



RETAIN
RETHINK
REASSIGN
REUSE

URBAN SPACES IN MANCHESTER

MA A+U

MANCHESTER SCHOOL OF ARCHITECTURE



MANCHESTER
1824

The University of Manchester

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MA Architecture and Urbanism

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I would also like to thank Dominic Sagar and Karan Gandhi for reviewing my work during the semester and sharing with me their feedbacks to help improve my portfolio.

Lastly I would like to thank my family and my friends at Manchester School of Architecture for supporting me and keeping my spirits high during the academic year.



Abstract

Manchester hosts one of the biggest recognised Pride Parades internationally every year. The Gay Village symbolises the acceptance and freedom experienced by all the communities living in the city. The annual Pride Parade is the event that attracts national and international attendance towards the support of LGBTQ+ community, but rest of the year, the city lacks a visual and experiential identity that it stands for. The Gay Village helps support its members in the society. This area deserves a separate identity in terms of its usage of public spaces around the pubs and the streets.

The aim of my project is to recognise the usage of space and enhance the experience with respect to the public spaces and introduction of activity spaces to help and support the community all year round. The project aims at recognising and designing versatile spaces that can be shifted and rearranged during the Pride Parade to ease the heavy footfall experienced during the annual weekend event.

The area contains heritage structures and a notable characteristic to its land use and user groups, making it a strong identity for Manchester City to preserve and enhance. It has a centrally connected location within the city which gives it an opportunity to be experienced by visitors and tourists.

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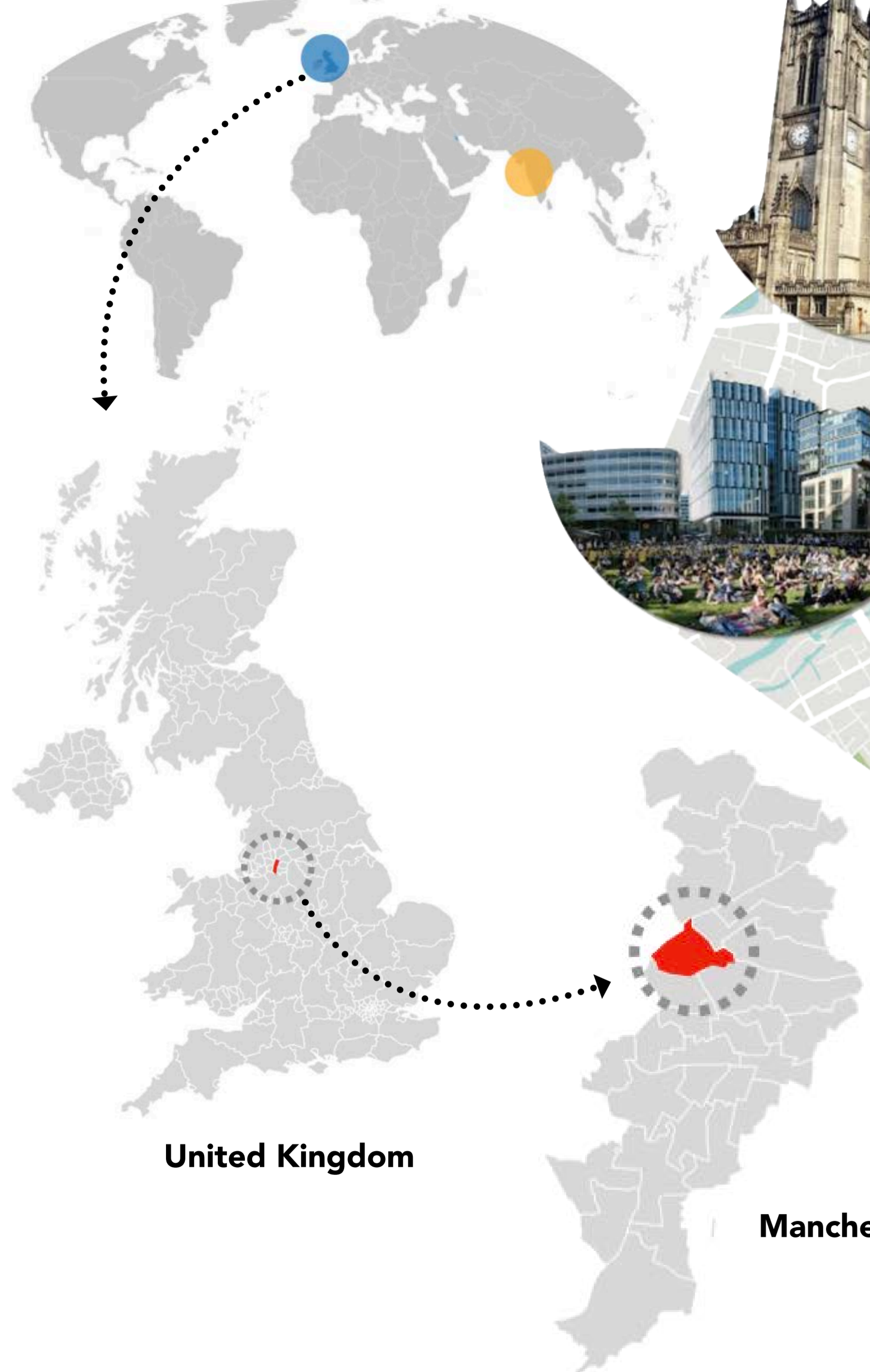
Bibliography

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1 Introduction

City structure



United Kingdom

Manchester

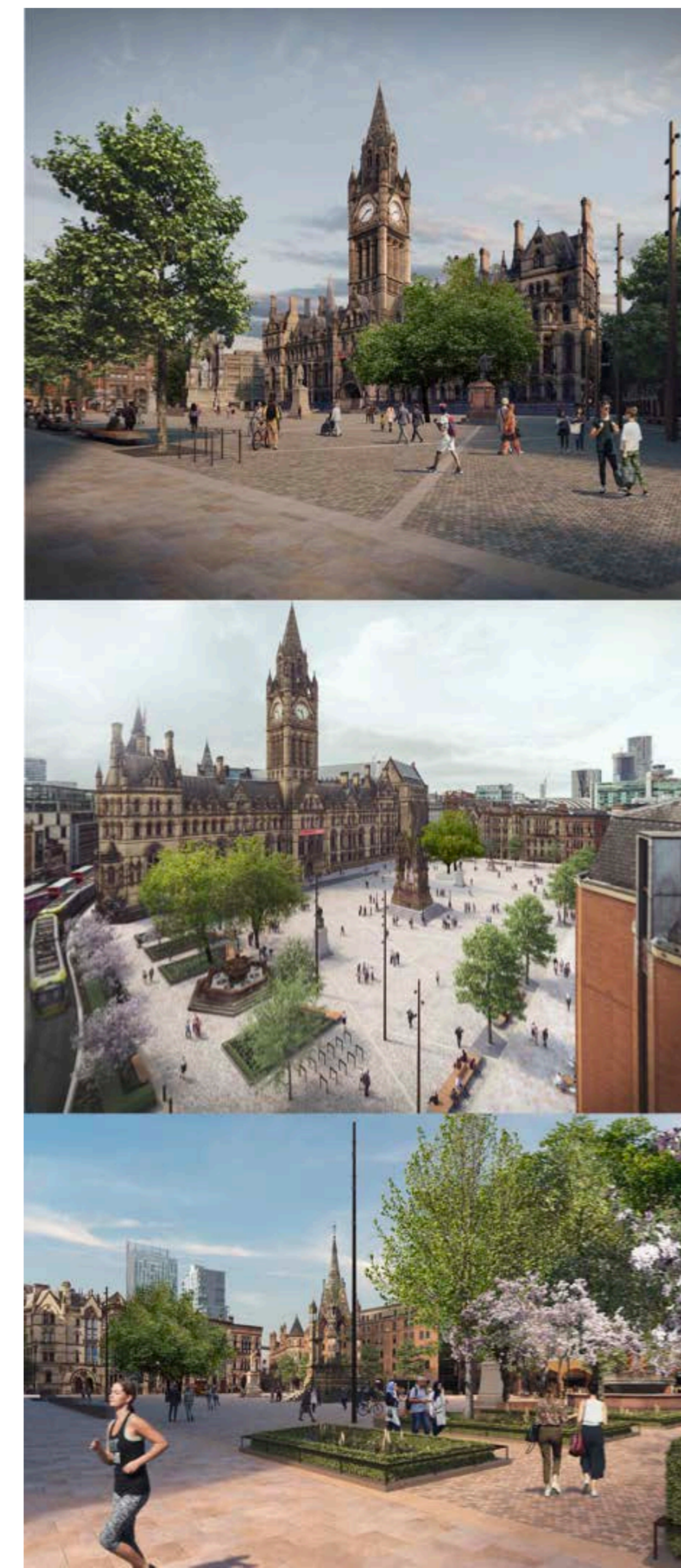
City Centre



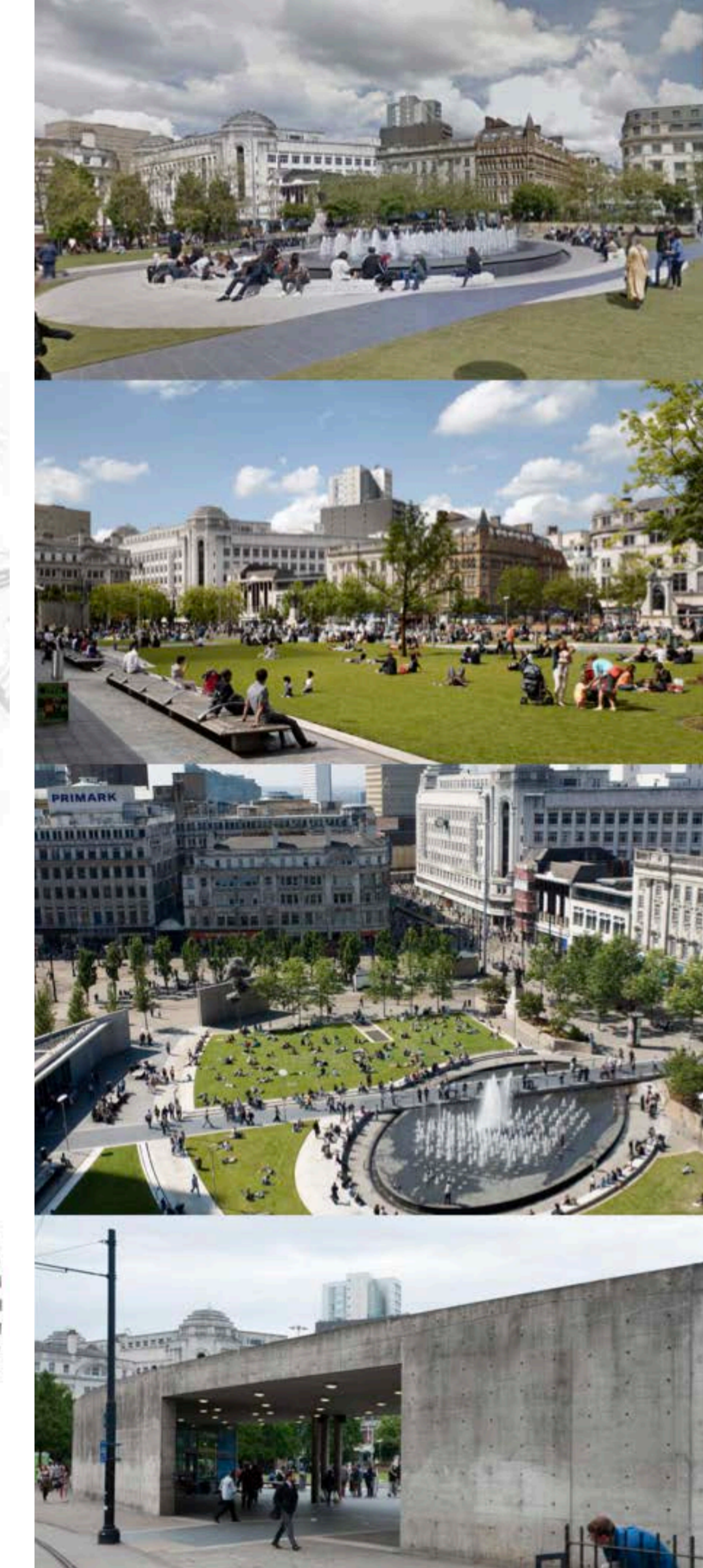
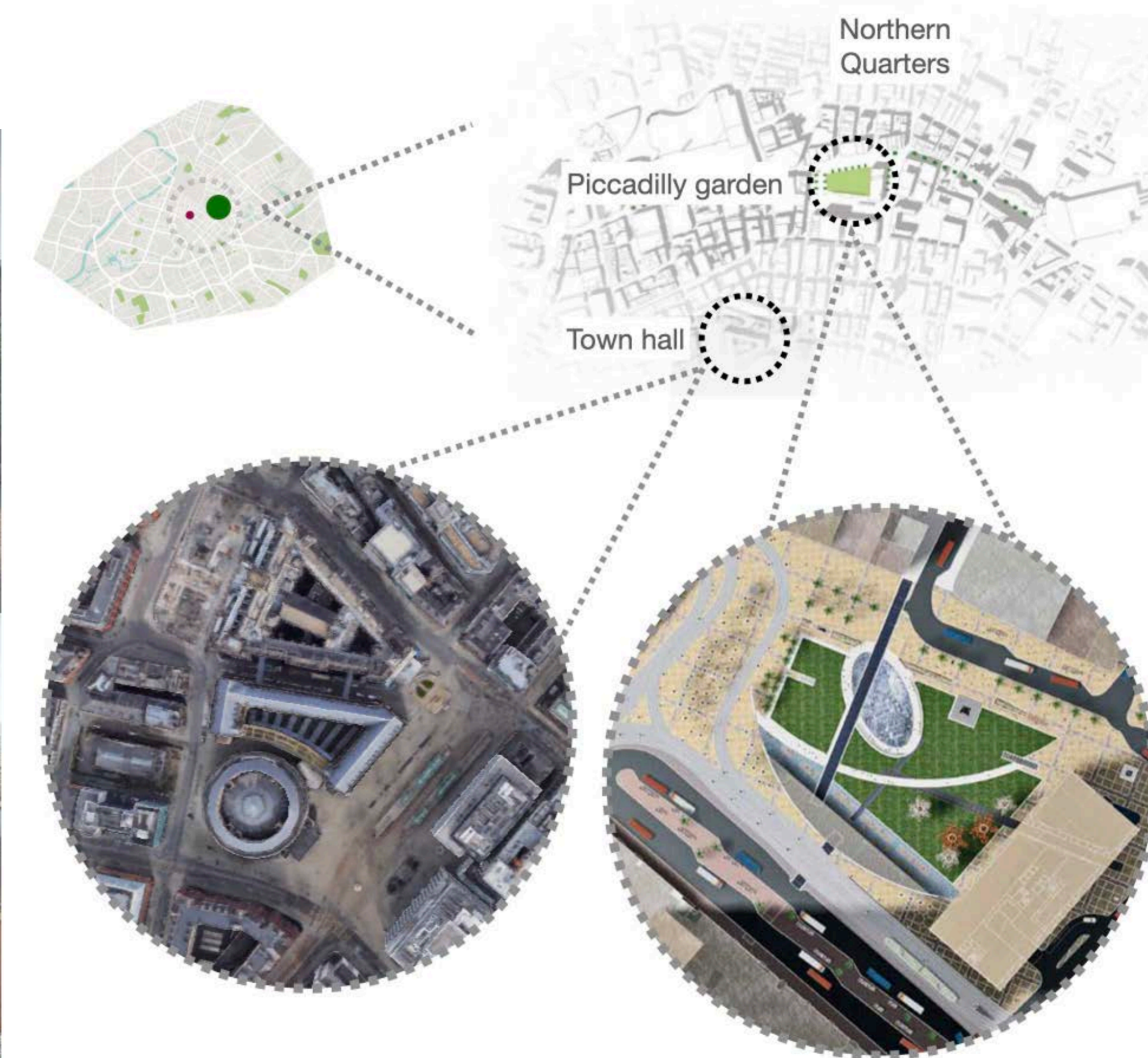
The Roman fort of Mamucium was established by 78 AD at a site overlooking the confluence of the rivers Irwell and Medlock. In medieval period, the cathedral was the centre of town's culture, economy and administration. During industrialisation, working and living districts like Ancoats became a symbol of Cottonopolis. Spinningfields started its regeneration journey in 1997. It is a major commercial hub today. For future planning Mayfield regeneration planning will develop residential, commercials and a park in the next 10 years.

