing, thus only a small outside road is required for loading, bin access and deliveries

Site Scale Legibility



The local legibility plan shows how the development may be viewed by a site visitor. The public spaces on site and corner landmark building act as nodes for movement. The public space nodes sit along the primary paths through the site. The retaining wall acts as a barrier with a minor path running alongside it. The connected area is more likely to be seen as the main district in the area in comparison to the residential area.

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
Dr Philip Black
Mrs Rachel Kerr

DESIGN TUTOR
Mr Robert Phillips
Ms Lindsay Whitley

TECHNICAL LEAD
Dr Taki Eddin Sonbli

STUDIO ASSISTANT
Ms Ana Kashfi Muhamad

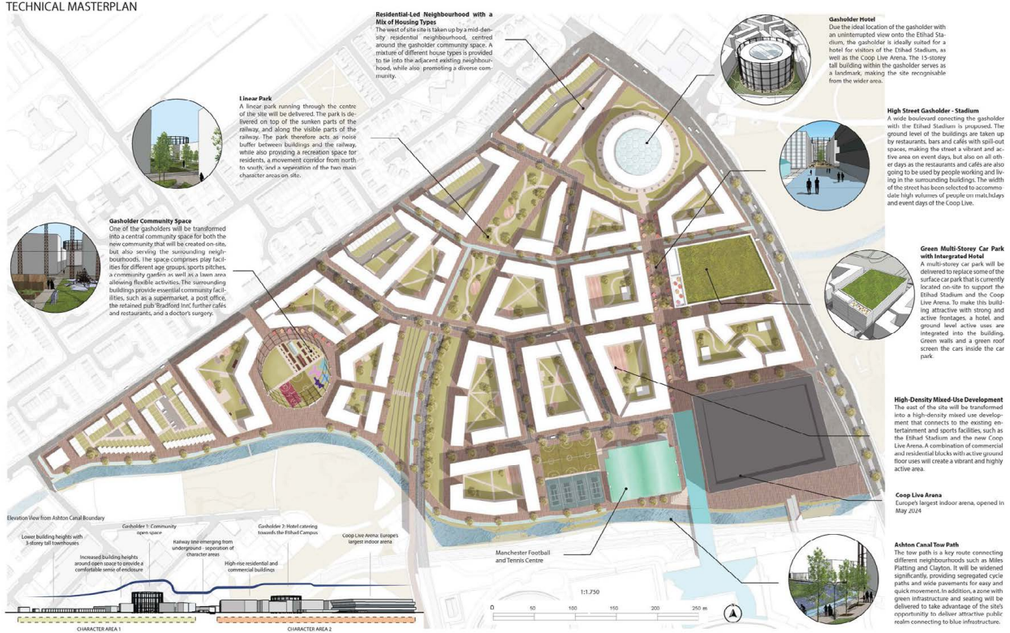
UNIT CONTRIBUTORS
Urban Imprint
Homes England

Masterplan
Studio

Project
Ashton Old Market
Ashton-Under-Lyne

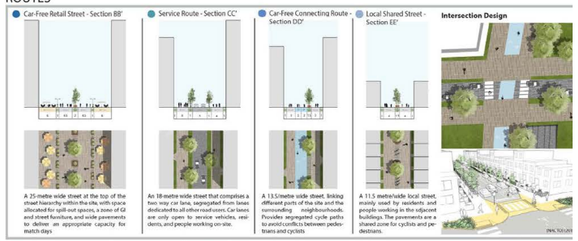
Student
Jana Hasheider

TECHNICAL MASTERPLAN

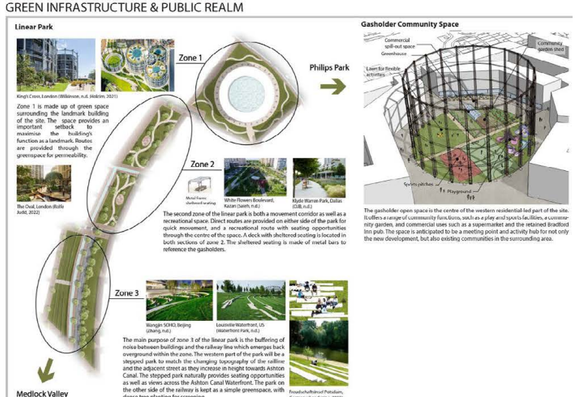


BLOCKS

ROUTES



GREEN INFRASTRUCTURE & PUBLIC REALM



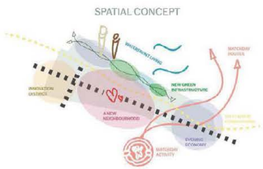
Masterplan
Studio

Trafford Wharfside

Introducing Trafford Wharfside

The Trafford Wharfside masterplan delivers a new vibrant and distinct community to the west of Manchester's city centre. Currently comprising underutilised car parks, fragmented industrial uses and isolated heritage assets, the masterplan takes forward the bold vision for the site as outlined within the strategic masterplan framework document and proposes a residential-led development which will connect Salford Quays and Trafford through the implementation of sustainable and active travel routes whilst also delivering a new residential neighbourhood and activated waterfront.

SPATIAL CONCEPT



Strategic Masterplan Framework

The strategic masterplan framework document for Trafford Wharfside provides a detailed analysis of the site and its context. The technical masterplan proposal has been produced based on the opportunities and constraints of the site as identified within that document, in addition to the vision, objectives and actions that have been produced. The full document can be reviewed using the QR code below.

Principles of the Masterplan

The strategic masterplan framework document outlines a number of objectives and actions which are most important for the site. Across these objectives and actions, five overarching principles have been identified as being most important to the final design.

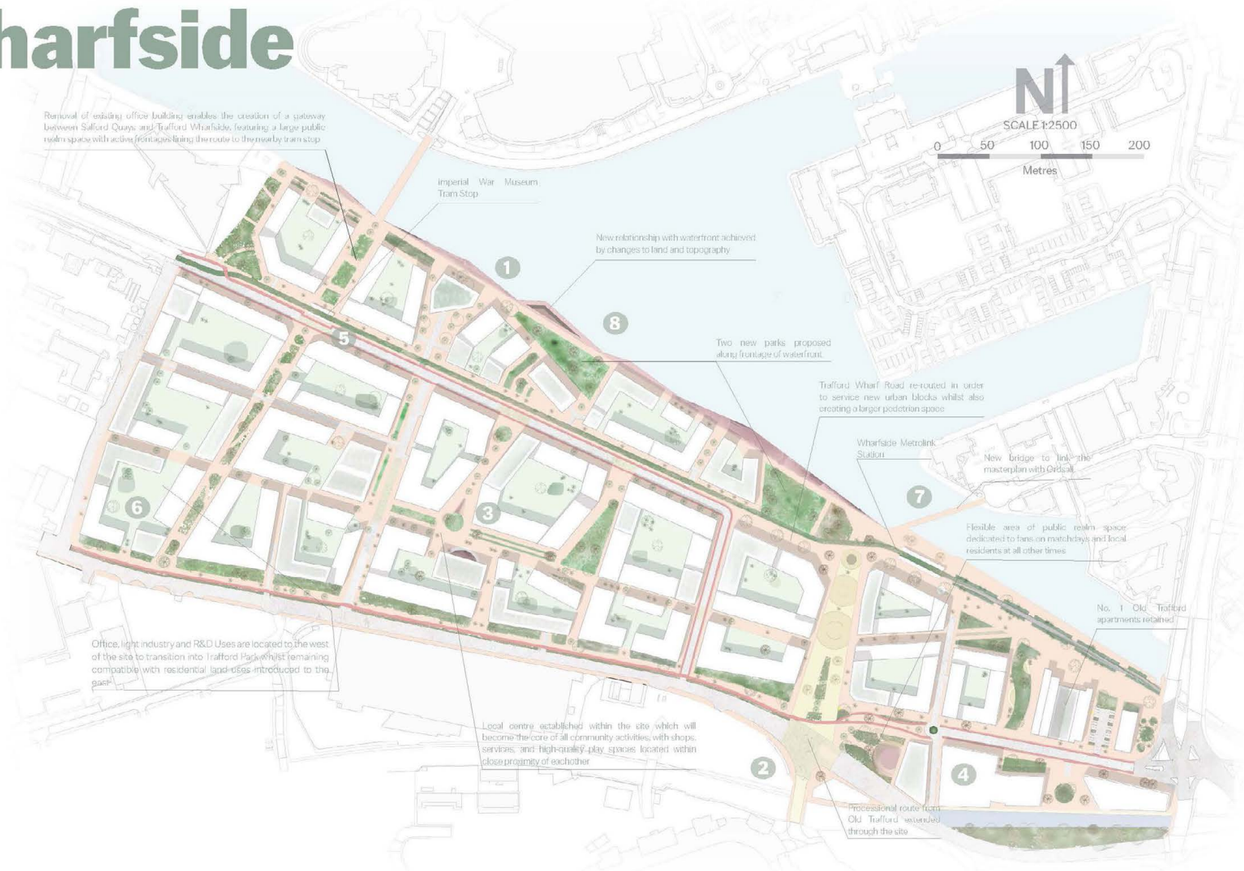
Innovating for the future
The masterplan expands Salford's innovation triangle by providing high-quality workspace for innovative commercial enterprise, extending this network into Trafford.

Valuing the fans
The matchday atmosphere is embraced by optimising elements of public realm to provide a rich experience for fans that remains functional, even at peak footfall.

Making a destination a home
The masterplan seeks to introduce a range of land uses which will sustain a new community and overcome the transient nature of the area.

Capitalising on the waterfront
Continuous active building frontage and new public spaces provide a human scale waterfront that acts as a visual gateway to Salford and Trafford.

World leading Sustainability
The masterplan is based on active travel principles and delivers a high density development that will be resilient to the effects of Climate Change and is truly sustainable in all respects.



Mark Waleczek
9866911

TW

Technical Masterplan for Trafford Wharfside
Key Points

1. A new waterfront identity
Trafford Wharfside takes inspiration from the best waterfront masterplans throughout Europe, providing a number of different spaces linked by human scale routes. Movement of the tram line running through the site also unlocks a far greater portion of the site for redevelopment.

2. The matchday opportunity
The site makes special provision for matchday activities relating to Old Trafford which is located directly south of the site. A new gateway into the site contributes to the extension of the processional route, with a dedicated area of public realm providing a unique area for fans to congregate pre and post match.

3. Central Neighbourhood
Within the centre of the site, quieter and more localised public spaces are provided for residents which are co-located with everyday shops, facilities and services. This contributes to a new residential neighbourhood and community which will be established through the delivery of the masterplan.