Manchester and the history of its neighbourhoods

Manchester's built heritage and public spaces



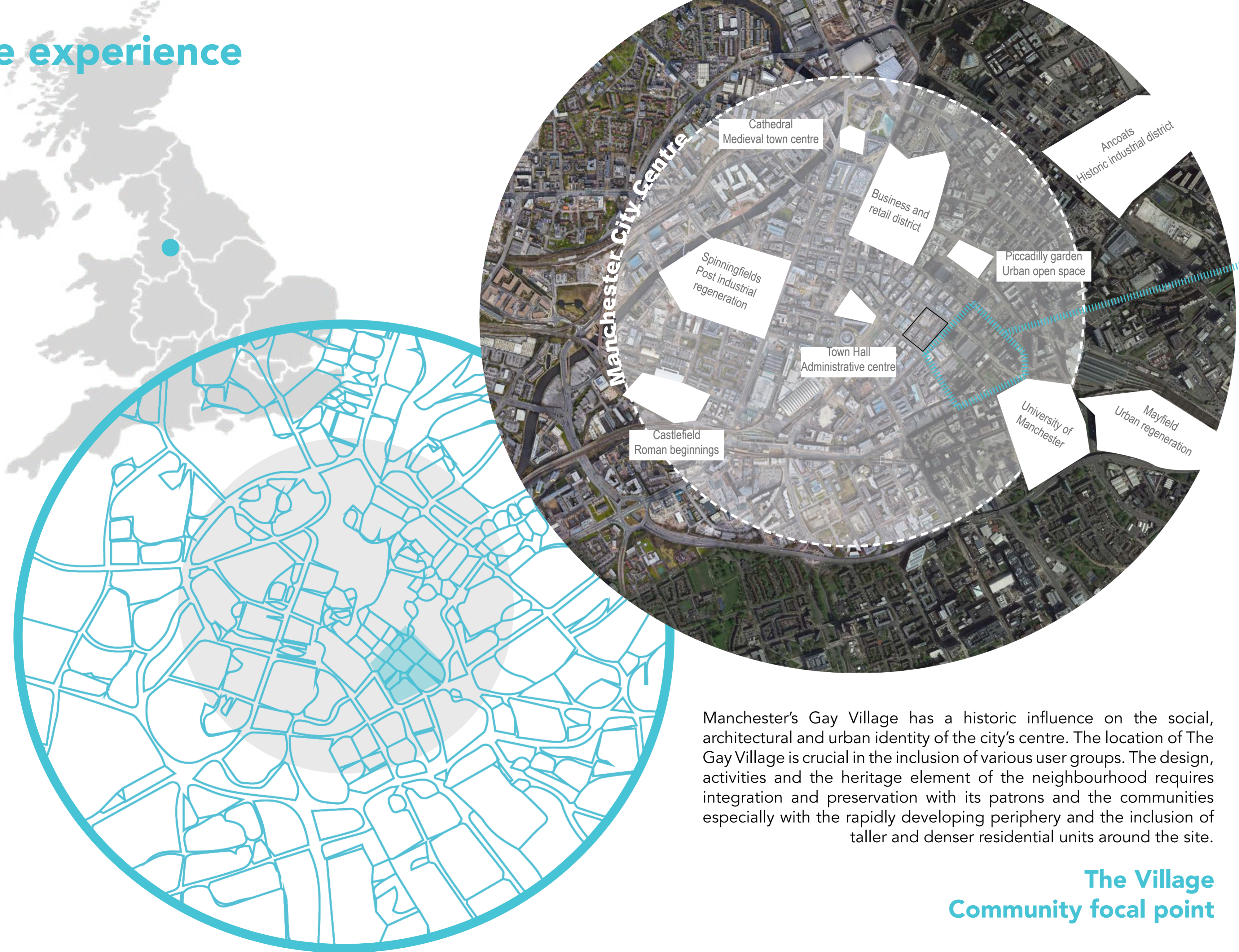
Sources:
Owen Byrom
Headplace- Public Space Utilisation
https://issuu.com/owenbyrom/docs/20-08-2018-mla_y2_d_w01_dissertatio



Sources:
Joseph Greaves
Re-designing Piccadilly Gardens, Manchester
https://issuu.com/josephmgreaves/docs/dissertation_9711833_copy.compre



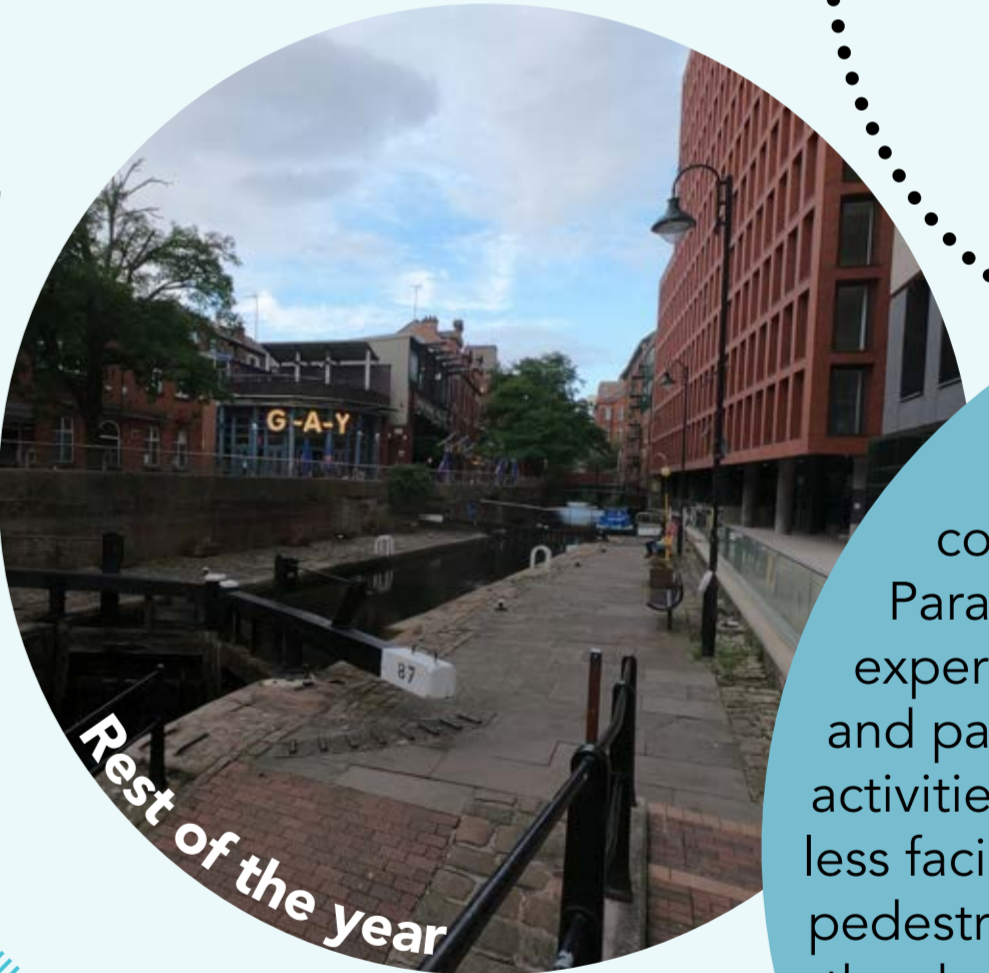
Site experience



Manchester's Gay Village has a historic influence on the social, architectural and urban identity of the city's centre. The location of The Gay Village is crucial in the inclusion of various user groups. The design, activities and the heritage element of the neighbourhood requires integration and preservation with its patrons and the communities especially with the rapidly developing periphery and the inclusion of taller and denser residential units around the site.

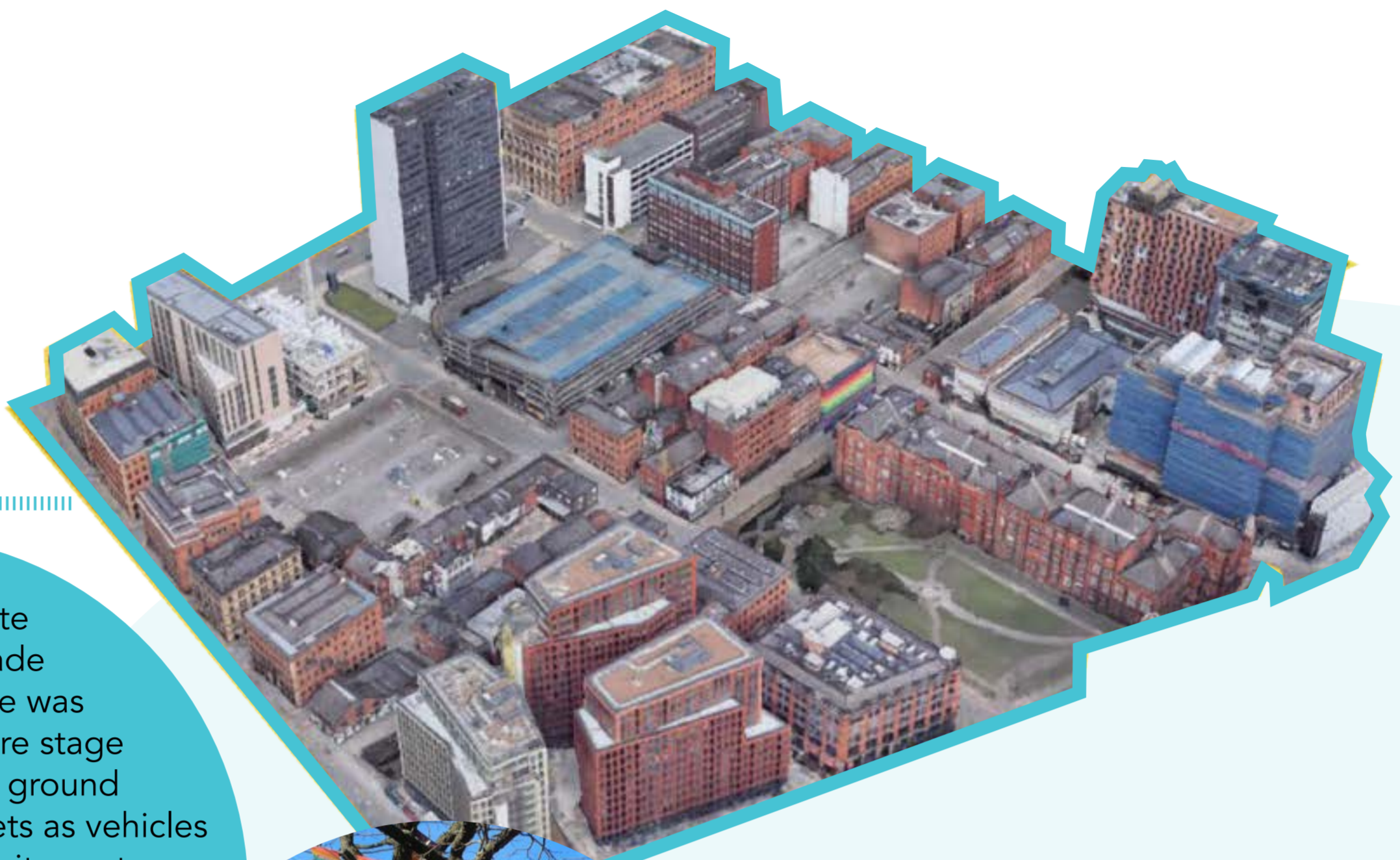
The Village Community focal point

I first visited the site during the Pride Parade of 2019. The Gay Village was transformed into the centre stage of the events including the ground parking facility and the streets as vehicles were not allowed within the city centre during the weekend. Public transport had to be used to reach the city centre which added to the experience of the event as the festivities could be observed right from the periphery of the city centre.



My visit to The Gay Village after the commencement of the Pride Parade was a very different experience. The presence of vehicles and parking changed the land use activities for the rest of the year. I observed less facilities of public engagement and pedestrian involvement. The ambience of the democratic and inclusive space was only experienced during the parade weekend. This space needed a public space intervention and strategies to overcome the lack of inclusive design

Inclusive
Active
Engaging
Pedestrian
Democratic
Dynamic
Connecting
Experiential
Characteristic
Inviting
Social
Interactive



Segregated
Uncertain
Traffic dominated
Uninteractive
Weekend activated
Vehicular
Commercial
Consumer space
Back alley



History of the site

Inclusivity through public space design

Visibility

Anonymity

Today LGBTQ+ community owned and supported businesses create a nightlife ambience which has become a distinct characteristic of the Canal street

1990 Manto pub changed the concept of nightlife in the Gay Village with big glass windows and promoting visibility rather than anonymity

1985 First pride parade took place for charity and AIDS awareness



1965 Homosexuality partially decriminalised

1950 The Union pub became a safe heaven for the LGBTQ community members with cloudy window glasses to safeguard identities of socialising crowd inside

Post industrial boom, the less used canal and abandoned warehouses became a red light district

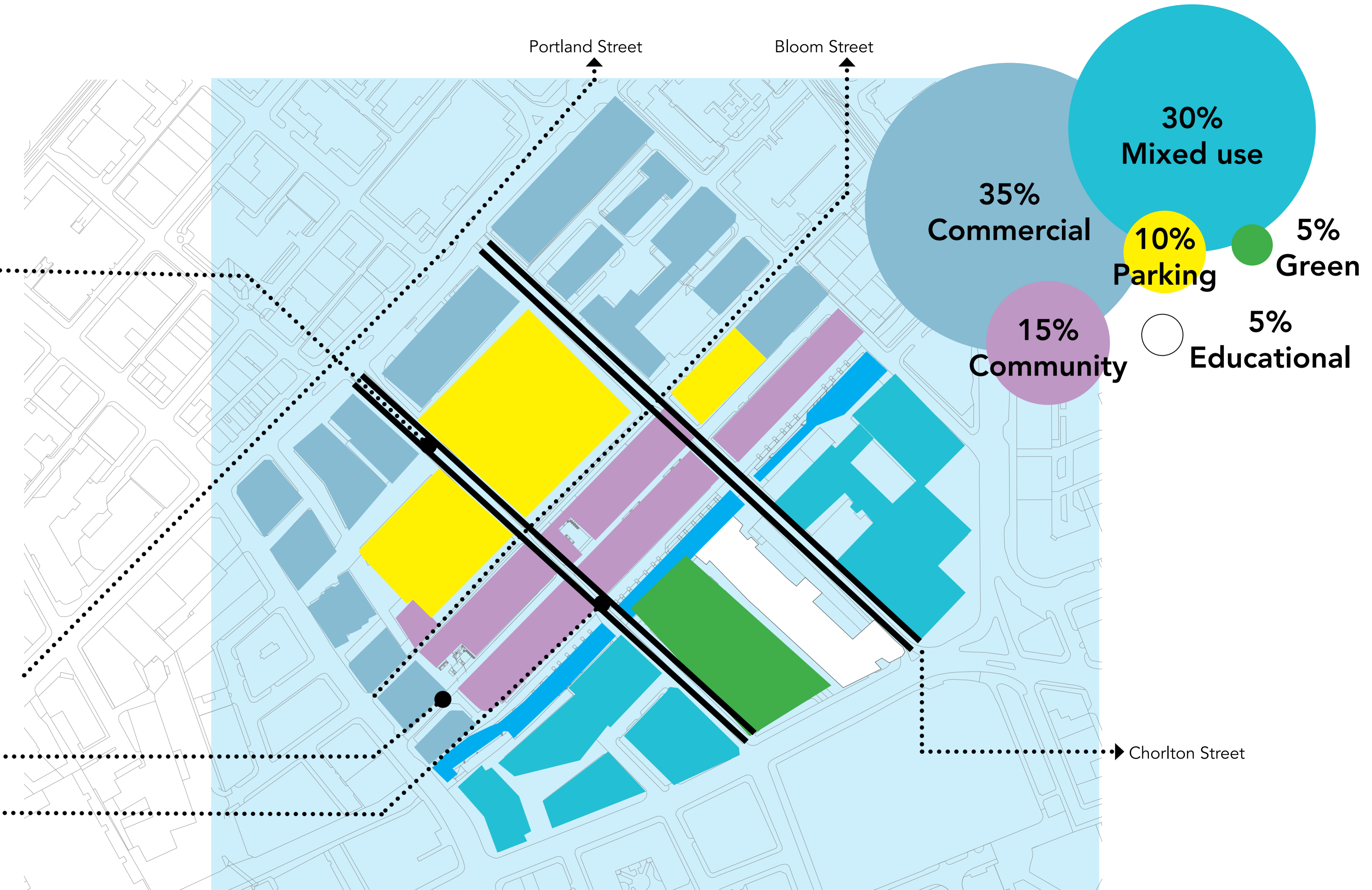
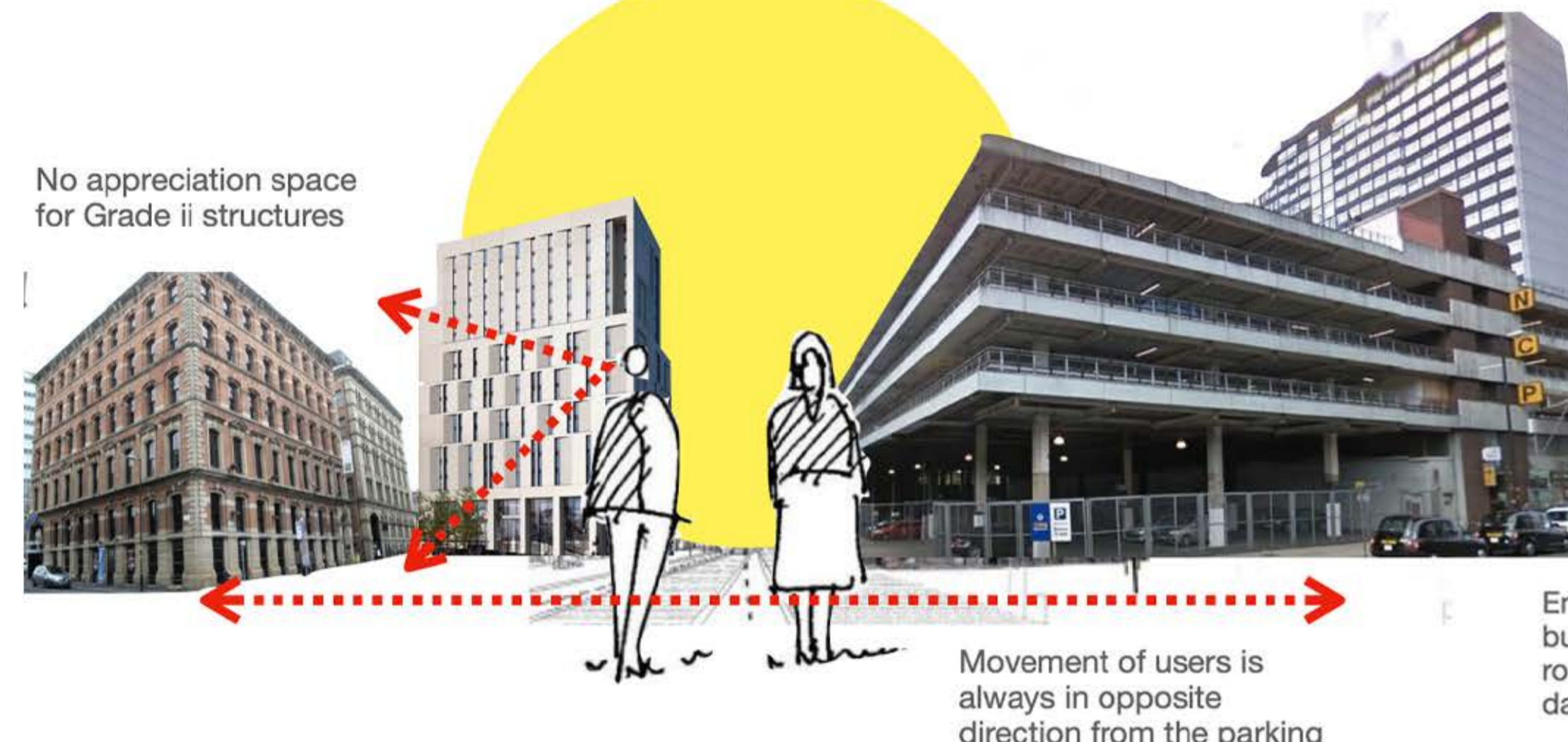
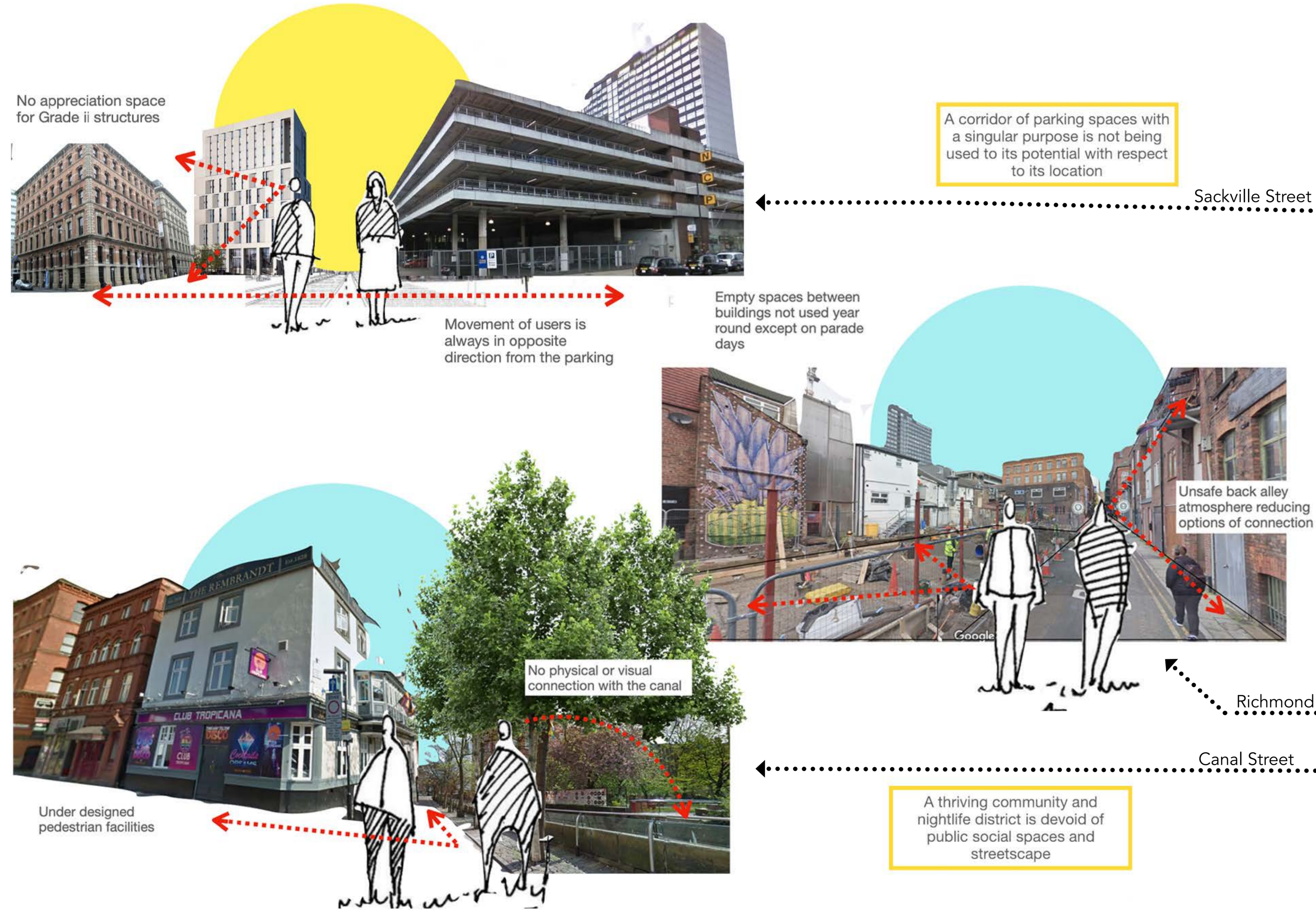


19th Century Cotton mills and warehouses exist as Grade II heritage listed buildings today

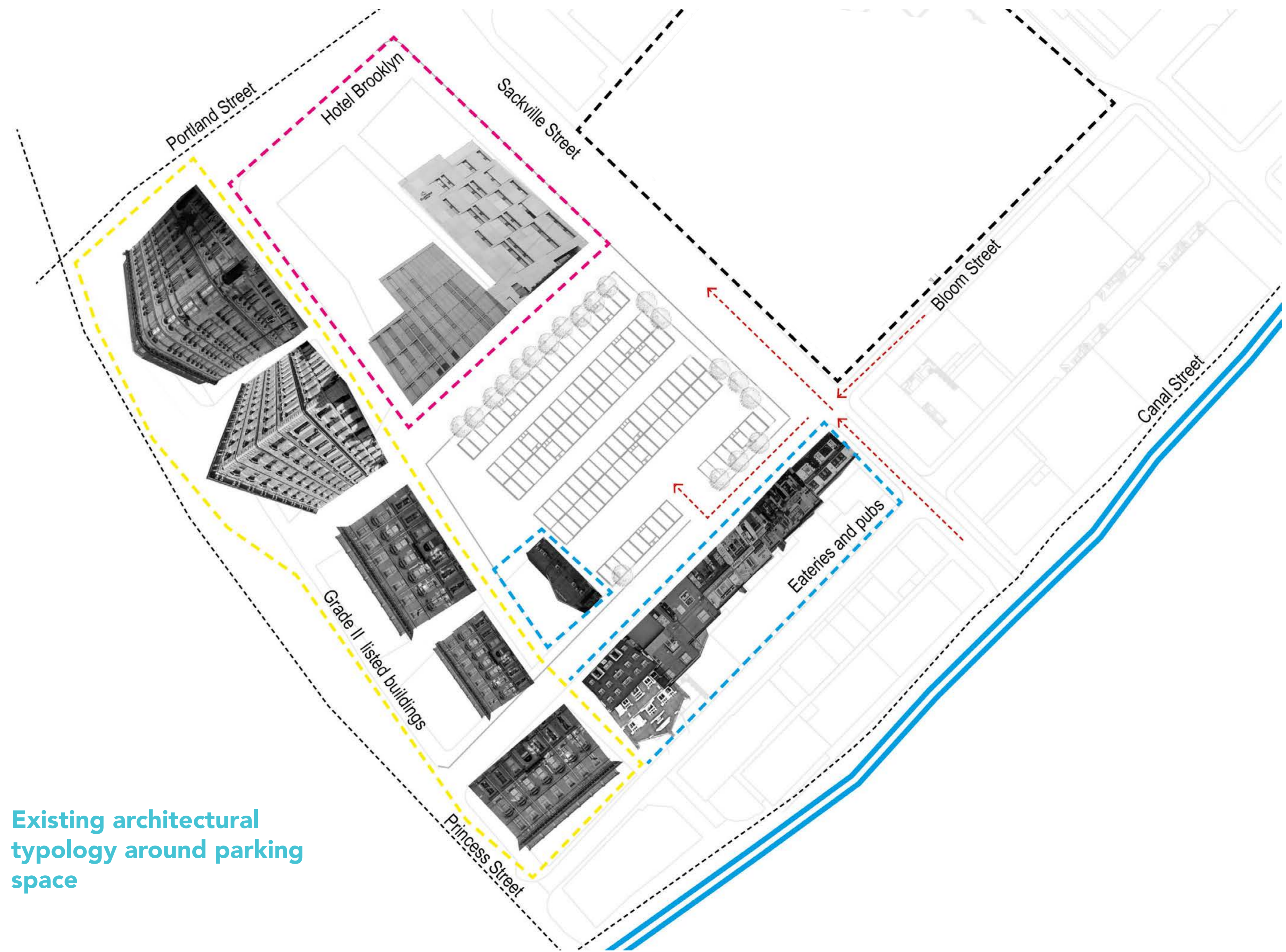
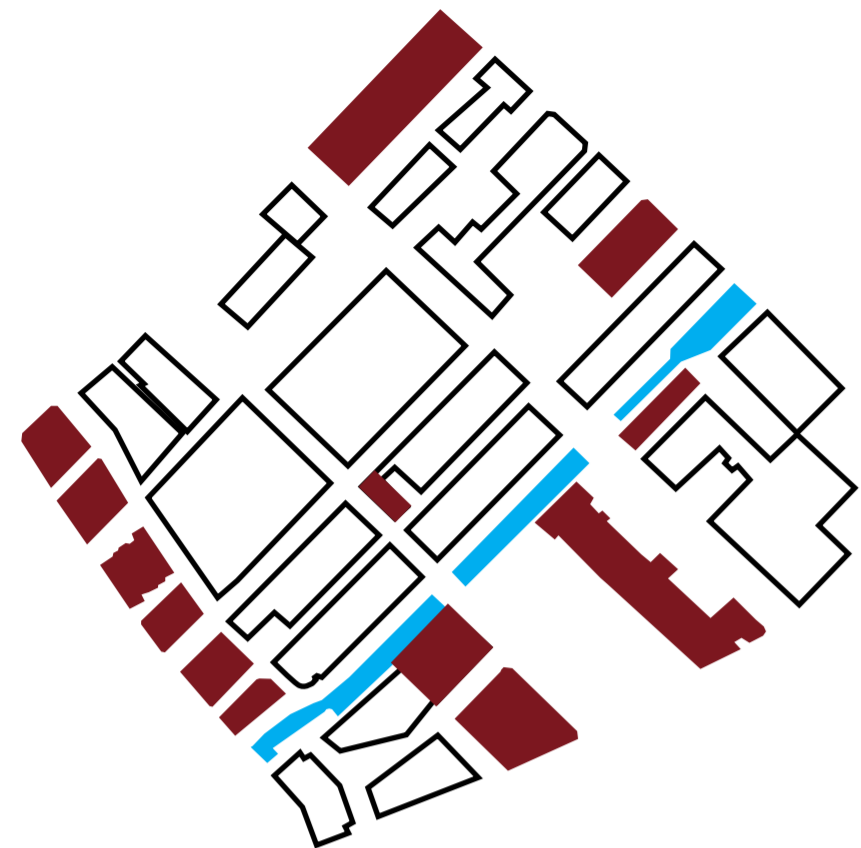