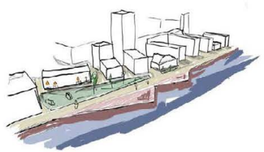
4. The warehouses
Building on the popularity of victoria warehouse, a second warehouse will be converted and will to contribute to a wider range of evening economy uses which will be located within the area serving local residents, visitors and football fans.

5. Promoting active travel
The masterplan prioritises sustainable and active modes of travel by connecting new local routes for walking and cycling with the two Metrolink stations which are located within the site.

6. A place to work
Existing light industry and manufacturing uses within the site will be relocated to the north-western periphery of the site which will become a specialised manufacturing, R&D and innovation district which retains a visual and physical relationship with the site by virtue of prominent green infrastructure and high quality public realm.

7. Re-connecting communities
A legible series of routes and spaces will reconnect the site's surroundings, providing an alternative to the vehicle dominated routes that surround the site. A new pedestrian bridge will provide a direct pedestrian route through the site to Ordsall, with a new Gateway at the top of the site providing a better relationship between the site, Salford Quays and the Imperial War Museum.

8. Prioritising Green Infrastructure
The masterplan links together currently isolated elements of Green Infrastructure surrounding the site and forms a vital part of the Trafford Green Infrastructure Network.



Project
Trafford Waterfront
Trafford

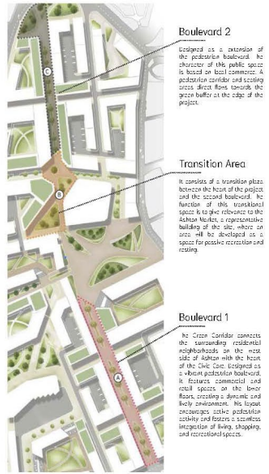
Student
Mark Waleczek

Project
Clayton
Manchester

Student
Andres Malaga

Public Realm and GI

The key elements of public space in this corridor are made up of pedestrian corridors and activity zones that are characterized as rest areas, spill out spaces and green areas, encouraging socialization activities.



Boulevard 2

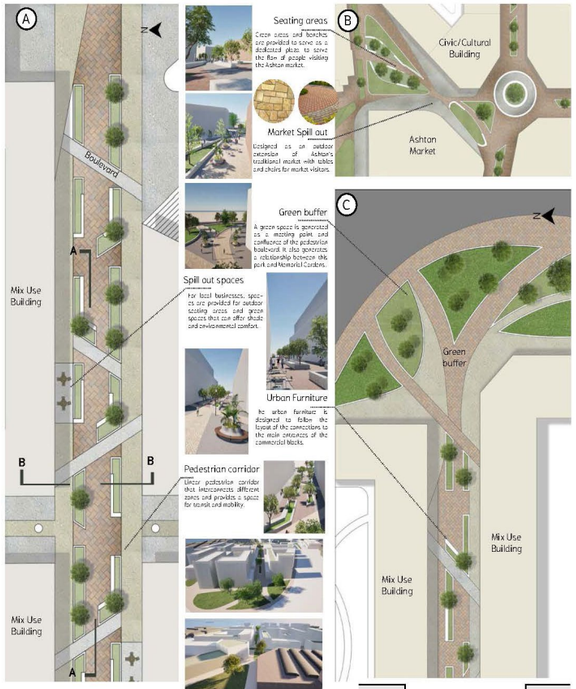
Designed as a extension of the pedestrian boulevard, the character of this public space is focused on local commerce. A pedestrian corridor and seating areas direct flows towards the green buffer at the edge of the project.

Transition Area

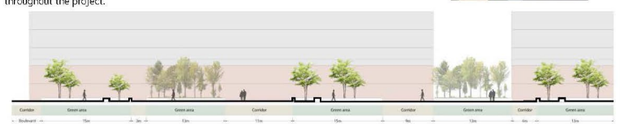
It consists of a transition plaza between the heart of the project and the secondary boulevard. Its function of this translational space is to give relevance to the Ashton Market, a representative building of the site, where an activity will be developed as a spaces for passive recreation and resting.

Boulevard 1

The Green Corridor connects the surrounding residential neighborhoods on the west side of Ashton with the heart of the Civic Core. Designed as a vibrant pedestrian boulevard, it features commercial and retail spaces on the lower floors, creating a dynamic and lively environment. This layout encourages active pedestrian activity and fosters a seamless integration of living, shopping, and recreational spaces.



The Boulevard Corridor is the main structuring axis of the Civic Core, organizing and directing pedestrian flows from east to west. It connects the west side residential neighborhoods with the Civic Core, ensuring seamless spatial connections. Designed as a vibrant pedestrian boulevard, it features commercial and retail spaces on the lower floors to activate the street level, with residential units above. This layout fosters continuous pedestrian activity and social interaction, making it a critical element for organizing and structuring pedestrian movement throughout the project.



Section A-A

Section B-B

Masterplan
Studio

Project
Ashton Old Market
Ashton-Under-Lyne

Student
Barnaby Thomas

1. Eccles Transport interchange - centre of Eccles and an important node. The top of the development links directly into this.

2. The key driver of this masterplan was to better connect Eccles town centre with the Manchester Ship canal, which currently is not accessible or visible from the town at all. This has been achieved by creating a landscaped pedestrianised street leading directly from the transport hub to the waterfront , integrating high quality GI and public realm.

3. The central space of the development is focused around a historic chimney. The warehouse next to it bends inwards and this has been utilised to create a public square with the chimney at its heart. This improves the legibility of the site and highlights a heritage asset that has been in the town for over 100 years.

4. A key component to connecting the town to the canal was to provide a waterfront that people could enjoy and spend time in. Therefore, a crucial part of the masterplan was to open up the waterfront with pedestrian walkways and landscaped GI that makes an accessible and enjoyable green space to spend time in. The creation of this waterfront also creates a better connection between existing GI and improves the network of green spaces in the area.

5. Providing different scales of GI is important in creating a spaces that benefit and work for the whole community. The main focal point of the development is the greened waterfront and central street, however within this block a community garden has been designed. With the character of a walled garden, created by the surrounding blocks and the existing heritage warehouse, this space is intimate for local residents to meet up and create opportunities for community activities

6. The creation of smaller local spaces has been important to the establishment of a sense of place as well as creating a hierarchy of spaces across the development that can be enjoyed by different people at different times. By shifting the end of the block a small square has been created with planting and seating for a quiet reflective space that also acts as rest points along the predestrianised streets.

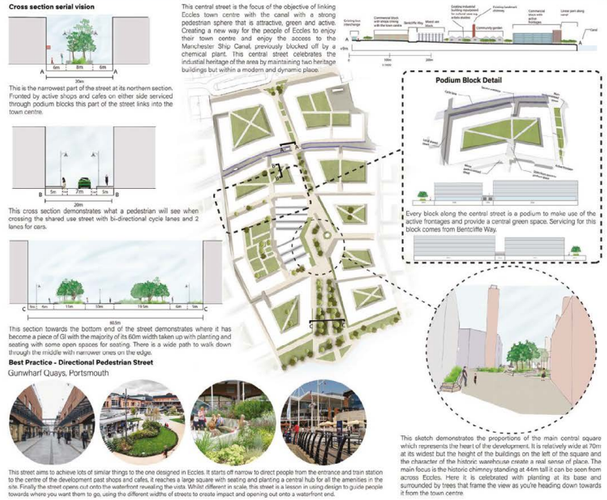
7. This area is the main vehicular gateway from the rest of the town by cars using Bentcliffe Way. The rounded corner emphasises the importance of this corner as a landmark especially for wayfinding across the site. The frontages of this area are active for community use making the street feel safe and animated.

8. Road improvements are crucial to the success of the scheme. By removing a large roundabout currently on site the major road to the east of the site can be narrowed and calmed without impacting congestion. This allows for the creation of a wider pavement along the road that incorporates the existing mature trees helping buffer the impact of HGVs going past for residents.

9. Integrating into the existing community has been an important factor in the design, in the residential area of the site this has been achieved by following the exisitng street pattern, linking up streets that are currently a dead end with the GI and the canal.

Eccles Masterplan

Town and Canal Link



Green Waterfront

Masterplan
Studio

Project
Trafford Waterfront
Trafford

Student
Shruti Kulkarni

Master-plan technical design proposal

This brown-field site in Clayton, Manchester is developed to cater to a high-quality residential and commercial centric development along the banks of the Ashton Canal, with re-emphasized sustainable modes of transport- given its strong potential showing the confluence of canals, cycle routes, public transport routes and the viability of cycling and walking as modes of travel. This development also creates a public centric development for major historic and cultural landmarks around the site.

Clayton Hall Tram-stop is an existing transport hub in close proximity to the site, centrally located on the northern edge, is redesigned for better public engagement with some seating integrated in the public realm and green infrastructure, with an innovated tram-stop design.

LEGEND:

1. Western node to green corridor
2. Waterfront development along Ashton Canal
3. Commercial and retail fronts on New Ashton Road
4. Central node between green corridor and public centric development
5. Prioritized cyclist and pedestrian crossing on multi-modal street
6. Existing tram-stop-redesigned
7. Pedestrian access to waterfront promenade, with a key view of Church of St. Cross
8. Vehicular access to residential core
9. Central linear park in the residential core
10. Eastern node fo green corridor and pedestrian access route
11. Retained pub of cultural and historical importance
12. Residential waterfront public realm development
13. Promenade along Ashton Canal
14. Public realm at eastern node of marina

- **Urban morphology**

- **Route hierarchy**

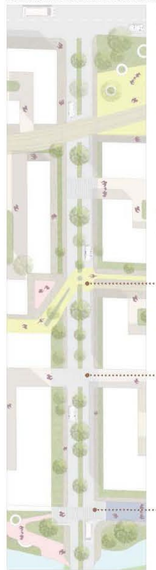
The routes designed running through the site, shows the limited vehicular access, that predominantly caters to servicing of the blocks, prioritizing a hindrance free movement across the central corridor for pedestrians and cyclists

One of the prominent factors of zoning involved the public centric development around the western edge of the site, was the proximity to sports city, apart from existing commercial frontages. This process was natural aided by:

- Presence and impact of sports culture in the city
- Access to Ashton Canal waterfront
- Vehicular access route, dividing the site for public vs private development.

Corridor 3: Central multi-modal street design

An existing vehicular route, running through the site, naturally falls as a barrier to zoning public-centric and residential development. By creating junctions and intersections, this route is redesigned to facilitate an unhindered flow for pedestrians and cyclists across the site. To design a quality street in a limited space, one must understand routes that are derived from different activity zones and their connectivity, and the quality of movement can be enhanced by incorporating amenities and facilities. Additionally, this route facilitates service and vehicle access to blocks aligned to it.



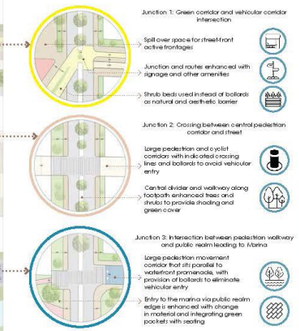
- **Street section**

Active and semi-active frontages on the street are supported with spill-over spaces for interaction

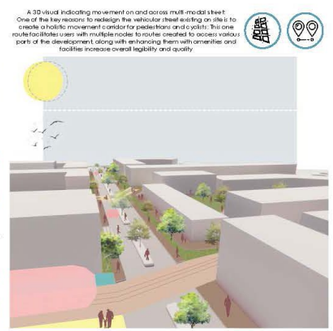
The street is designed to maximize and prioritize pedestrian and cyclist movement, enhanced with amenities and green cover around the street which facilitates quality of the street

Material Palette: To ensure legibility and function, a variety of materials are used on the street- to designate cycle track, walkway, public realms, etc.

- **Pedestrian and cyclist prioritized crossing across multi-modal street: Junction details.**



A 3D visual indicating movement on and across multi-modal street: One of the key reasons to redesign the vehicular street existing on site is to create a holistic movement corridor for pedestrians and cyclists. This one route facilitates users with multiple nodes to routes created to access various parts of the development, along with enhancing them with amenities and facilities increase overall legibility and quality.

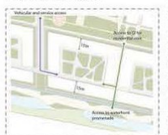


Clayton Marina: Public centric waterfront development, accessed through green corridor

The marina is one of the key features of the development on the site, which is situated on the western and northern edge of the site, to draw the large crowd from the sports-city and residential area.

Residential block type 1:

Residential block type 2:



Commercially led block type 1:

Masterplan
Studio

Project
Clayton
Manchester

Student
Sam Elliott

Clayton Marina Masterplan

Introducing Clayton Marina

The Clayton Marina masterplan is a mixed residential and commercial development with an ecologically conscious vision for Clayton.

Currently a 22 hectare brownfield site on the banks of the Ashton Canal, the masterplan proposes an alternative for Clayton.

Clayton Marina is symbolic of the site's intimate connection with the canal network, where sustainable living on the waterfront is at the heart of the design.

The Vision of the Masterplan

The masterplan takes forward the objectives and actions outlined in the Clayton Strategic Framework Document to execute a bold vision for the Clayton site.

Across the Strategic Framework, three broad principles can be identified and embedded within the design: Neighbourhood, Environment and Sustainable Travel.

The masterplan applies these principles to every aspect of the design to provide vibrant places for work, leisure and living all in close communion with the Ashton Canal.

Spatial Concept

Neighbourhood

1.1 - Establish a new marina along the Ashton Canal to become an emblem for the site's close relationship to the waterfront.

1.2 - Establish a diverse set of character areas for the site underpinned by sustainable principles.

1.3 - Provide gentle density residential areas with easy access to the waterfront and a network of green spaces.

Environment

2.1 - Create a vibrant waterfront through GI and BI interventions and facilitate a high-quality promenade public realm space.

2.2 - Integrate blocks and public realm through GI for coherent neighbourhoods and a peaceful atmosphere.

2.3 - Ensure climate-resilient development with appropriate sustainability and SUDs strategies deployed throughout.

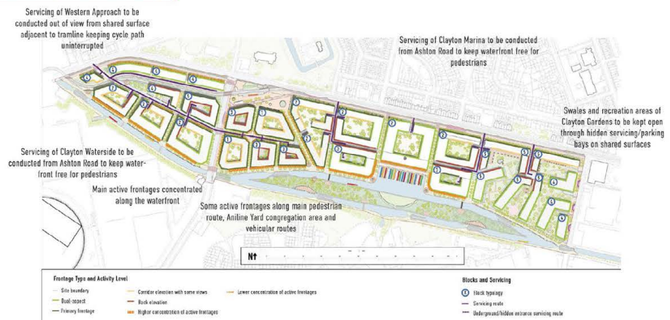
Sustainable Travel

3.1 - Promote cycling as the first choice for journeys within the city to mark the site as the beginning of the Fallowfield Loop.

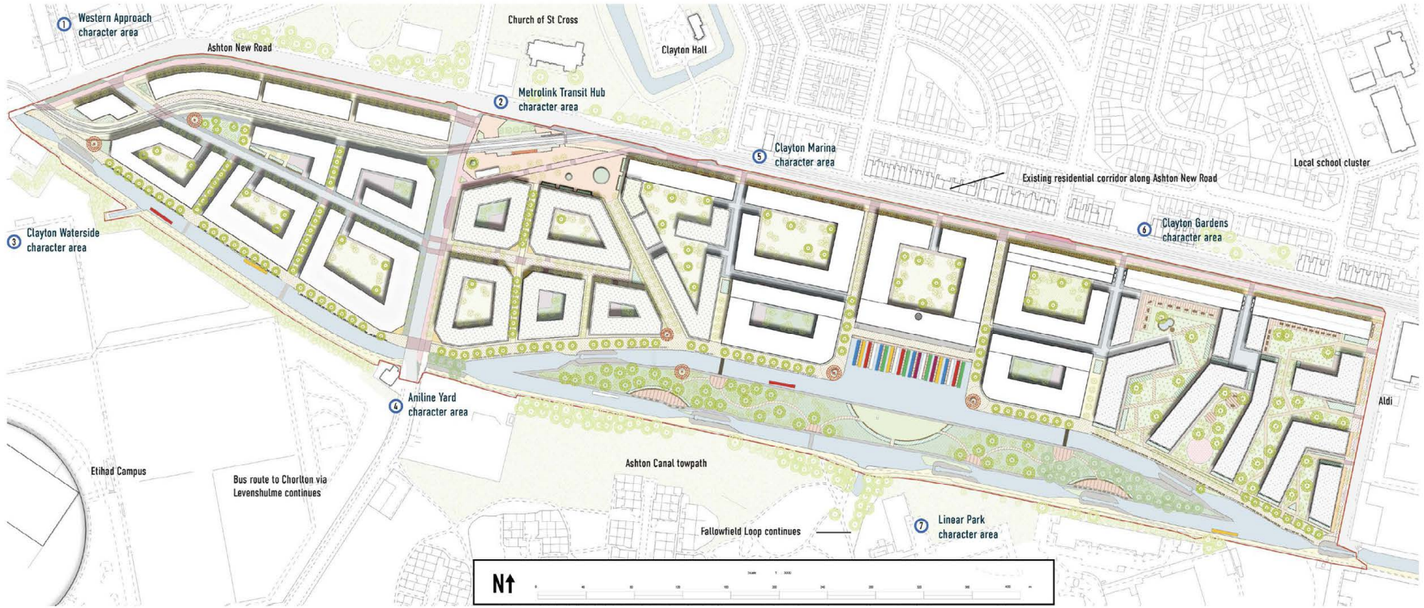
3.2 - Maintain and enhance the existing access to public transport to the city centre and southeast Manchester.

3.3 - Design-in a legible pedestrian environment within the site to encourage non-vehicular travel.

Block Frontages, Backs and Servicing



Technical Masterplan



Features
- Site boundary
- Proposed blocks
- Edge condition buildings/notable buildings
- Pavement outside of site
- Canal Boat
- Canal
- Tramline

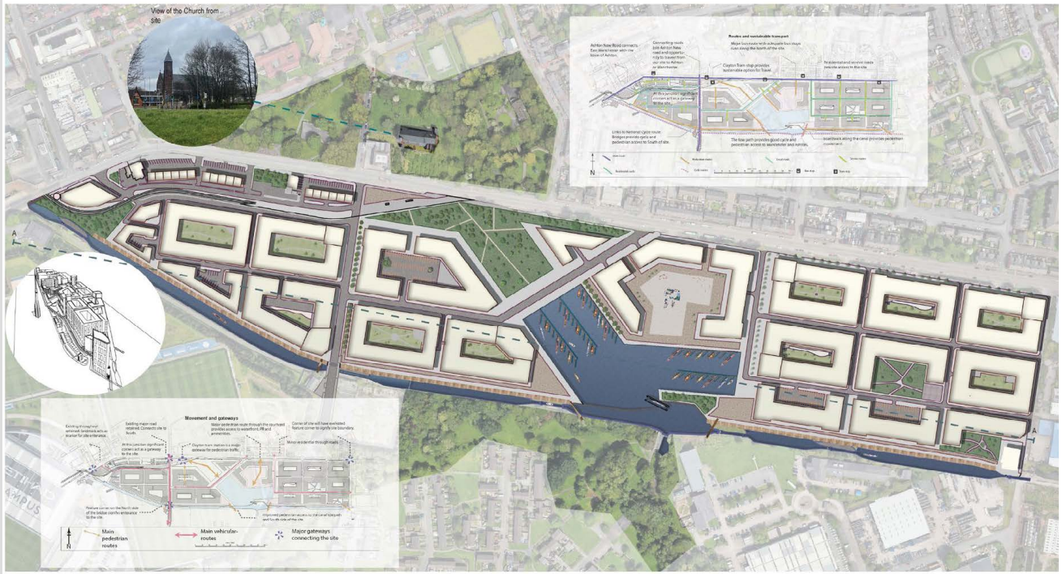
Surfaces
- Transit hub patterned material
- Flagstone main pedestrian route
- Pedestrian priority paving
- Shared surface materials
- Wooden decking
- Wooden boardwalk
- Residential route
- Soft ply surface
- Local stone
- Residential semi-private materials
- Residential semi-private buffer materials
- Office spillout slate flagstone
- Residential semi-private buffer materials
- Ground floor spillout space
- Internal road
- Loading bay
- Pavement for servicing
- Segregated 2 lane cycle path
- Bus stop
- Crossing distinction