2
Research

Situation around the site



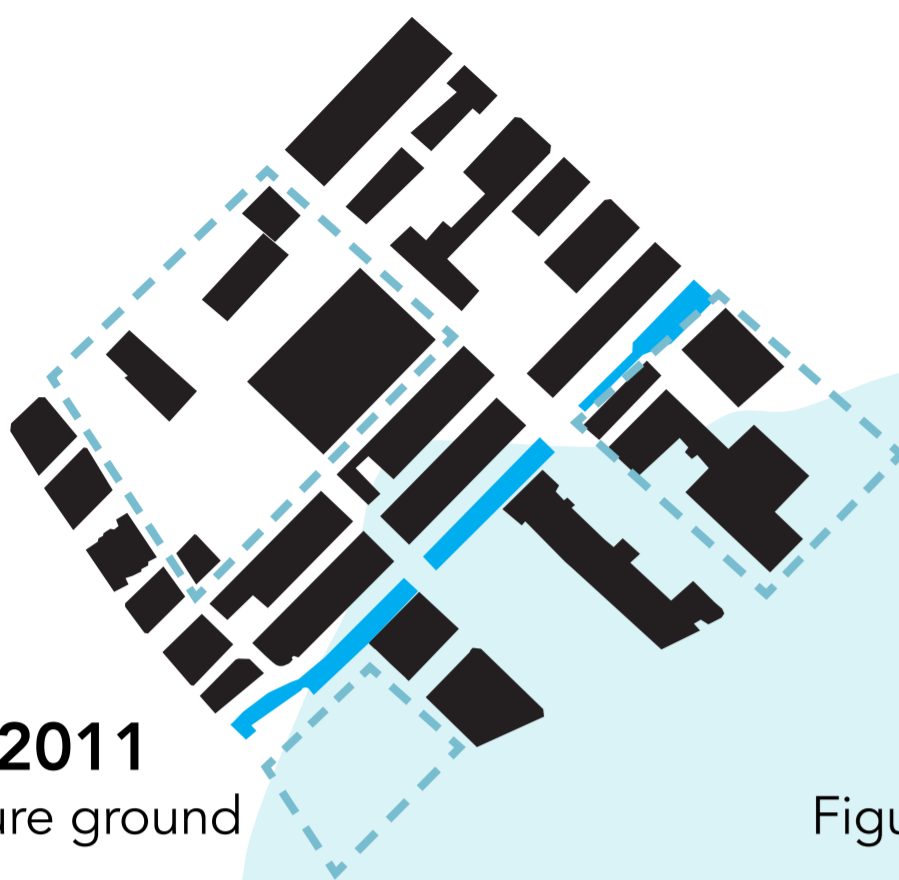
Listed buildings on site



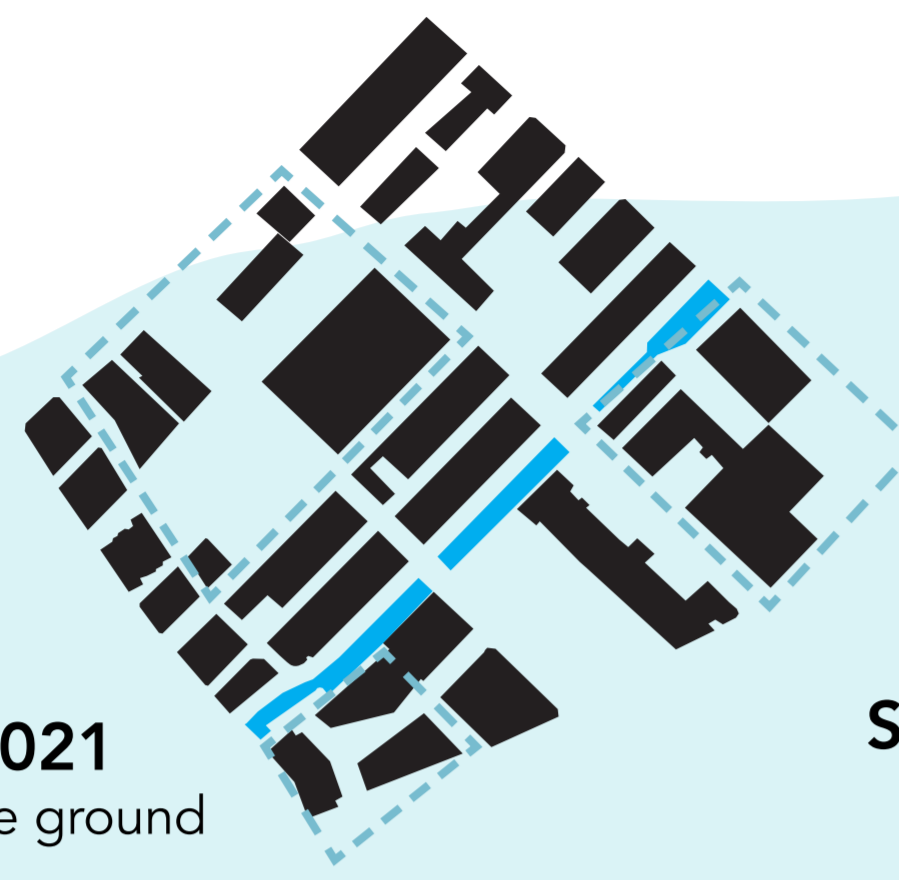
Existing architectural typology around parking space

Regeneration projects proposed on site

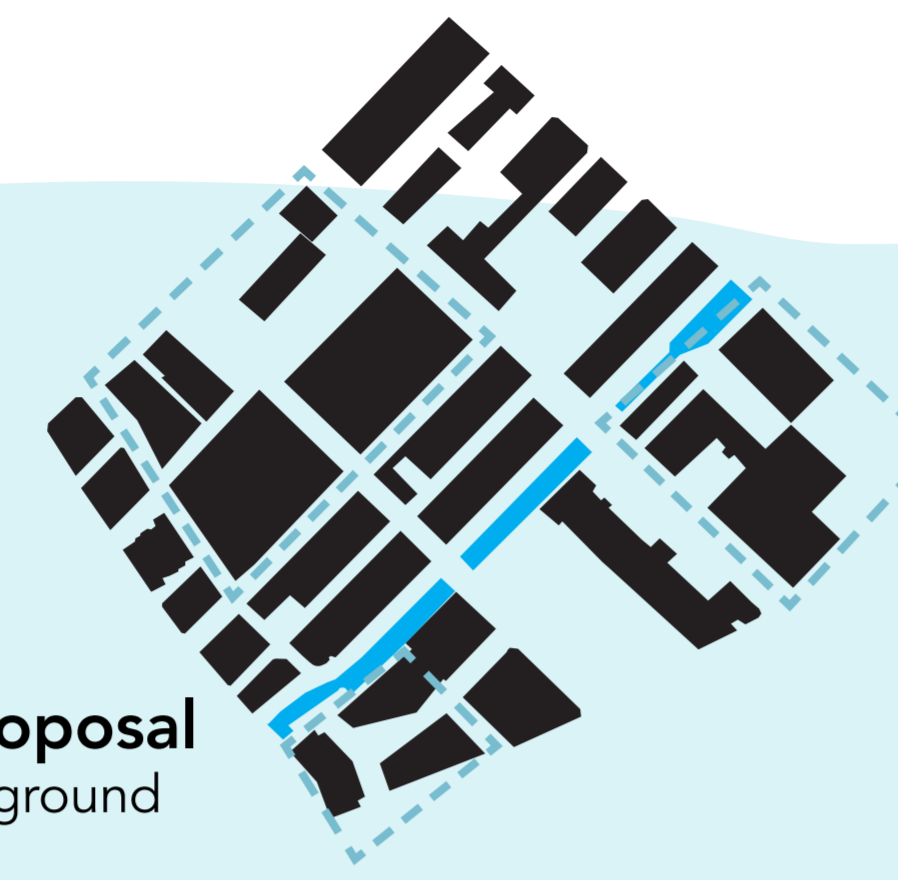
2011
Figure ground



2021
Figure ground



SRF proposal
Figure ground

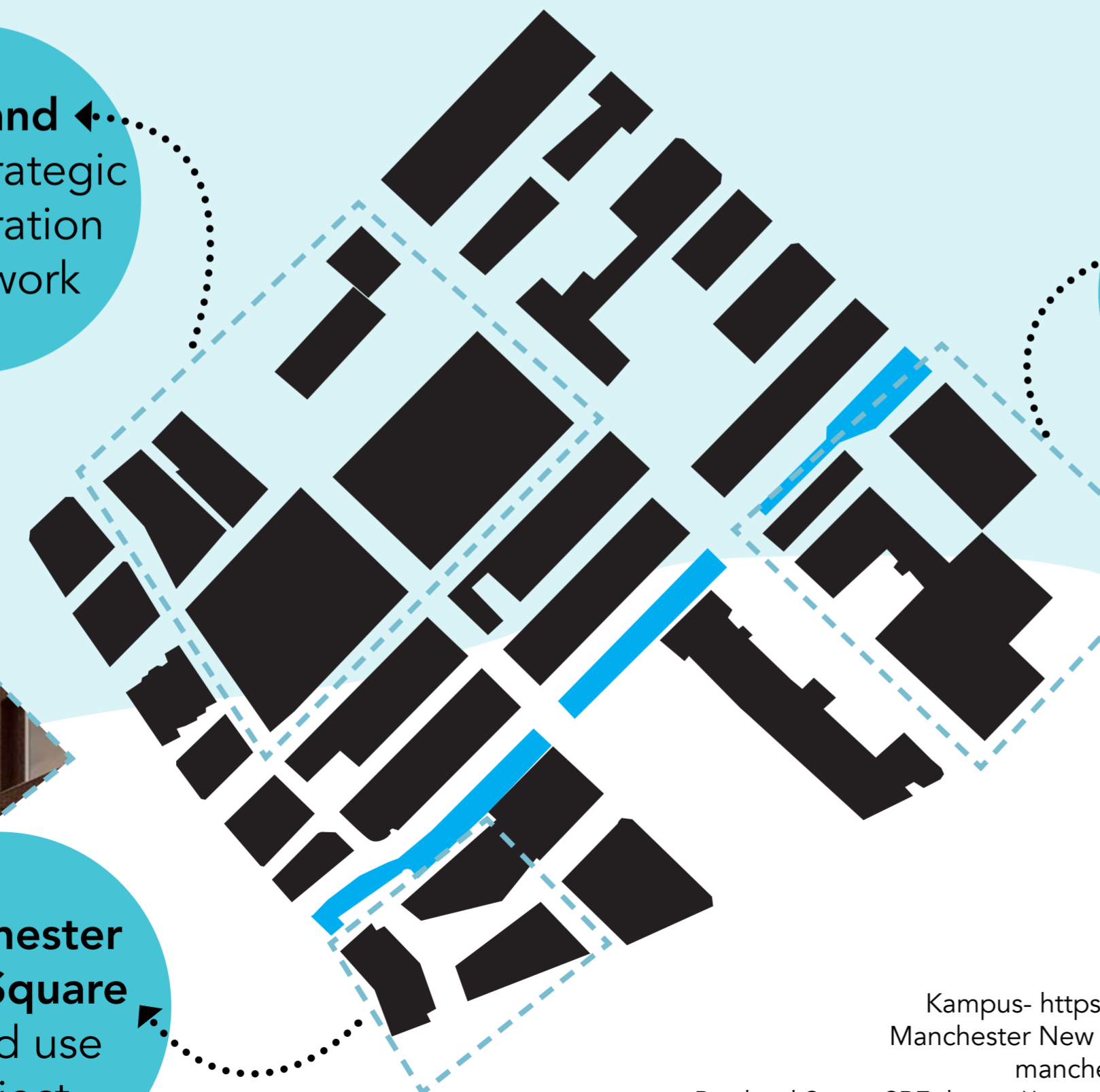


Manchester New Square is a development by the canal with 351 apartments, wellness centre, 24 hours concierge and security, and car parking spaces