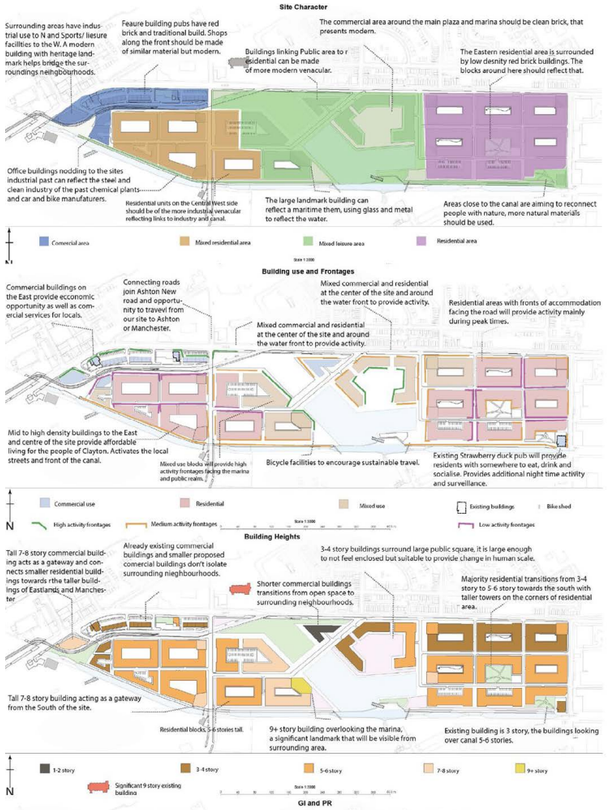
GI interventions
- Existing trees outside site
- Existing trees on site
- Existing trees potentially retained
- Proposed trees
- Proposed landmark tree
- Planters
- Circular planter with seating
- Rain Garden
- SUDs/Buffer
- Lawn
- Swales/wetlands
- Servicing courtyard
- Raised courtyard green space
- Woodland/dense canopy
- Green roof

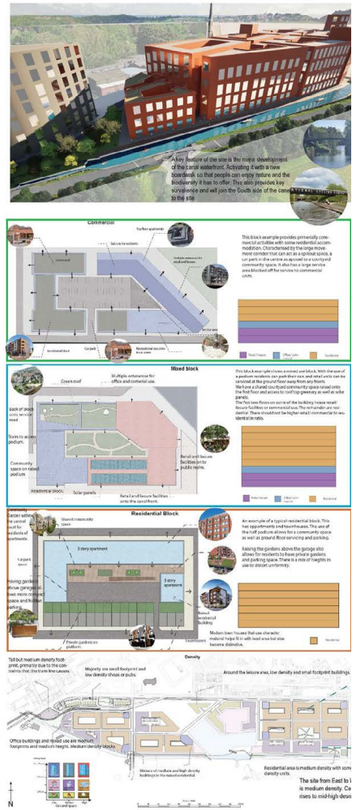
Masterplan
Studio

Project
Clayton
Manchester

Student
Andrew Borg-Fenech







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

LECTURER
Dr Amber Roberts

DESIGN TUTOR
Mr Robert Phillips
Ms Lindsay Whitley

TECHNICAL LEAD
Dr Taki Eddin Sonbli

STUDIO ASSISTANT
Ms Ana Kashfi Muhamad

Urban Design
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Great Ancoat Street
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Student
Mariam Rafique

Bus stop located on Great Ancoats Street to connect to existing bus route into the city centre. The adjacent block has a chamfered edge to open up the pavement and allow room for street furniture including a sheltered area

By using a podium, servicing and parking does not take up space in the centre of the block. Residents can access the underground area through stairs and lifts located within the residential buildings.

Solar panels on the tallest tower of the block to increase the amount of sun exposure

Allotments space for communal planting. This space encourages residents to engage with nature and socialise. Seating and planting beds create an inviting space for residents to sit outside while being shaded by trees.

Retaining heritage wall left intact. The wall creates a barrier between the apartment block and the busy arterial road. This helps to create a more quiet and private interior space.

Series of roof gardens, allotments and terraces. These spaces are private and accessible only to residents. These spaces include seating, shaded areas and planting beds. Here, residents are able to socialise and have further engagement with nature

Opening the block in the east increases the amount of light let into the block. While not connecting into Great Ancoats Street due to the Heritage wall, the use of the podium means the wall does not obscure views over to the neighbouring green space, Pin Mill brows and the Etihad Stadium.

Active frontage to activate adjacent public space. This section of the block to be used a community centre with amenities for the residents including a daycare and rooftop garden.

Seating area with planting beds line the main pathway through the centre of the block
Planting around and inside the block will use native plants and wildflowers. The planting beds also prevent run-off and excessive surface-water by encouraging drainage

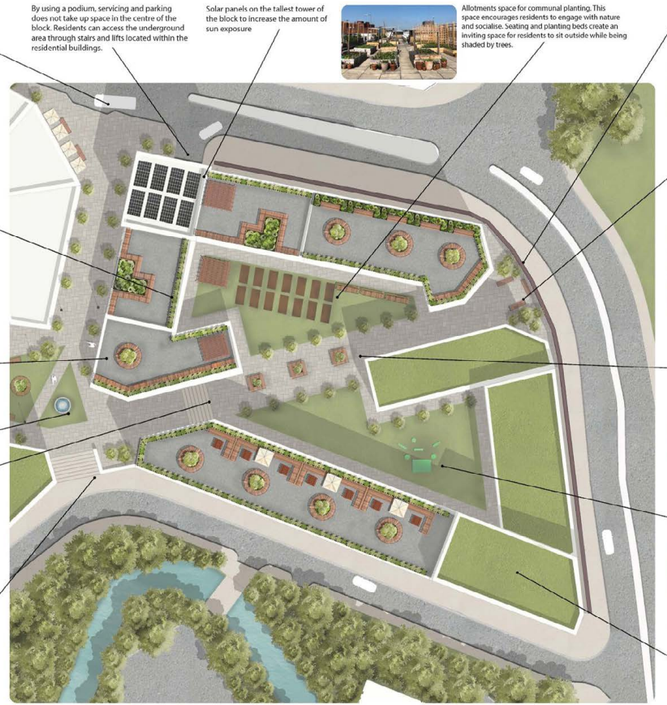
Pedestrian access into the block connects to central green space and pedestrianised area within the masterplan.

Stairs into block will incorporate a ramp to increase accessibility

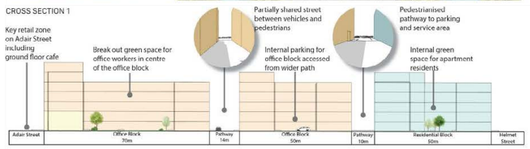
Playground with surrounding green space. The playground will include nature based play, including small water pumps and animal shaped seating.
The shape of the block creates a safe, more enclosed space for children to enjoy

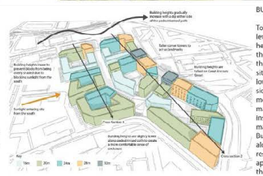
New access point to Helmet Street via stairs to accommodate level change. Stairs here include a ramp to increase accessibility into the site and connection to the River Medlock

Green roofs provide several benefits. They provide a rainwater buffer, help to regulate temperatures inside the buildings and encourage biodiversity. They also help to purify air which is especially beneficial due to the high levels of pollution along Great Ancoats Street.



CROSS SECTION 1





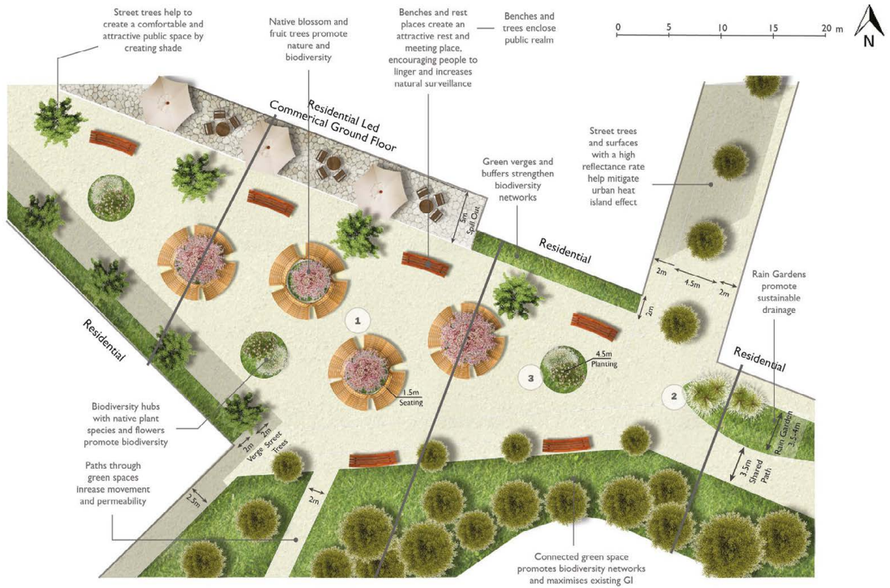
BUILDING HEIGHTS

To create a comfortable level of enclosure, building heights are shorter along the main pedestrian path through the centre of the site. Building heights are lower along the southern side of the site to allow for more sunlight to enter the main public realm areas. Inside the blocks and into the main pedestrian route. Building heights are higher along Great Ancoats Street to respond to the multi-storey apartment buildings across the road.

Urban Design
Futures Studio

Project
Great Ancoat Street
Manchester

Student
Holly Rodger



1

Grey to Green in Sheffield

With a similar climate to Manchester, the Grey to Green project shows mature biodiversity areas surrounded by seating made from natural materials. Extensive space is given to biodiversity and nature.

2

SuDs in Grey to Green in Sheffield

Examples from Grey to Green in Sheffield shows extensive rain gardens and biodiversity areas made permeable with walkways. Trees promote urban cooling, mitigating the urban heat island effect and increasing climate resilience.

3

"Henri Dunant Square" in France

An example of large biodiversity and green areas in a pedestrian square and pavement surfaces with highly reflective material

Urban Design
Futures Studio

Project
St. Patricks'
Manchester

Student
Tiara Amanda Aalmsyah

Masterplan

Shared Pedestrian and Cycling Streets

Most streets within the site are only accessible on foot or a bicycle to encourage physical activity and social interaction, without separate lanes. Vestergade in Odense is a successful shared street without lane segregation, lined by active frontages.

Corner Landmark

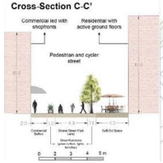
An art installation will be placed in this corner in front of the building's frontage to act as a landmark facing Rochdale Rd. to increase attractiveness. The frontage of this building will be active and generate liveliness.

Best Practice: Dean Street, Soho, London. A chamfered corner building with an active frontage that attracts activity.

Mixed Use Street with Active Ground Floor

Neighborhood streets of the development are lined with active ground floors and attractive frontages to draw in activity and liveliness. San Fransisco's 8th Street is an example of a vertically mixed-use street with residentials on upper floors and active ground floors.

Cross-Section C-C'



Limited Parking Space and Car Club

Private vehicular use is discouraged in the site by limiting parking spaces.

High density residential blocks and the community block have parking spaces that can be shared with other blocks to give users options and enhance accessibility and inclusivity.

An app-based car club is available in the church block parking/servicing space, providing a limited amount of cars to rent.

Architectural Style

Site surrounding consists of terraced houses with red/brown bricks and triangular, tiled gable roofs with dark color. To increase attractiveness of neighborhood, the architectural style of the development will be similar to its surrounding.

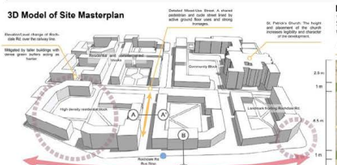
Best Practice

Cheetham Hill Road. Buildings are residential-led with uniform architectural style, height and materials, with active ground floor uses and frontages, generating liveliness.

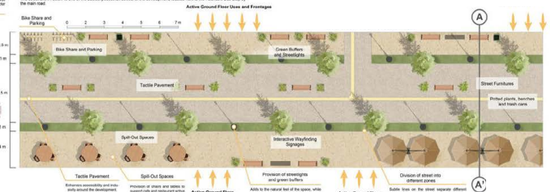
Semi-Private Green Spaces

Green spaces are provided within the blocks for block residents/users as well as the public to use. These spaces are equipped with furnitures, playgrounds, mature trees and spaces to lounge/rest in. Brunswick Park is a succesful example of a high quality green space between building blocks.

3D Model of Site Masterplan



Mixed-Use Street Details



Urban Design
Futures Studio

Project
Rochdale Road
Manchester

Student
Xiaohan Zhang

Climate resilience and nature

Green Roof

Green roofs can store rainwater, reduce surface runoff, and reduce flood risk. They can also lower the indoor temperature of buildings and reduce building energy consumption. Green roofs help improve climate resilience.

High Line, USA

Green Wall

Green walls are walls that are partially covered with vegetation, including soil and water supply systems. They can alleviate the urban heat island effect and enhance biodiversity. Green walls provide insulation for buildings, which can effectively reduce building energy consumption and contribute to climate resilience.

Musée du Quai Branly, Paris

Green Corridor

Green corridors are set up in the site, which can provide residents with public leisure space and connect the residential areas inside and outside the site. Large green areas can conserve water resources, reduce regional temperatures, increase biodiversity, and improve climate resilience.

Manhattan Waterfront Greenway

Rain Garden

A type of landscape design that uses native plants and soil to manage stormwater runoff. Rain gardens allow rainwater to infiltrate into the ground, reduce runoff, and reduce the risk of urban flooding. They provide biodiversity, reduce the heat island effect, and contribute to urban climate resilience.

Rain Garden, Liverpool

Green Street

Green streets refer to streets planted with large canopy plants, which can provide good shade for the streets. At the same time, tree pools planted with trees can conserve water, reduce surface runoff and improve climate resilience.

Ben Franklin Parkway, Philadelphia

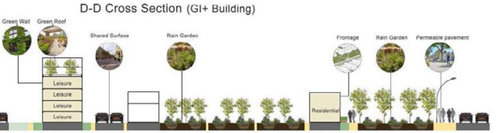
Permeable Pavement

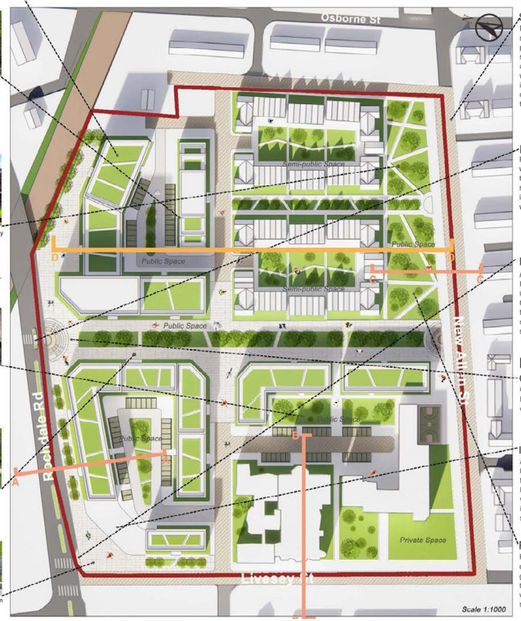
Permeable pavement reduces surface runoff by allowing rainwater to infiltrate the pavement and enter the ground, filtering pollutants from rainwater and reducing the heat island effect. It helps create a more sustainable and resilient urban environment.

Urban realm regeneration design Tottenham, London

Site Cross Section

D-D Cross Section (GI+ Building)





Pedestrian Friendly

Shared Surface Street

Pedestrians and vehicles can share the same space, giving pedestrians more priority while still allowing vehicles to pass at a lower speed. Pedestrians can walk or stop to chat without feeling throatened by motor vehicles. This can promote social interaction and pedestrian safety.

Exhibition Road, London

Main road crossing safety (Safety Island)

Rochdale Rd is a main road with high speed and lacks facilities to ensure pedestrian safety. A pedestrian safety island should be set up at Gateway.

Pedestrian Safety Island Queens , New York

Intersection pedestrian safety (Curb Extensions)

At the intersection of Rochdale Rd and Livesey St, the curb line is extended to shorten the distance for pedestrians to cross the road and slow down the speed of vehicles to ensure the safety of pedestrians.

Pedestrian Friendly Road

Respond to Design Objectives

Gateway

Create a gateway to Rochdale Rd to direct traffic to the pedestrian street within the site.

Gateway of the Site

Landmark

A 21-meter-high landmark building is built at the intersection of the main road Rochdale Rd and the secondary road Livesey St. Along Rochdale Rd is the main image facade of the site.

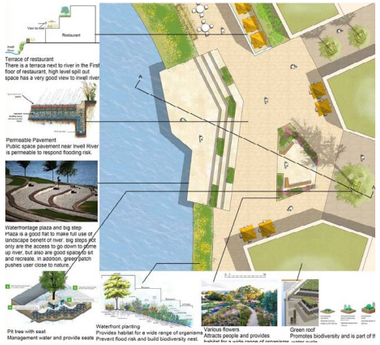
Landmark of the Site

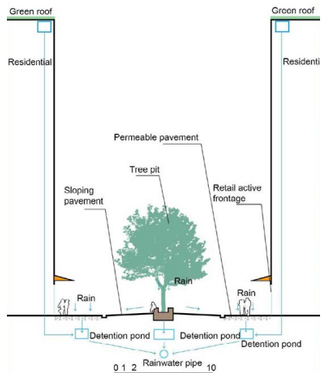
Frontage

Respond to the lack of frontage onto the site and develop a green space which connects the surrounding community with the townhouses on the site.

Frontage to residential area

Urban Design
Futures Studio





Project
Trinity Way
Manchester

Student
Yitong Ba

Urban Design
Futures Studio

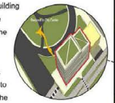
Green Corridors

Breathable and permeable paving materials should be used to pave the ground, and a certain amount of trees and other green plants should be planted at intervals to form a green cover. This is conducive to lowering ground temperatures, improving human outdoor comfort and reducing surface run-off.

Best Practice
Christie Walk, Adelaide

Gateway to the City Center

A high-rise mixed-use residential building is designed on the south side of the circular green at the north-west of the site, with a matching green on the north side of the building corresponding to the circular green. This high-rise serves as a gateway to the north-west of the site, echoing the city centre.



Shared Surface Material

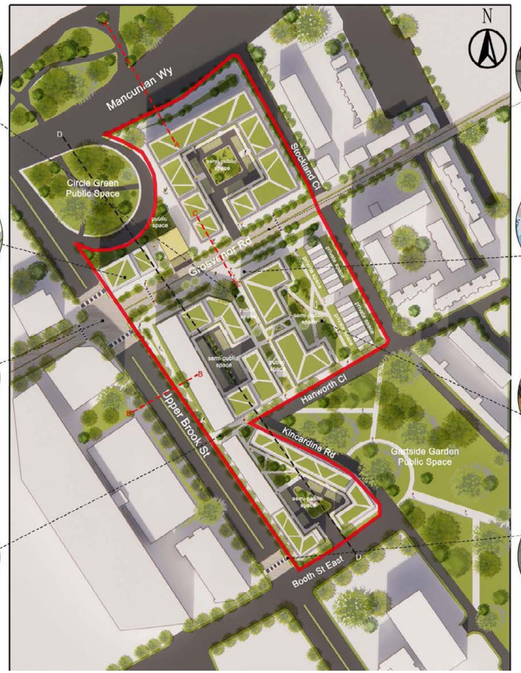
Through the use of different surface materials and textures, areas of activity for pedestrians and motorised vehicles can be visually distinguished , and this visual difference can direct motorists' attention to the presence of pedestrians.Public space can also be allocated more flexibly, allowing pedestrians, cyclists and motorised vehicles to co-exist safely in the same space, improving the efficient use of public space.

Best Practice
London Exhibition Road UK

Pocket Garden

Plants in pocket parks improve air quality, regulate temperature and improve the microclimate of streets. It increases urban greening and beautification, enhancing the livability and aesthetics of the city. Pocket parks are typically designed in conjunction with rain gardens or bioretention ponds to collect and filter rainwater,reduce urban runoff, and prevent urban flooding. Pocket parks use permeable materials to pave the ground, promote rainwater infiltration, replenish groundwater and reduce surface runoff.

Best Practice
Alfred Place Gardens London



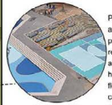
Green Street and Facility

Green streets and facilities can improv air quality through vegetation, mitigate the urban heat island effect and create a more livable urban climate. Green streets can reduce surface runoff, relieve pressure on urban drainage systems and prevent flooding. Moreover, street trees and other vegetation have a sound-absorbing effect, which can effectively reduce traffic and urban noise pollution and enhance urban tranquility.

Best Practice
Ribblesdale Road, Sherwood, Nottingham

Permeable Pavements and Public Space

Pervious paving is used for pavement and public spaces. Permeable pavements and plazas not only provid recreational space for residents, but also collect and retain rainwater during heavy rains, reducing the risk of urbar flooding. In addition rainwater that crosses the ground is collected, providing the city with space for rainwater retention.



Best Practice
Water Square, Nothorlondo,Rotterdam

Street Rain Gardens and Bioretention Pond

Stroot Rain gardens and bioretontion basinsuse biological processes to remove pollutants from stormwater on the street, reduce runoff and attenuate peak flows wherethey are permeable, and increase effective pervious surfaces in highly urbanised areas.