Portland Street Strategic Regeneration Framework

Manchester New Square Mixed use project



KAMPUS Mixed use project



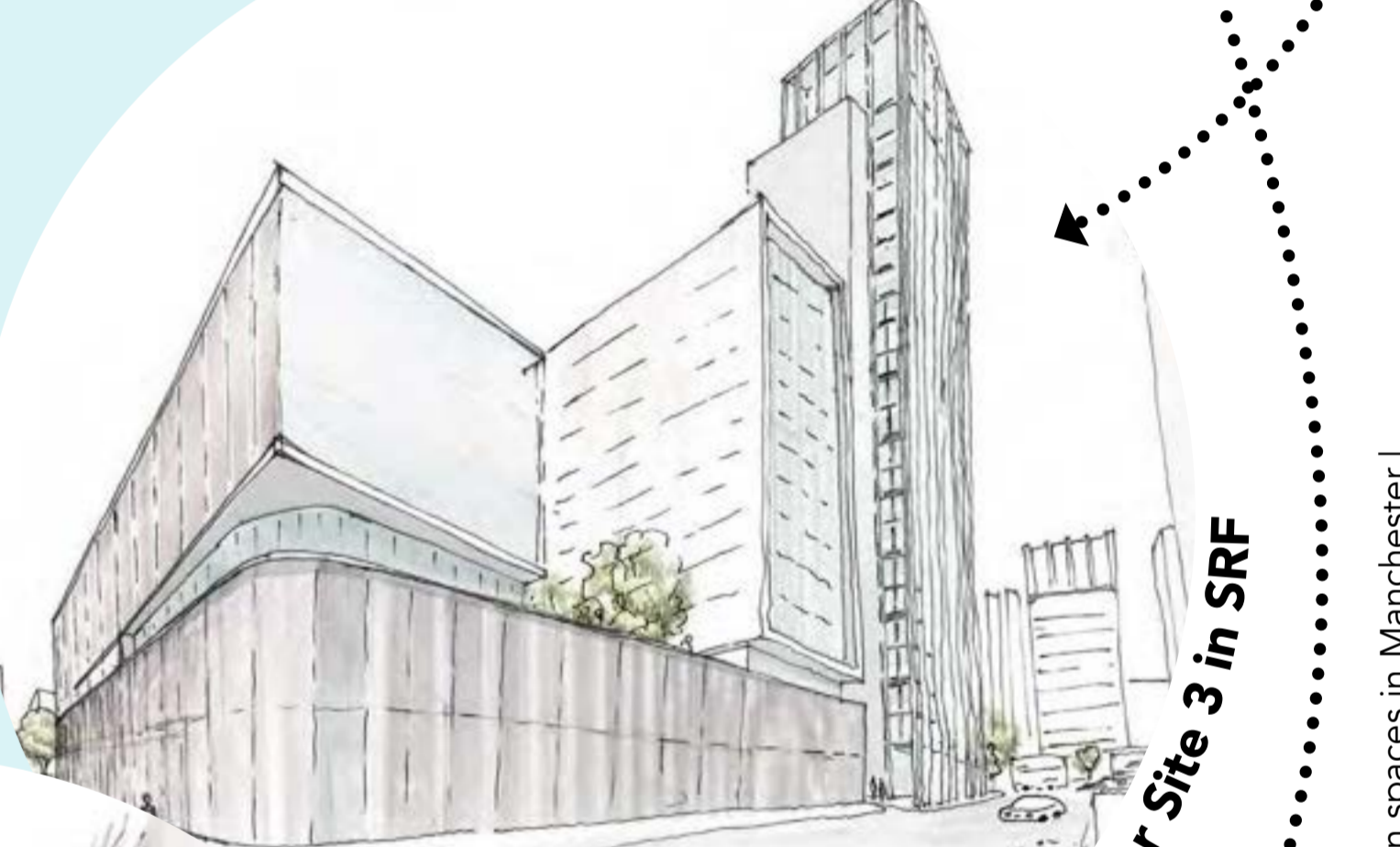
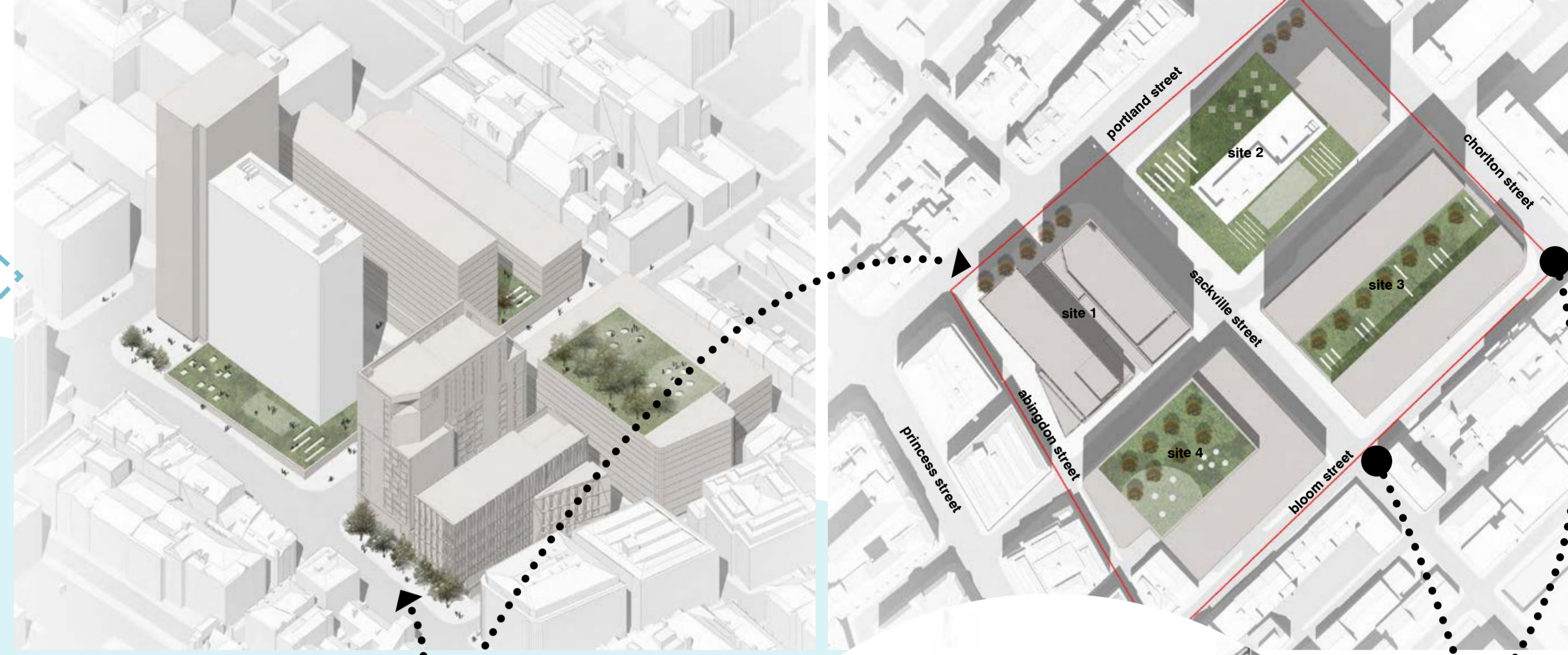
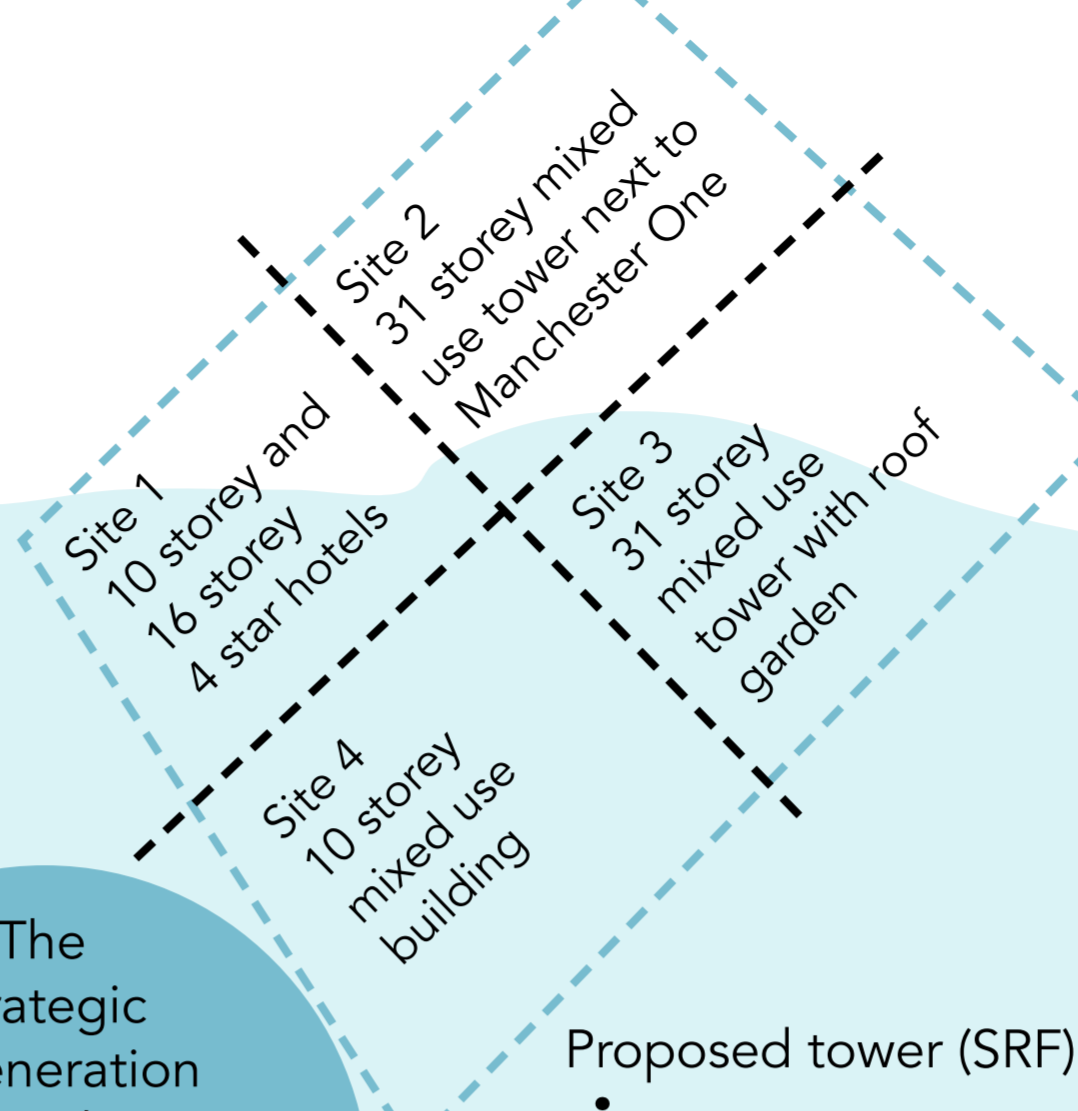
KAMPUS is a residential project with cafés, office spaces and public space. The project is developed by retaining a few elements from the industrial past and incorporating them in the design.

The Strategic Regeneration Framework (SRF) released in October 2018 primarily focuses on the Portland Street reconstruction.

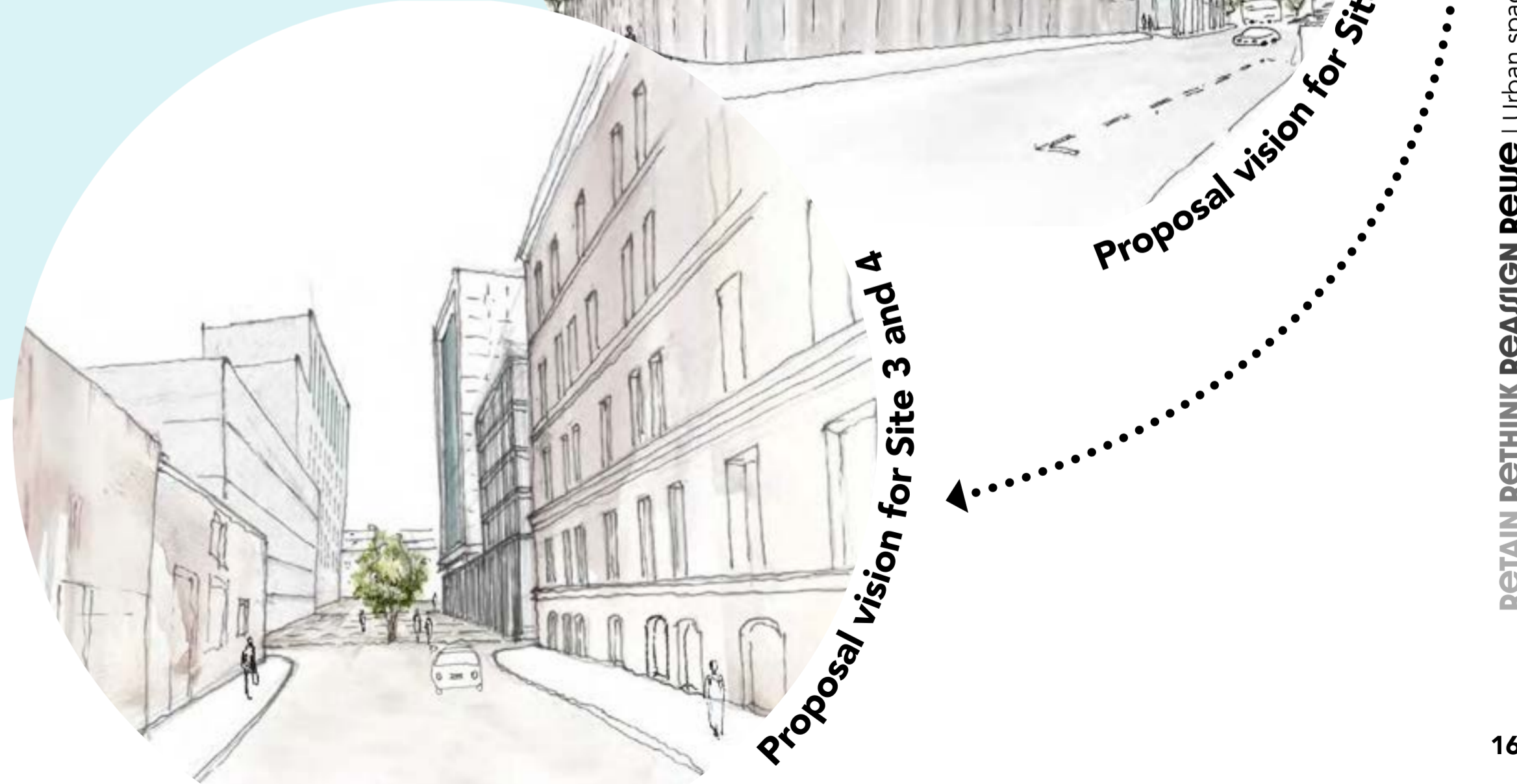


Proposed tower (SRF)
Manchester One (existing)
Proposed Hotel (now constructed)
Proposed Hotel (now constructed)

Proposed vision in SRF document



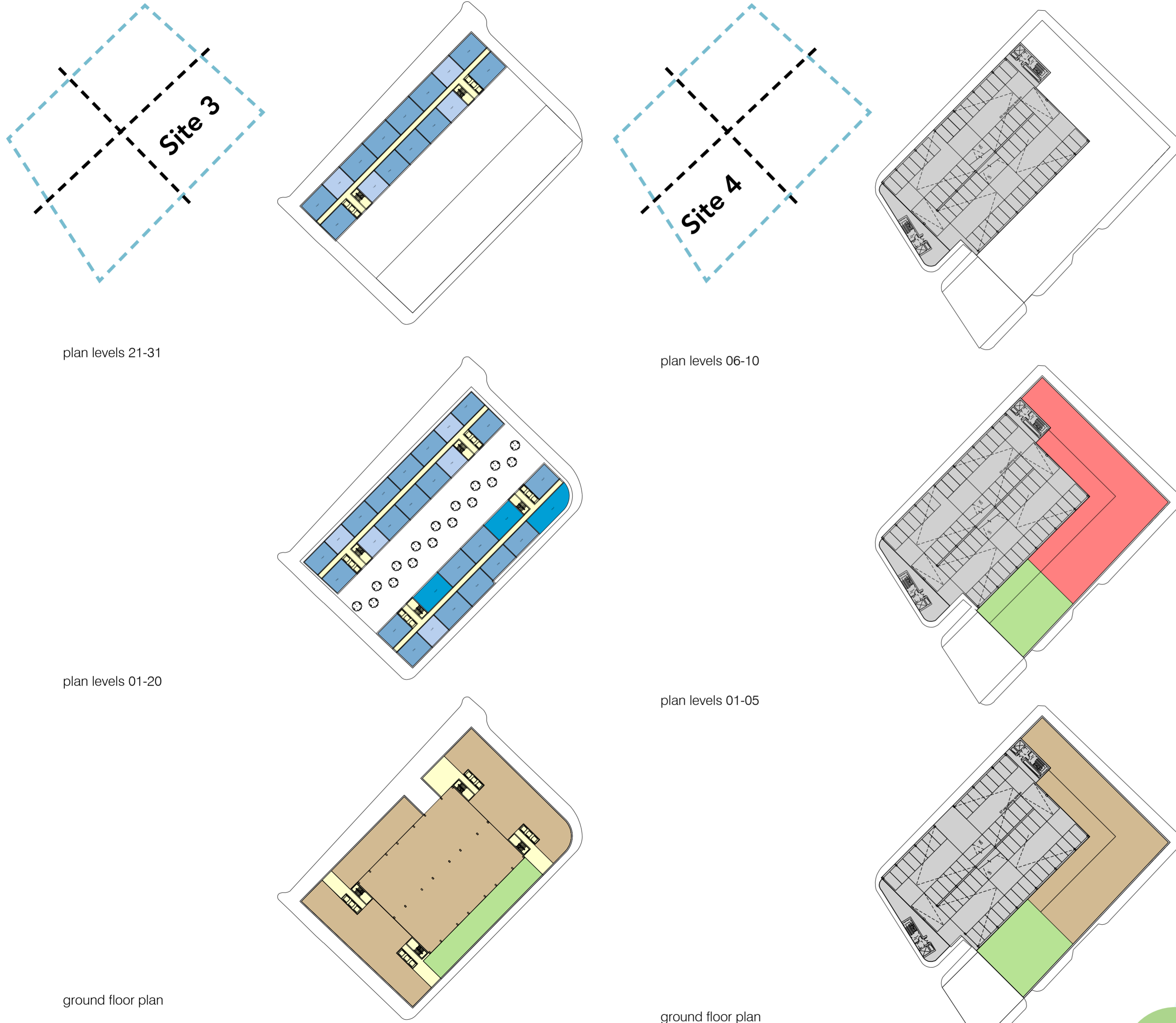
Proposed vision for Site 3 in SRF



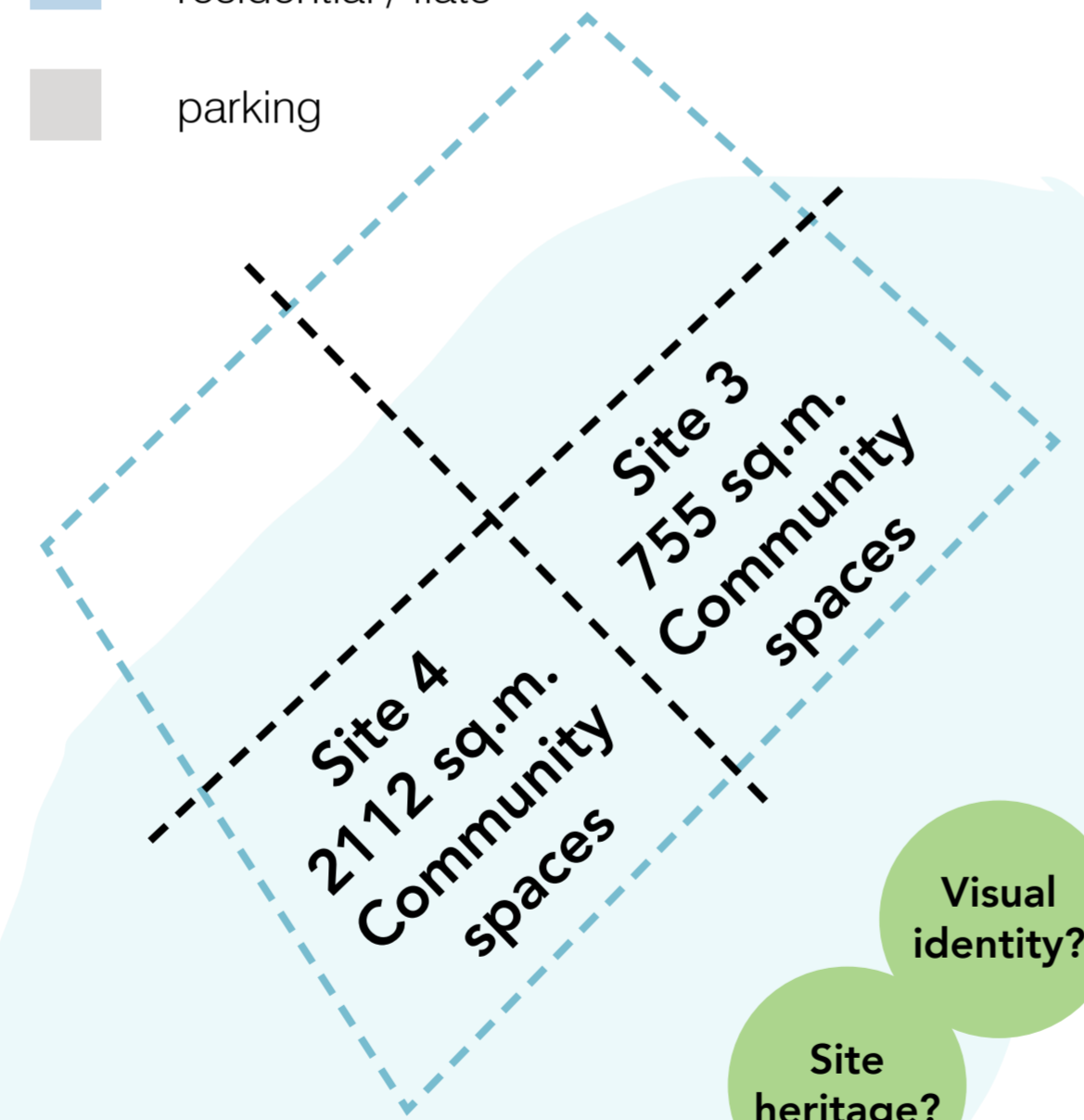
Proposed vision for Site 3 and 4

Sources:
Kampus- <https://kampus-mcr.co.uk/>
Manchester New Square- <https://www.manchesternewsquare.com/>
Portland Street SRF- https://secure.manchester.gov.uk/downloads/download/6995/portland_street_strategic_regeneration_framework_2018

Analysis of Portland Street SRF

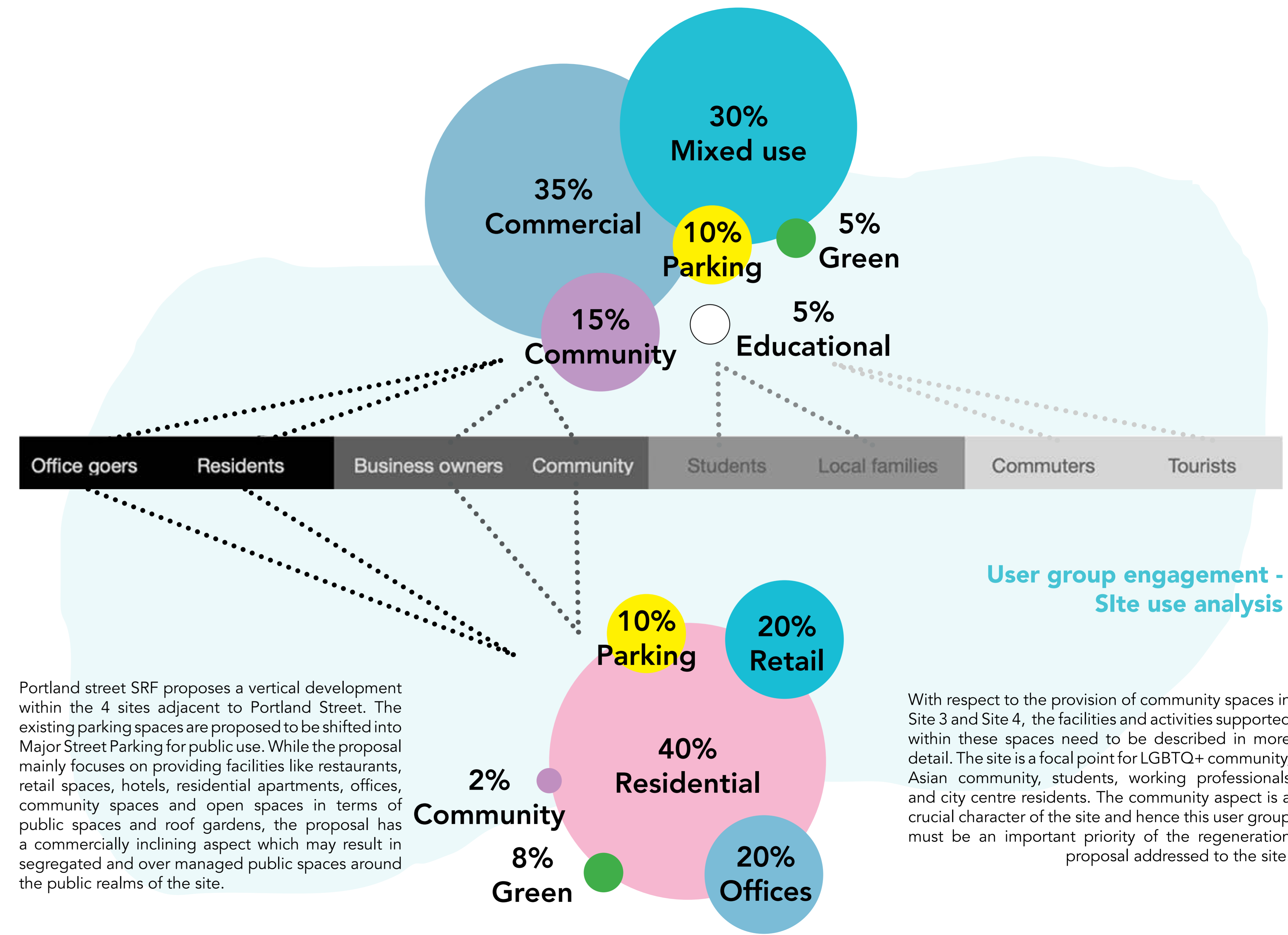


- Key**
- Restaurant/retail space/Flexible Events Space
 - Circulation / entrance / ancillary space
 - Community space
 - Hotel
 - Office
 - Circulation / entrance / ancillary space
 - Office / residential
 - residential / flats
 - parking



What facilities, activities and design elements makes it an identity for the communities?

Source: Portland Street SRF- https://secure.manchester.gov.uk/downloads/download/6995/portland_street_strategic_regeneration_framework_2018



Portland street SRF proposes a vertical development within the 4 sites adjacent to Portland Street. The existing parking spaces are proposed to be shifted into Major Street Parking for public use. While the proposal mainly focuses on providing facilities like restaurants, retail spaces, hotels, residential apartments, offices, community spaces and open spaces in terms of public spaces and roof gardens, the proposal has a commercially inclining aspect which may result in segregated and over managed public spaces around the public realms of the site.

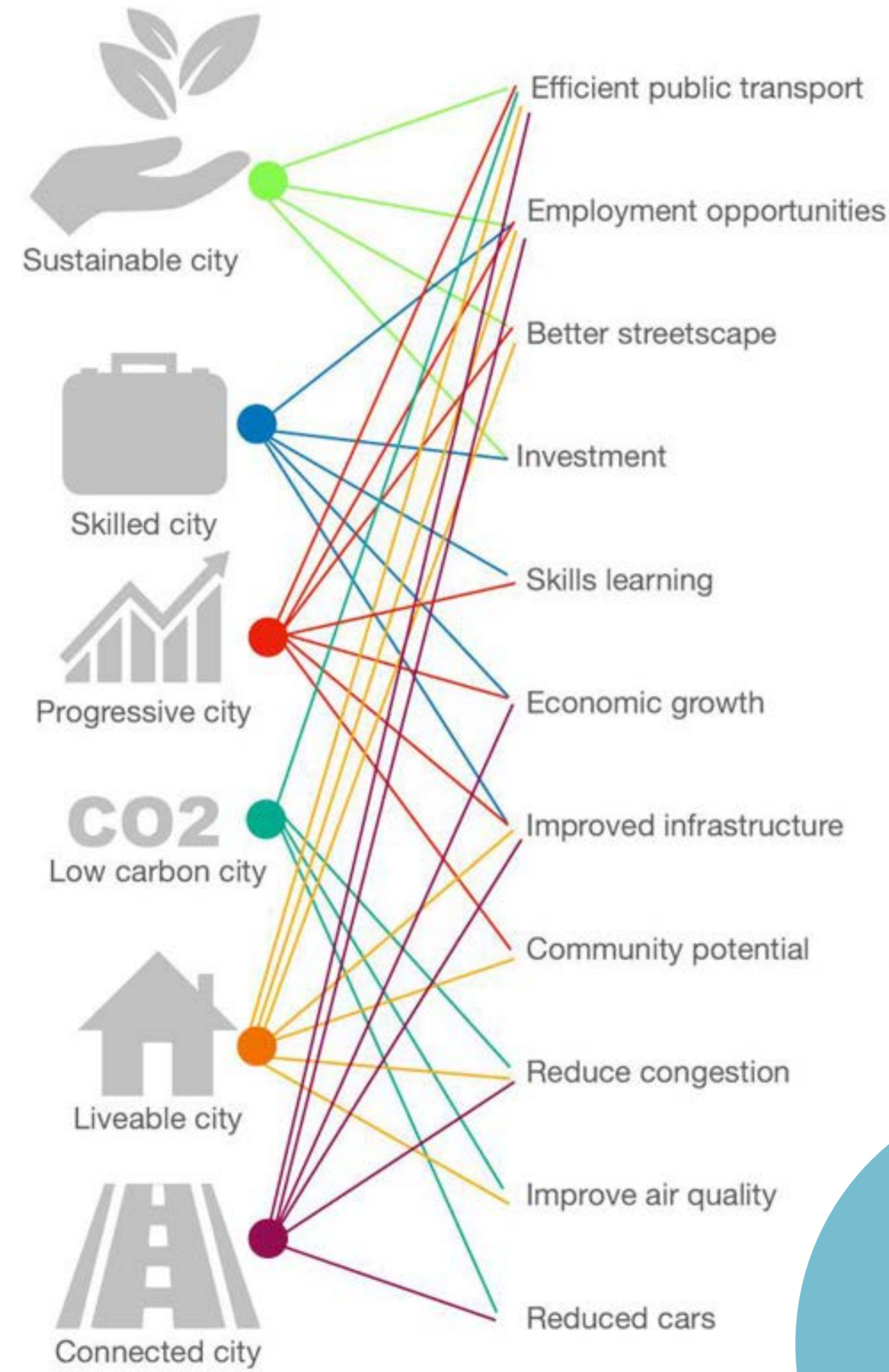
With respect to the provision of community spaces in Site 3 and Site 4, the facilities and activities supported within these spaces need to be described in more detail. The site is a focal point for LGBTQ+ community, Asian community, students, working professionals and city centre residents. The community aspect is a crucial character of the site and hence this user group must be an important priority of the regeneration proposal addressed to the site.

City Centre Transport Strategy (CCTS)

'The revised City Centre Transport Strategy will set the strategic framework for how people will travel into and out of the city centre and how they will move within the city centre. It will set out proposals to further enhance the city's public transport network and reduce car based trips over the longer term period, leading to the overall share of public transport, cycling and walking trips increasing as the preferred modes of travel. This will contribute to the city's and Greater Manchester's zero-carbon targets by increasing non-motorised trips and increasing the usage of public transport. The proposals will aim to reduce emissions and improve air quality on some of the currently most heavily polluted streets in the city centre.'

- CCTS report released in February 2021

Environmental Impact Assessment
- the impact of the decisions proposed in this report on achieving the zero-carbon target for the city



City Centre Transport Strategy Consultation Outcomes 2021

Who participated in the consultation?

2,426 respondents

How was the consultation held?

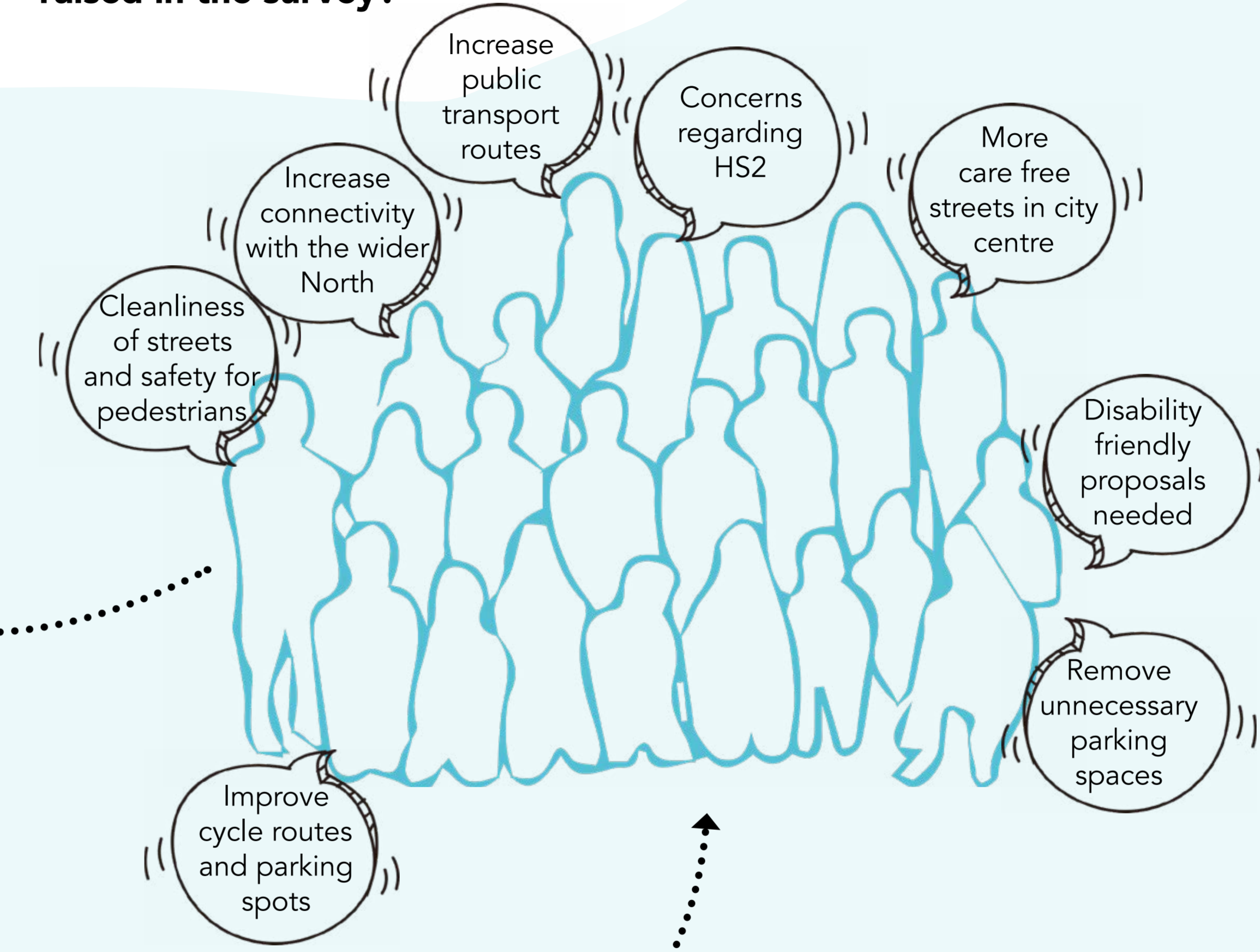
Online survey

When was the survey held?