Best Practice
Sandy Bvld green street

Traffic Calming Design

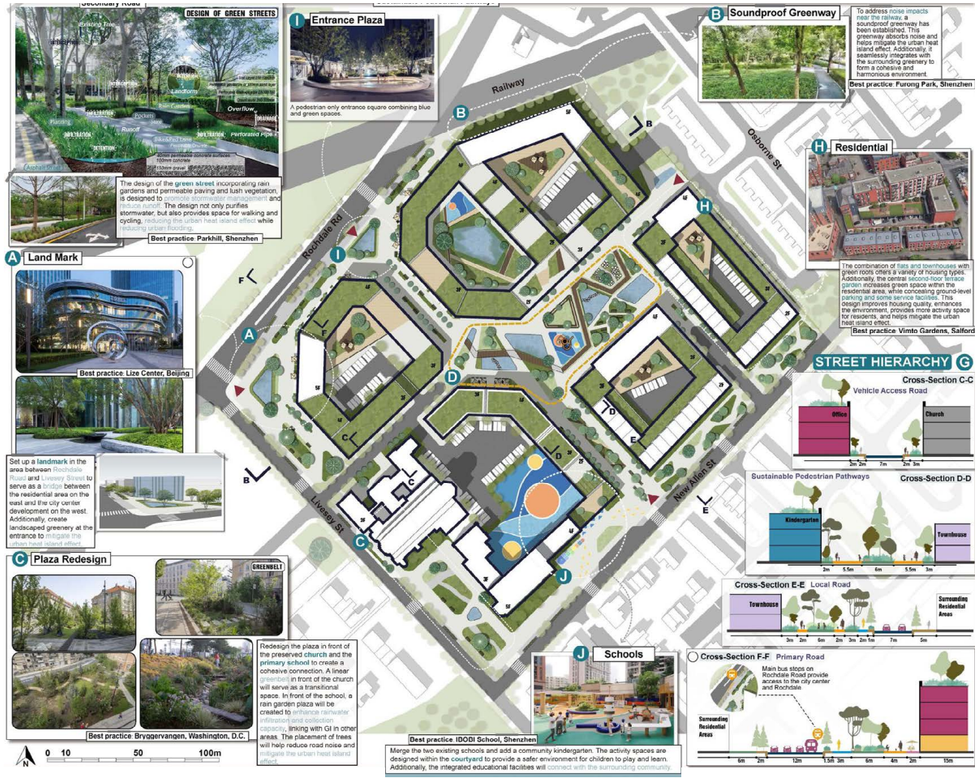
Curb extensions improve the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for people. This results in a smaller turning radius, forcing turning vehicles to slow down. Combine stormwater management features, such as biofiltration strips or rain gardens, with curb extensions to absorb stormwater and reduce the impervious surface area of the street.

Best Practice
City of Winston-Salem, North Carolina USA

Project
Gartside Gardens
Manchester

Student
Haoran Chang

Urban Design
Futures Studio



Project
Rochdale Road
Manchester

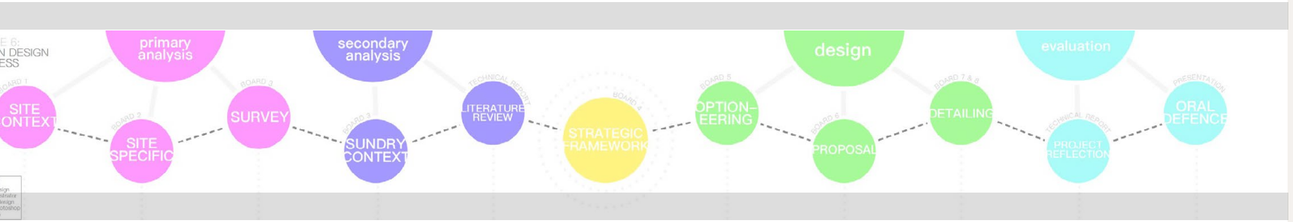
Student
Wenlin Zhao

Urban Design
Futures Studio

Project
Marble Arch
Manchester

Student
Youming Chen

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
Dr Philip Black
Ms Rachel Kerr

DISSERTATION TUTORS
Dr Amber Roberts
Dr Taki Eddin Sonbli
Mr Robert Phillips

Lanes and Legacy: Revitalizing the Art District of Mumbai - A Contemporary Perspective to Urban Regeneration and Cultural Conservation

This dissertation explores the intersections of urban regeneration and cultural conservation in Mumbai, India, focusing on the ways in which the city's urban fabric can be revitalised whilst preserving the rich cultural heritage.

Drawing from case studies and theoretical frameworks, the study examines the potential for adaptive reuse, everyday urbanism, and community participation as tools for achieving sustainable urban regeneration.

Student:
Shruti Kulkarni

PROPOSED MASTERPLAN FOR URBAN REGENERATION.

Urban regeneration in Colaba and Fort Districts of Mumbai is a well justified attempt to enhance its citizens' experience, improvise infrastructure to support the existing historical context and celebrate everyday urbanism.

The proposal for this project involves a holistic approach that ties together interventions across the district which involves diving the area in five zones, and the holistic link is described below.

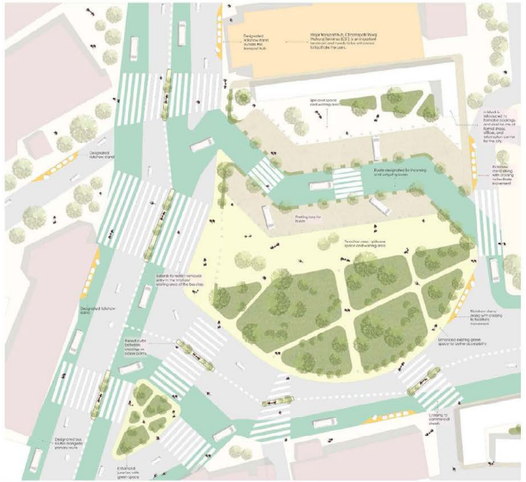
Area of intervention+Area of influence

- **LEGEND**
1. CST, a major transport hub (train station) and a heritage site, is an important landmark.
2. An existing bus terminal (around CSMT, is a site chosen to revitalize the bus stand to promote sustainable movement for the district.
3. Modi Street is a commercially active bus street, just outside the bus terminal, which is proposed for better access.
4. Kala Ghoda Art District, is a major art and culture hub, with landmarks, lanes and major landmarks, chosen to review the quality of the same.
5. S.P. Mukherjee Chowk, a major node, connecting the areas of interventions across the district.
6. Major public squares enhancement of the Gateway of India, for quality experience.
7. Eastern waterfront redevelopment.

One of the advantages of conducting the urban regeneration project in the context, is the variety of urban inserts at various scales.
The need to revive the essence of districts like this, that hold a strong historical and cultural background, is an incentive to bring back the context's uniqueness, which retains the original image of the city.

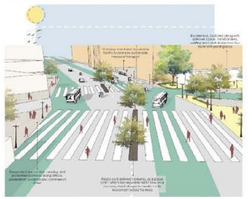
• ZONE 1: BUS TERMINAL REVITALIZATION, CST, FORT.

Proposed Design:
The design proposal for the bus terminal includes enhancement of the terminal, making the existing GI accessible, designating a bus route and other facilities that can benefit the users and visitors coming from/to CST, which in-turn promote sustainable modes of transport for the district.

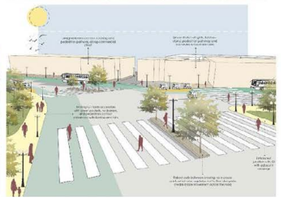


Designated Bus Route | Designated Rickshaw Stand | Raised curb/road divider

Detailed View 1:
The idea of revitalizing the spill-over space in order to organize the incoming/outgoing bus through designated routes all through the district, starting with this terminal, alongside providing a formal block for an office, ticket booking counter as well as an information center for the district is a crucial intervention alongside enhancing the space with basic yet essential infrastructure like custom lighting for the area, bins, crossings, curbs and GI, is incorporated.

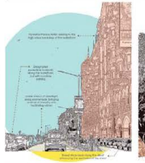


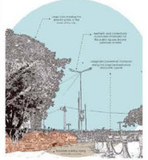
Detailed View 2:
One of the purposes of linking multiple zones of intervention together is the holistic and quality journey it would provide. This idea is achieved on the other end as well, which moves the focus from the bus terminal to the road leading to the commercial streets and Kala Ghoda District.
Thus the proposal to make the existing GI near the bus terminal by making it permeable and accessible, along with junction revitalization, providing pedestrian walkway, crossings and custom lights has been proposed here.



• ZONE 5: REJUVENATING EASTERN WATERFRONT ALONG THE GATEWAY OF INDIA

The key takeaway from the serial vision through the current condition of the eastern waterfront shows the issues like roadside parking and prominent use of private vehicles, which is taken up as an important element driving the design.





Zoom-in plan 1:

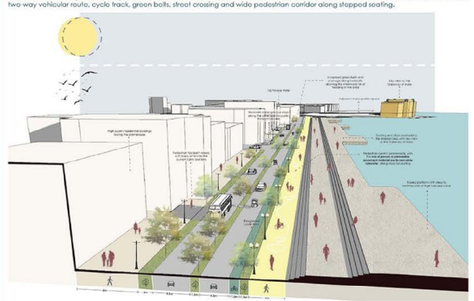
Zoom-in plan 2:

Zoom-in plan 3:

Zoom-in plan 4:

• SECTION A-A'

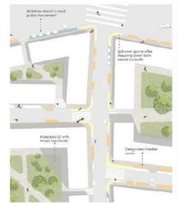
A 3D sectional through the street gives a detailed layers of the holistic development proposed across the eastern waterfront, with minimized two way vehicular route, cycle track, green belts, street crossing and wide pedestrian corridor along stepped seating.



• ZONE 2: COMMERCIAL STREET ENHANCEMENT AT MODI STREET, FORT.

- Modi street enhancement is an important part of the regeneration proposal that has a direct impact on the research theory of everyday urbanism.
- This commercial street is a part of the tight urban fabric, with urban blocks that primarily lack intermediate green infrastructure, which is proposed in the improved block proposal.
- One of the key elements corrected, as seen through site visit observation, is the need to provide designated pedestrian corridor, storefronts, GI, rickshaw stand to promote sustainable transport and formal hawker zone, which gives a good quality street for its users.

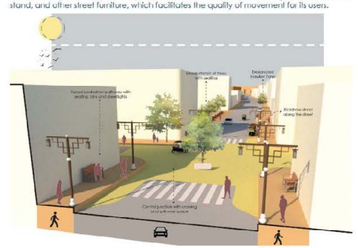
Detailed Plan 1:



Detailed Plan 2:

3D Sectional View 1: Section A-A'
The following section through the adjacent street of Modi Street, shows a detailed view of designated hawker zone, continued use of streetlights, incorporating street furniture, etc. It is a larger vehicular access route than Modi Street, but can have same street enhancement proposal as a narrow commercial street.

3D Sectional View 2: Section B-B'
A section through the enhanced junction on Modi Street, is an example of prioritizing pedestrian movement from raised footpaths. A innovative four-way junction, with crossings across the adjacent alleys, is also punctuated with a linear stretch of streetlights, trees, rickshaw stand, and other street furniture, which facilitates the quality of movement for its users.



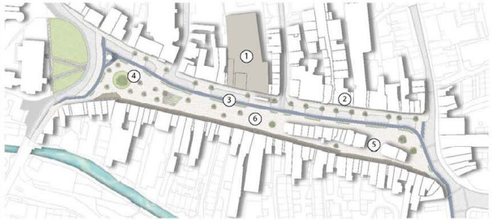
Ensuring the Future Vitality and Viability of Rural UK Market Towns: A Study of Skipton, North Yorkshire

Market towns are often known for their unique heritage assets that can attract tourism - but can also present complexities for future development. To ensure vitality and viability, these market towns, such as Skipton, UK, must find new and innovative ways to adapt.

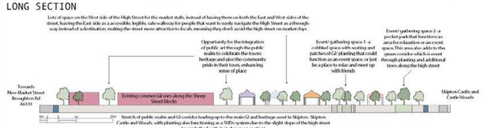
This dissertation considers how this adaption might take place in the context of heritage townscapes merging with new thinking on sustainability and growth agendas. Through a masterplan approach to developing Skipton the study presents a framework for contemporary development that celebrates national history, fosters inclusive community-sport, and encourages rural market towns to embrace innovation.

Student:
Amelia Pegrum

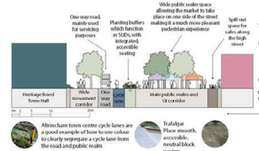
THE FUTURE OF THE MARKET TOWN HIGH STREET



LONG SECTION



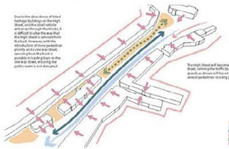
PEDESTRIAN/ CYCLIST PRIORITY



CROSSING SAFETY

The current High Street presents multiple safety issues from inaccessible underfoot materiality to difficulty crossing due to the vehicle centric nature of the street. Therefore the introduction of more and enhanced crossing points along the High Street will improve the E to W connectivity of the public realm along the High Street, and will ensure that less able people feel safe on the street, encouraging more people to want to interact with the High Street on foot.

FUNCTIONALITY



① CREATIVE INDUSTRIES

Rackhams is an old department store which used to be the heart of the High Street, however due to high street decline, the store closed down at the end of 2019. This huge building is now vacant, therefore repurposing the use of this building into a hub for creative businesses would bring vitality to the high street and encourage some market stall owners to maybe open small shops within this building. Another use that could be implemented into this building is co-working/ office spaces to encourage younger people to live and work in Skipton

② LOADING BAYS

Loading bays designed into the streets to provide clear areas where businesses can be serviced, creating a safe and legible environment for pedestrians, improving human comfort whilst maintaining the success of the businesses on the High Street

③ CYCLE LANE

The introduction of a cycle lane onto the High Street will connect the commercial centre to wider Skipton, including the important GI spaces and transport hubs like the train station and bus station. This will encourage a more active lifestyle, enhancing wellbeing and reducing car dependancy.

PUBLIC ART TO CELEBRATE THE TOWNS HISTORY

Skipton public art- sheep sculpture

Implementing more public art into the public realm on the high street, like the sculptures already seen in some parts of Skipton, celebrates the towns heritage and reinforces community pride

NYC public art

Integrating these more subtle public art details throughout the high street can aid wayfinding and provide a sense of place and belonging

Manchester bee planters/ bins

Using the Manchester bee as inspiration, integrating a sheep decal onto the bins and planters in Skipton will subtly point to the town's heritage

INCLUSIVE PUBLIC REALM AND MULTIGENERATIONAL ACTIVITY

④ EVENT SPACE

A multifunctional public realm space that can be flexible to become a space for pop up events, markets or larger concerts and gatherings. This inclusive environment where multigenerational social cohesion is encouraged, will attract a younger demographic to the area and revitalise the high street by maintaining a vibrant, safe, active space which also celebrates the town's history and heritage.

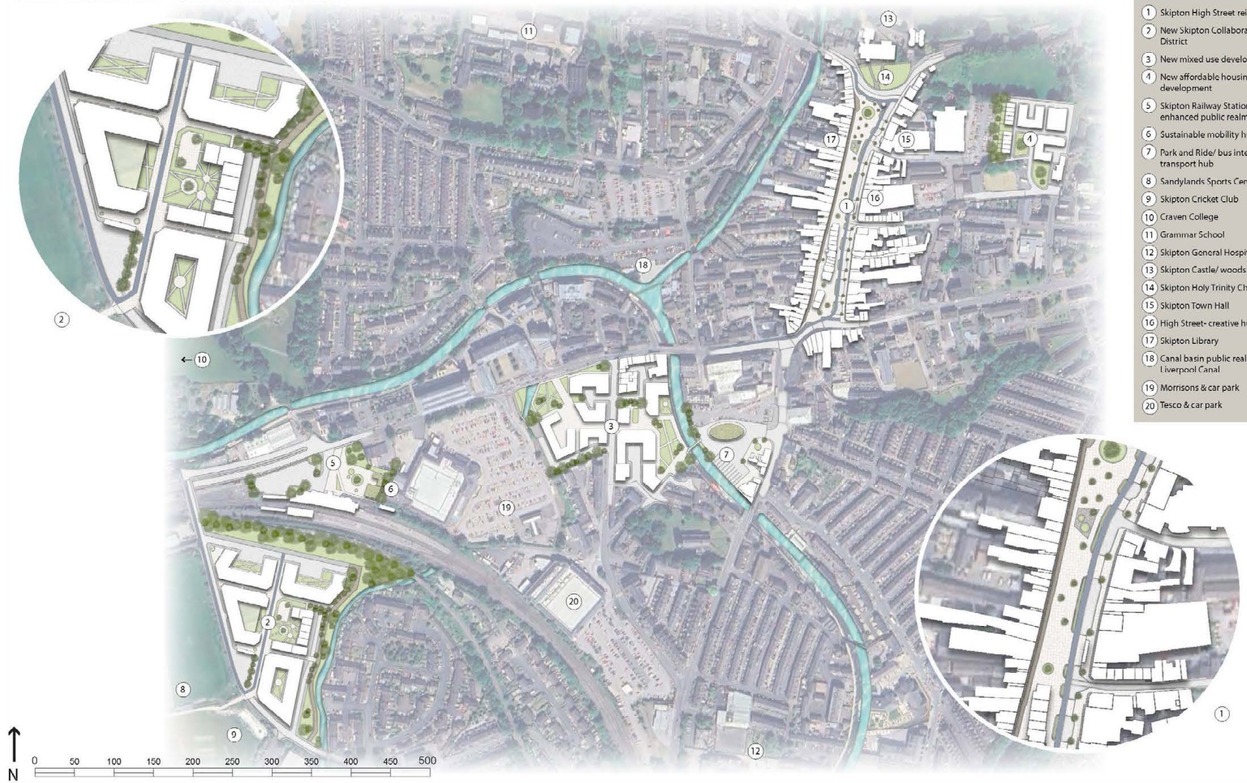
⑤ MULTIGENERATIONAL SPACE

To overcome social isolation in older adults and give younger people a sense of purpose, multigenerational community engagement is encouraged through public realm details like seating which creates oppurtunities for conversations between different demographics and cultures.

⑥ PUBLIC ART

Implementing more public art into the public realm on the High Street, celebrates the towns heritage, reinforces community pride and enhances sense of place and wayfinding, which makes the town centre a more attractive, comfortable environment for locals and visitors.

FINAL MASTERPLAN- SKIPTON REVITALISED



1. Skipton High Street reimagined
2. New Skipton Collaboration District
3. New mixed use development
4. New affordable housing development
5. Skipton Railway Station & enhanced public realm
6. Sustainable mobility hub
7. Park and Ride/ bus integrated transport hub
8. Sandylands Sports Centre
9. Skipton Cricket Club
10. Craven College
11. Grammar School
12. Skipton General Hospital
13. Skipton Castle/ woods
14. Skipton Holy Trinity Church
15. Skipton Town Hall
16. High Street- creative hub
17. Skipton Library
18. Canal basin public realm- Leeds Liverpool Canal
19. Morrisons & car park
20. Tesco & car park

Resilient Rails: Integrating Industrial Heritage into The Urban Context of Arequipa's Historic Centre, Peru

Repurposing abandoned industrial sites is key top effective sustainable urban development. Preserving and transforming these sites into vibrant spaces and places that enhance urban life and boost economic potential is vital.

This dissertation sought to understand how the integration of Arequipa's neglected industrial railway heritage and the historic centre can serve as a catalyst for urban regeneration, cultural preservation, and enhanced community engagement.

Student:
Andres Malaga

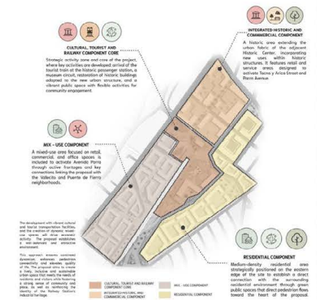
TECHNICAL MASTERPLAN PROPOSAL

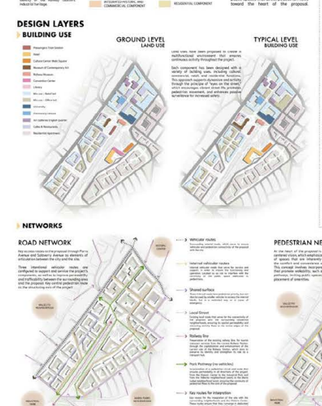
PROPOSAL COMPONENTS

Based on the thematic categories identified in the prior research, the proposal has been divided into four key components to ensure its functionality.

Each component directly addresses the urban design principles for regenerating heritage industrial areas and integrating them into the urban fabric.

The components reflect the theoretical framework and urban design principles from the previous phase. By adhering to the strategic guidelines, the proposal integrates historical context with contemporary design strategies, ensuring a cohesive redevelopment that meets project objectives and enhances functionality.





Town Centre Regeneration for High Street Decline: An Urban Design Case Study in Blackburn

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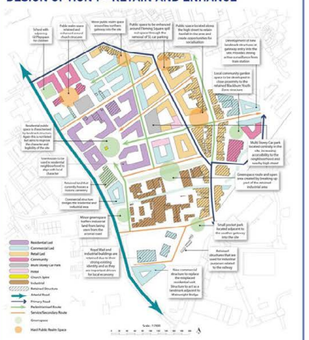
This dissertation focuses on the emerging challenging facing many town centres in the UK - that of decline due to the pressures of competing with e-commerce and out-of-town retail spaces. Blackburn, located in the northwest of England, was chosen as a case study location due to its higher than average rates of unemployment, crime, and retail vacancies within the core centre.