September to November 2020

Aims and strategies to achieve the are listed in the CCTS

What were the comments raised in the survey?



14.46% of respondents live in the City Centre

37.7% of respondents live in the Manchester area

Modes of transport to come into City Centre

Bus 24.36%
Tram 21.37%
Car /Van/Motorcycle 15.69%
Train 13.5%
Cycle 12.36%
Walk 8.53%
Taxi 7.5%

Activities inviting in the City Centre

Leisure/Social – 49.50%
Shopping – 48.80%
Work – 41.67%

Preferred movement within City Centre

42.33% of respondents state that they would normally walk around the city centre

Analysis of site according to research



Unsafe and unmanaged alley ways

Under management of public spaces

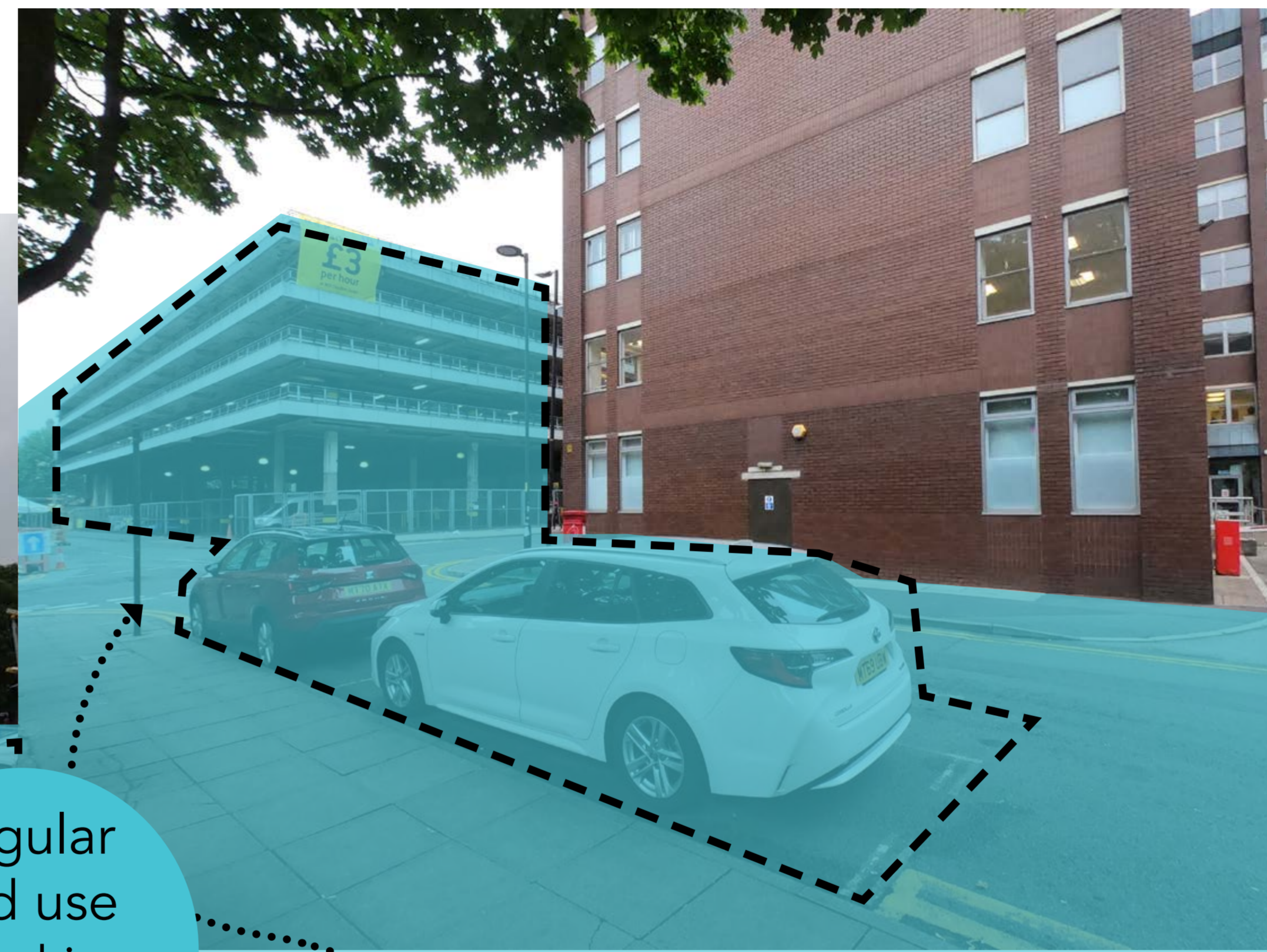
Lack of pedestrian and public space design elements



Singular land use of parking spaces

Inconsistent with the future aim of zero carbon target for the city centre

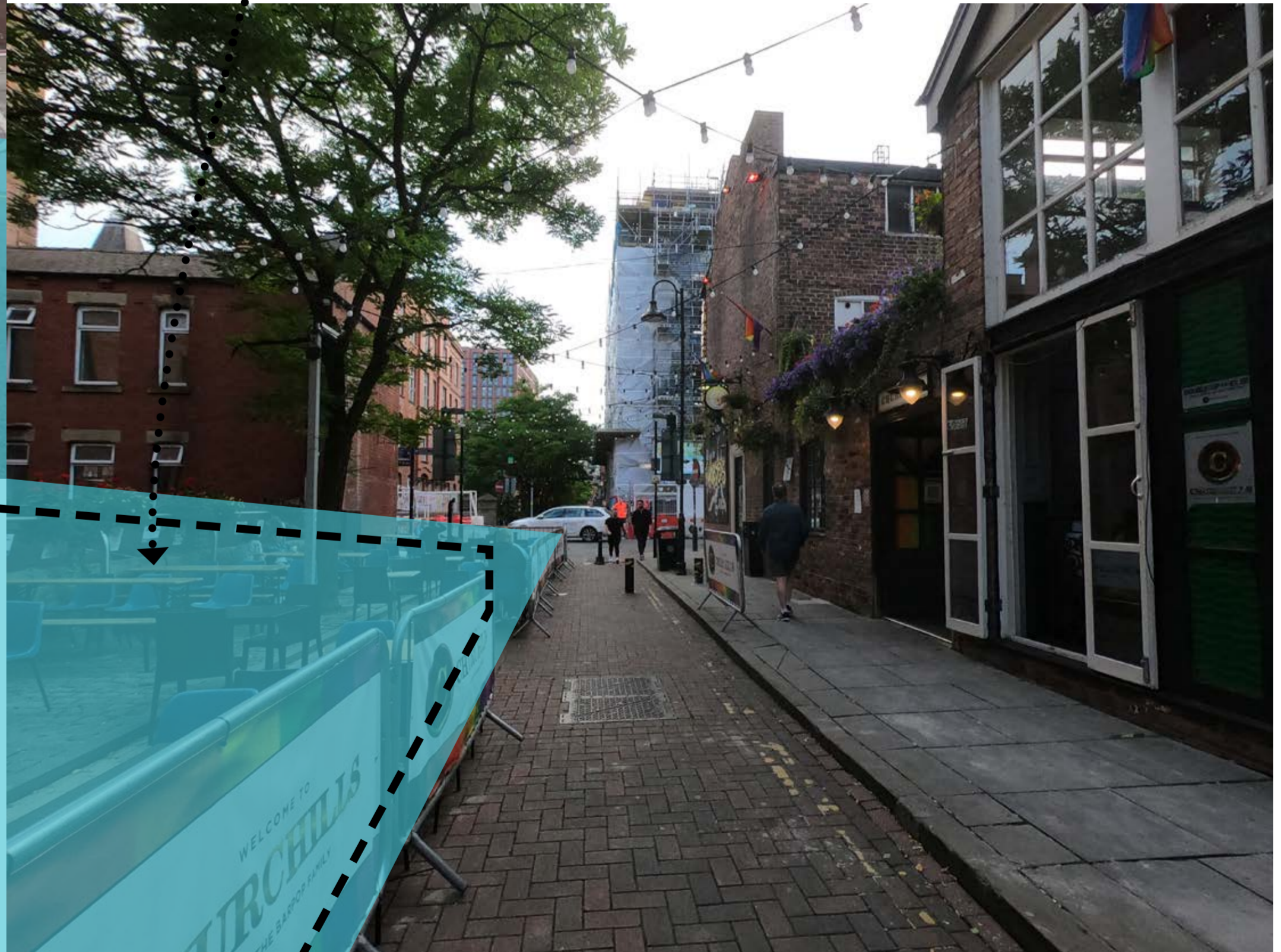
Unsustainable land use pattern with space reserved for stationary function



Potential public spaces dominated by consumer activities

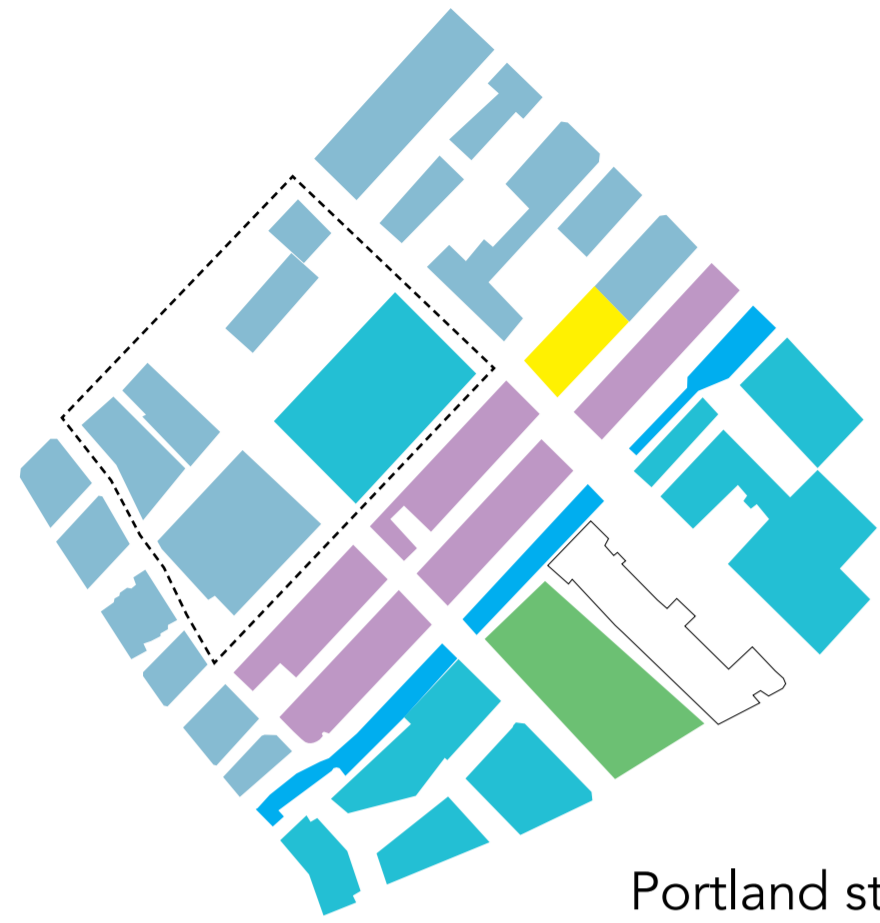
Lack of inclusive public spaces dedicated for social outdoor activities to interact with canal area