The masterplan developed in this project aims to demonstrate the power of urban design to revitalise a town centre, with a particular focus on the high street, local community, and sense of identity/place.

Student:
Bhumit Mistry

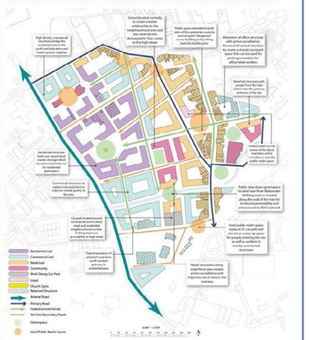
DESIGN OPTION 1 - RETAIN AND ENHANCE



- Retaining Industrial Uses on the site has the potential to bring a wider demographics to the high street
- School and Community Services to the north have a stronger relationship to the existing health and education quarter
- Retained church spire improves wayfinding around the site

- Industrial uses may increase noise and pollution around the Rivertront Public Realm Space and Southern part of Darwen St

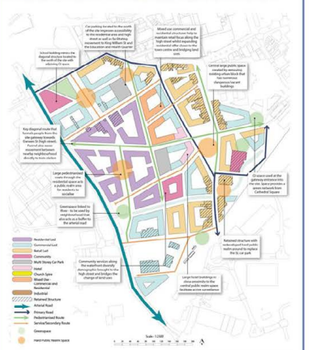
DESIGN OPTION 2 - REDEVELOPING INDUSTRIAL LAND



- Developing industrial land will improve the air quality on site
- Developing a number of GI/PR around Darwen St will increase the opportunity for social interactions and community growth
- School and Community Services in closer proximity to the high street will improve the diversity of footfall in the area

- Developed industrial land may have a negative impact on local economy and affect the character of the identity and character of the area
- Building on top of cemetery may be controversial/unrealistic despite previous excavations in the area

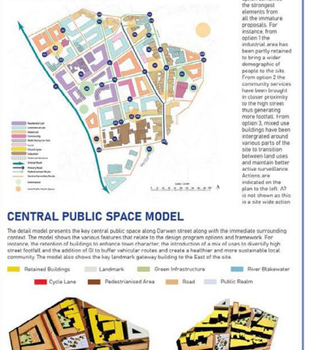
DESIGN OPTION 3 - MAXIMISED REDEVELOPMENT



- Routes funnel directly to the high street which may help to improve legibility and footfall to the area
- Introduction of mixed use buildings could ease the transition between the various land uses in the area.
- Larger central public space has the potential to bring together more residents/visitors

- Diagonal routes and larger blocks may not align with the site layout of the town
- Large public space area may compete with the hard public realm space already located within Cathedral Square

PREFERRED OPTION

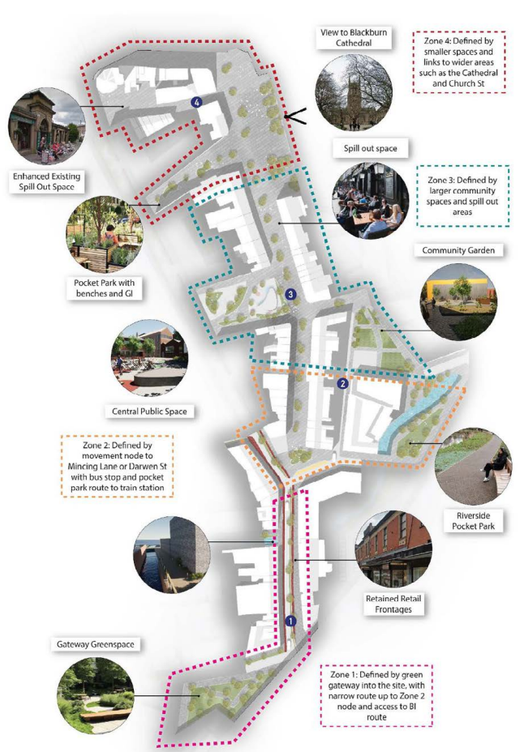


The preferred option combines the strongest elements from all the immature proposals. For instance, from option 1 the industrial area has been partly retained to bring a wider demographic of people to the site. Moreover, the community services have been brought in closer proximity to the high street thus generating more footfall. From option 3, mixed use buildings have been integrated around various parts of the site to transition between land uses and maintain better active surveillance. This is indicated on the plan to the left. *A3 is not shown as this is a site wide action*

CENTRAL PUBLIC SPACE MODEL

The detail model presents the key central public space along Darwen street along with the immediate surrounding context. The model shows the various features that relate to the design program options and framework. For instance, the retention of buildings to enhance town character, the introduction of a mix of uses to diversify high street footfall and the addition of GI to buffer vehicular routes and create a healthier and more sustainable local community. The model also shows the key landmark gateway building to the East of the site.

Retained Buildings | Landmark | Green Infrastructure | River Blakewater | Cycle Lane | Pedestrianised Area | Road | Public Realm

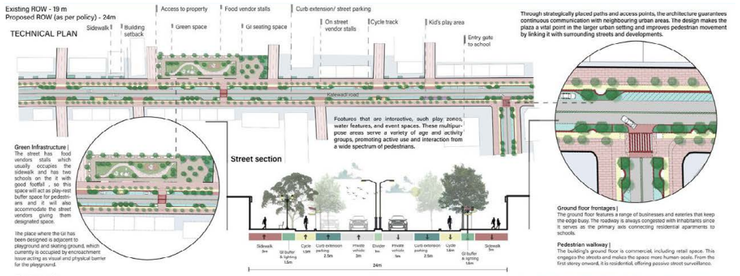


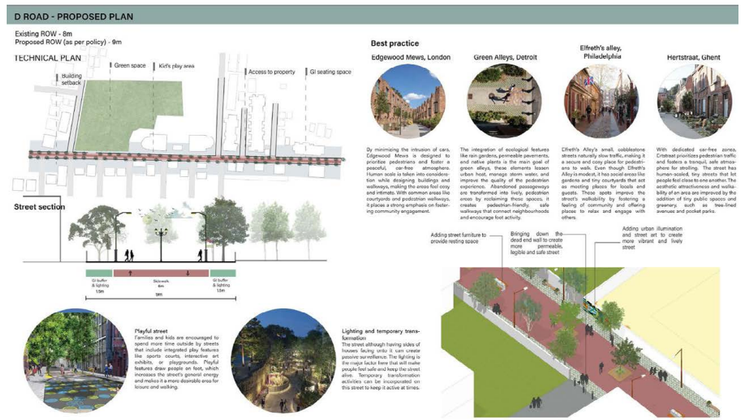
Rethinking street design to encourage walkability in Pimpri Chinchwad, India. A climate-responsive approach.

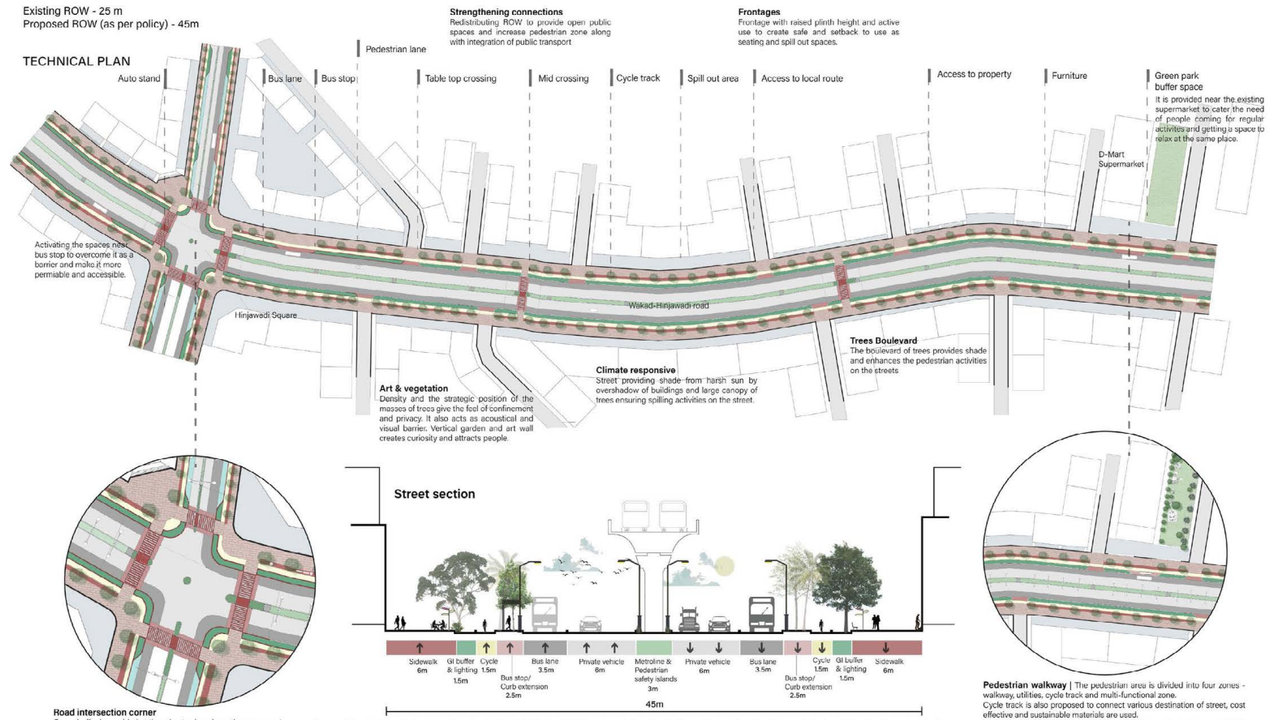
This dissertation focused on the rapidly developing area of north-west Pune, India (Pimrpi Chinchwad). The site chosen exemplifies many of the challenges facing Indian cities today - rapid urbanisation, increasing population density, and growing use of private vehicles. These factors have led to a need for improved street infrastructure that prioritise pedestrian needs and demonstrates a more sustainable future.

The study re-imagines 4 key streets - adapting them to the specific climate, cultural, and urban context of Pimpri Chinchwad.

Student:
Pratiksha Manmohan Jaju







Design insert: **Ting Wu**
Context massing model: **Nataly Muzikarova - Andres Malaga - Yili Niu - Faiyaz Ali Beck**
Urban Design Project

Pratiksha Manmohan Jaju
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