Lack of accessibility, physical and visual connection with the water element

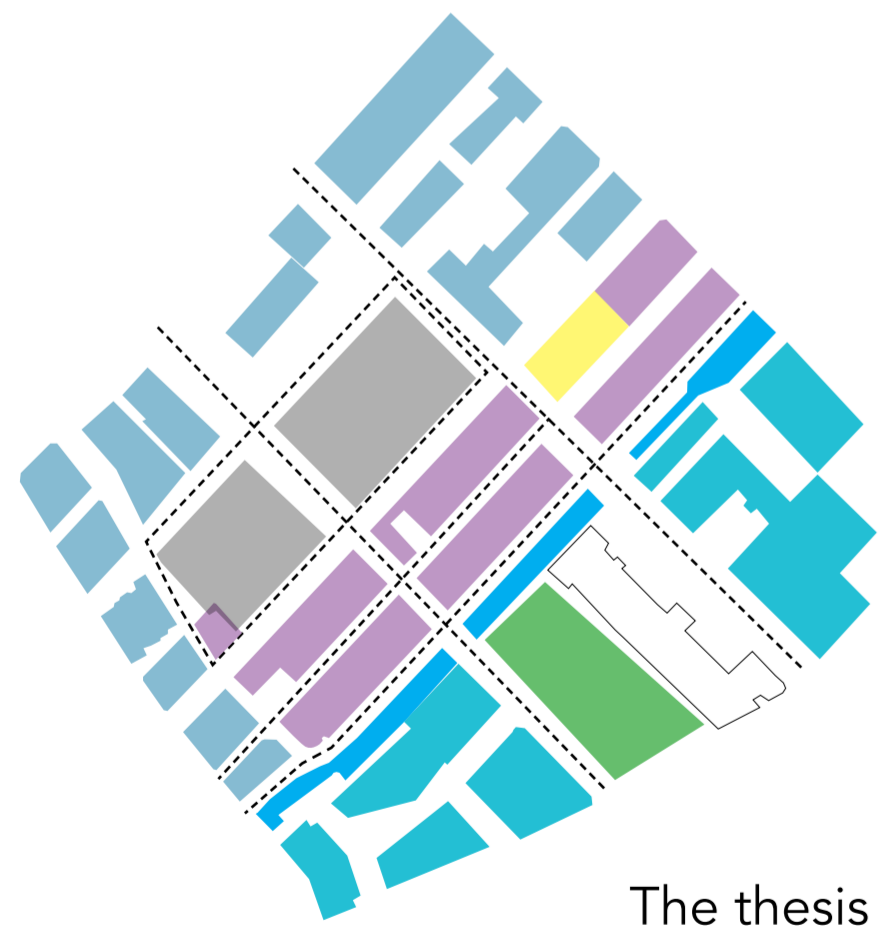




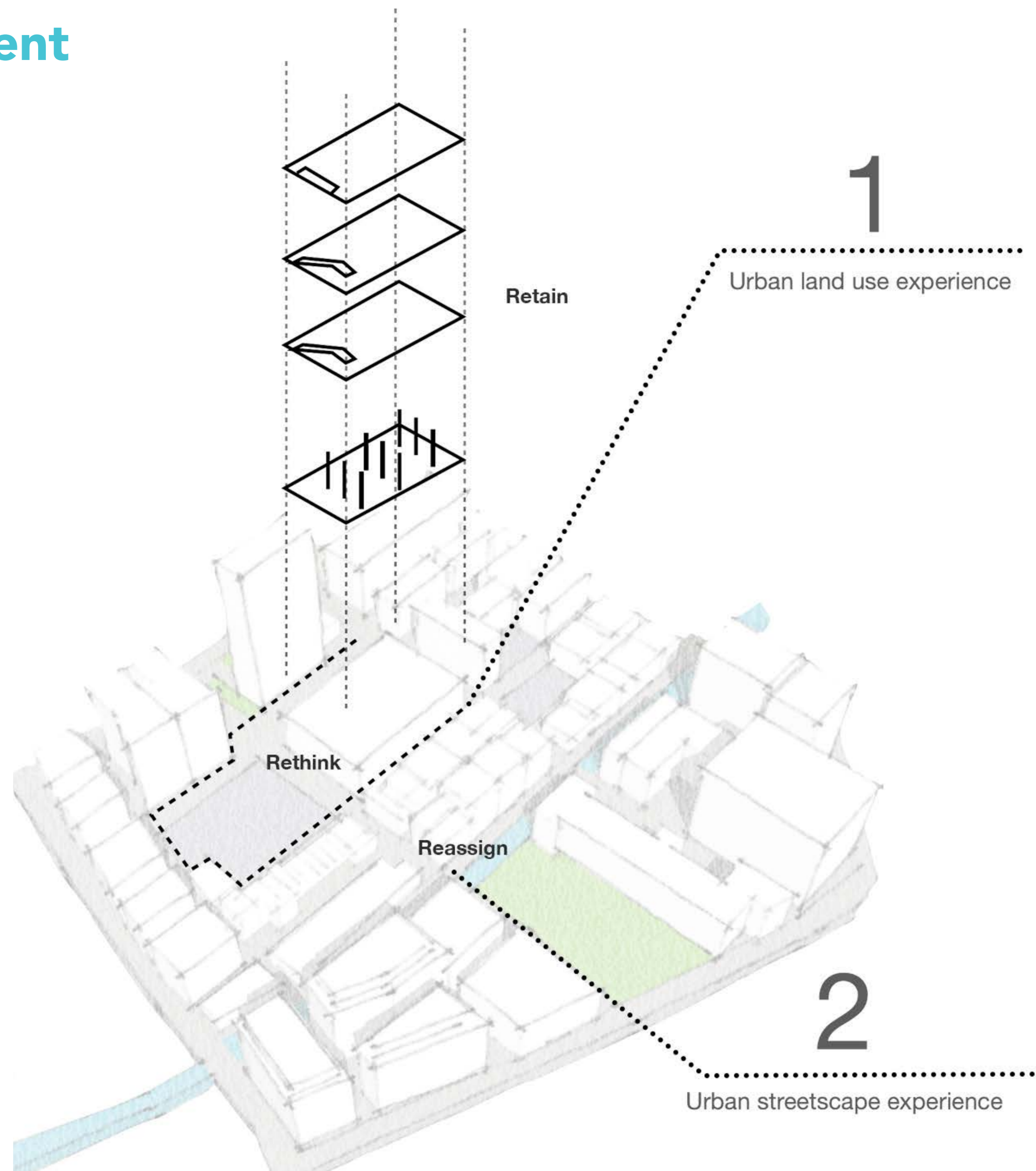
Project focus development



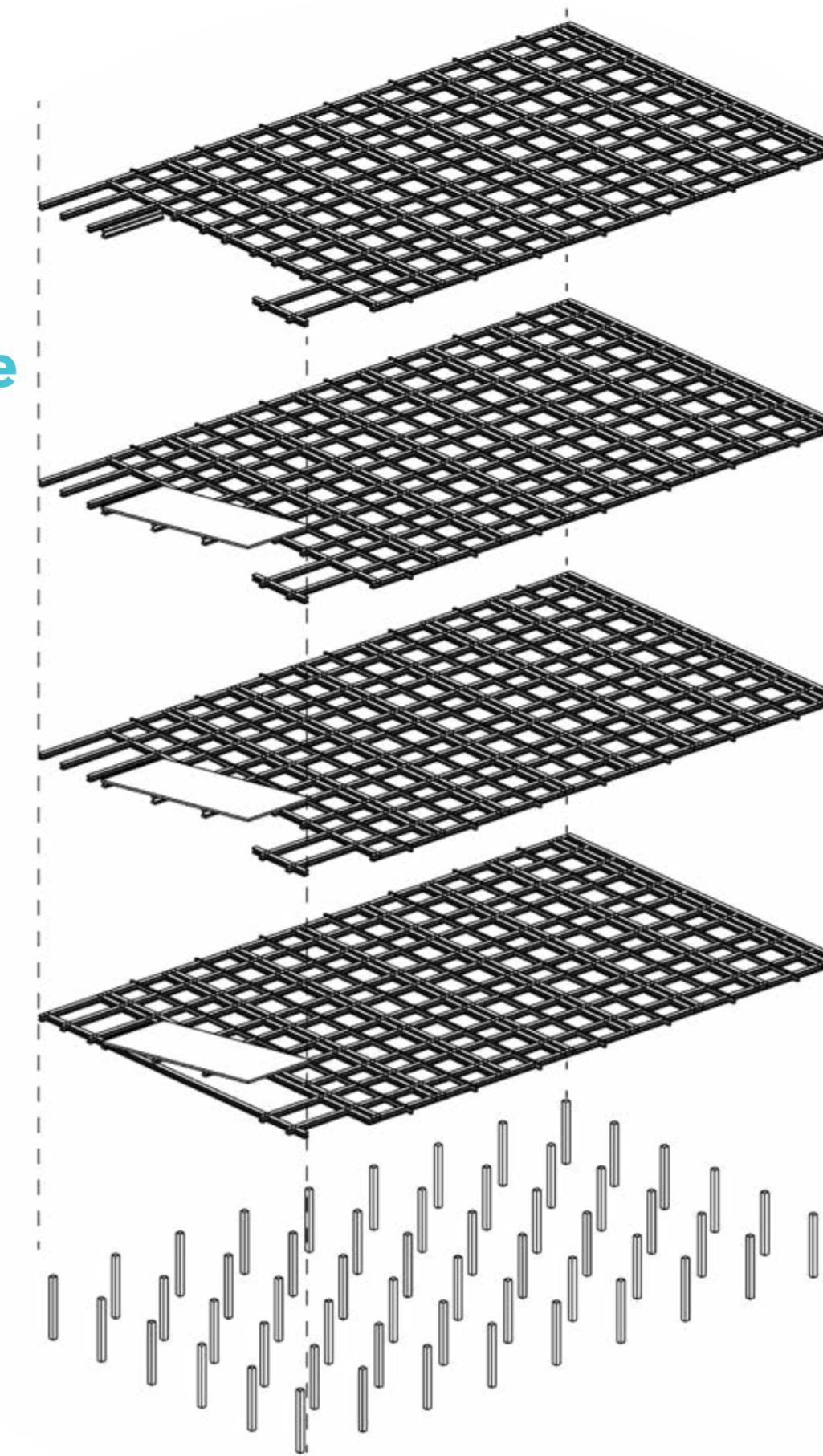
Portland street strategic regeneration framework released in 2018 proposes the development of existing parking spaces into retail, offices and residential blocks



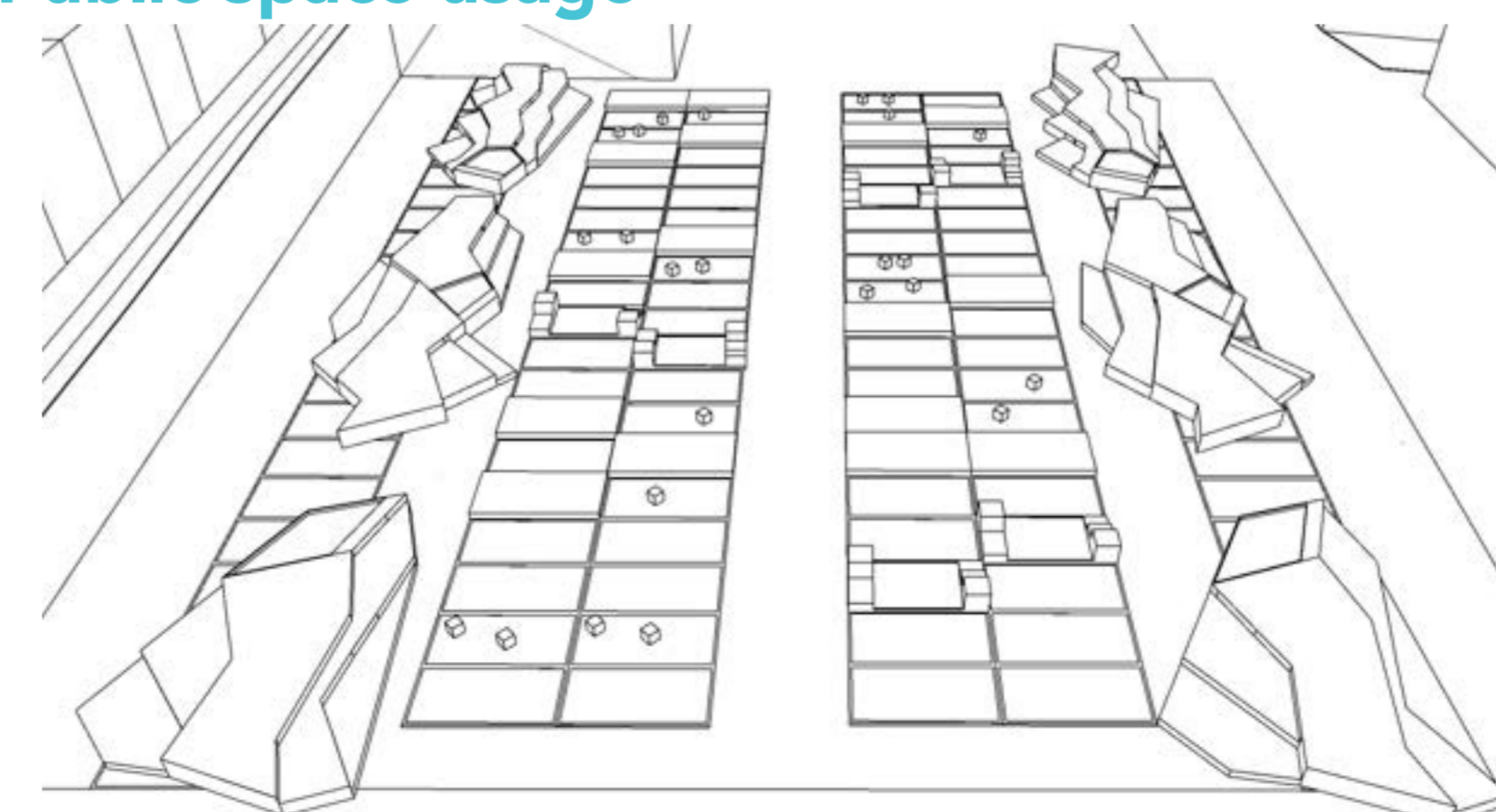
The thesis proposes an integrated development of the neighbourhood without changing the density of the built environment and involving community and public utility spaces.



Built space usage



Public space usage



Remodelling existing car parking building

Introducing public outdoor furniture

Local aesthetics

Community centric

Pedestrian streets

Multi use spaces

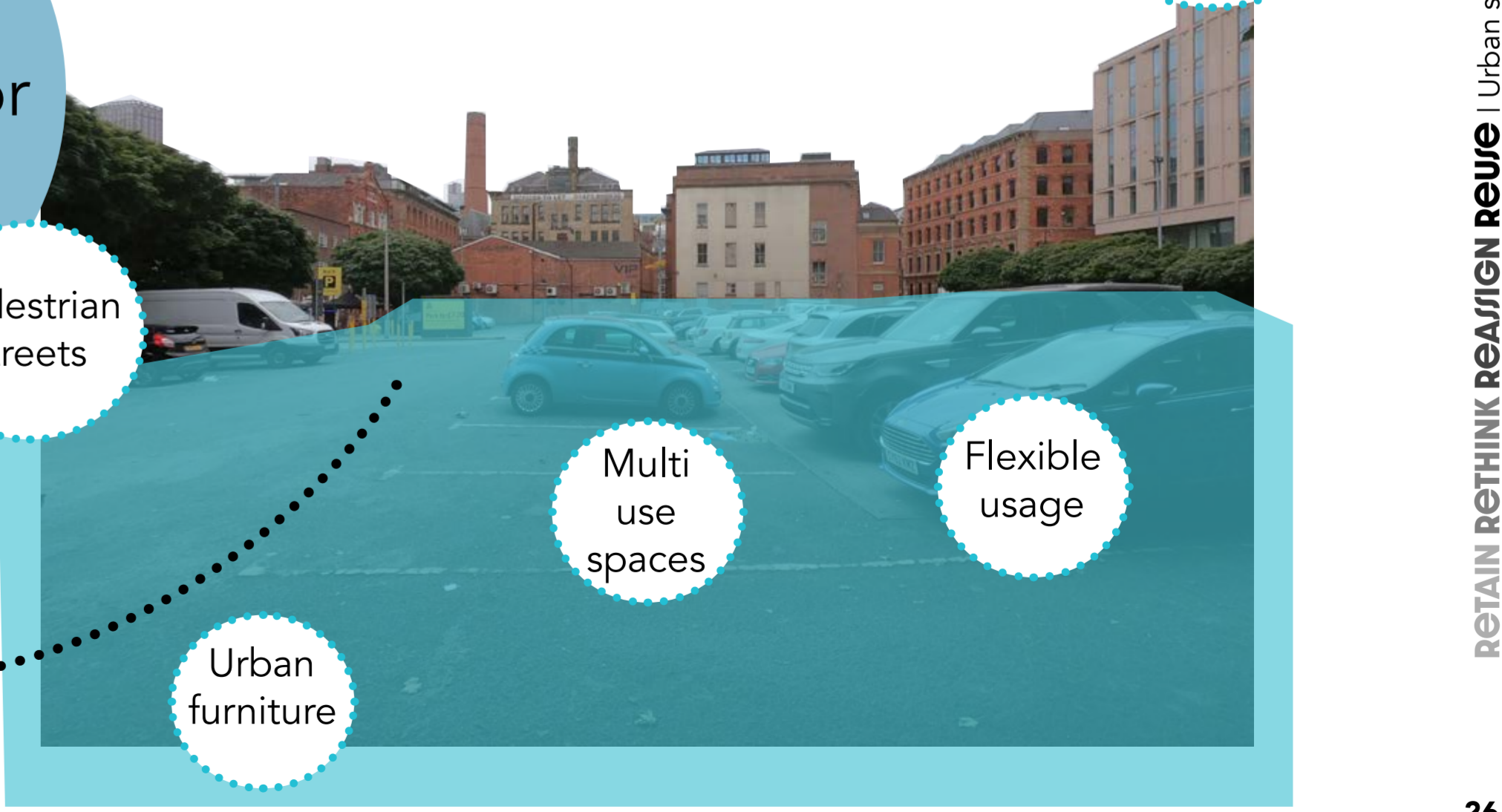
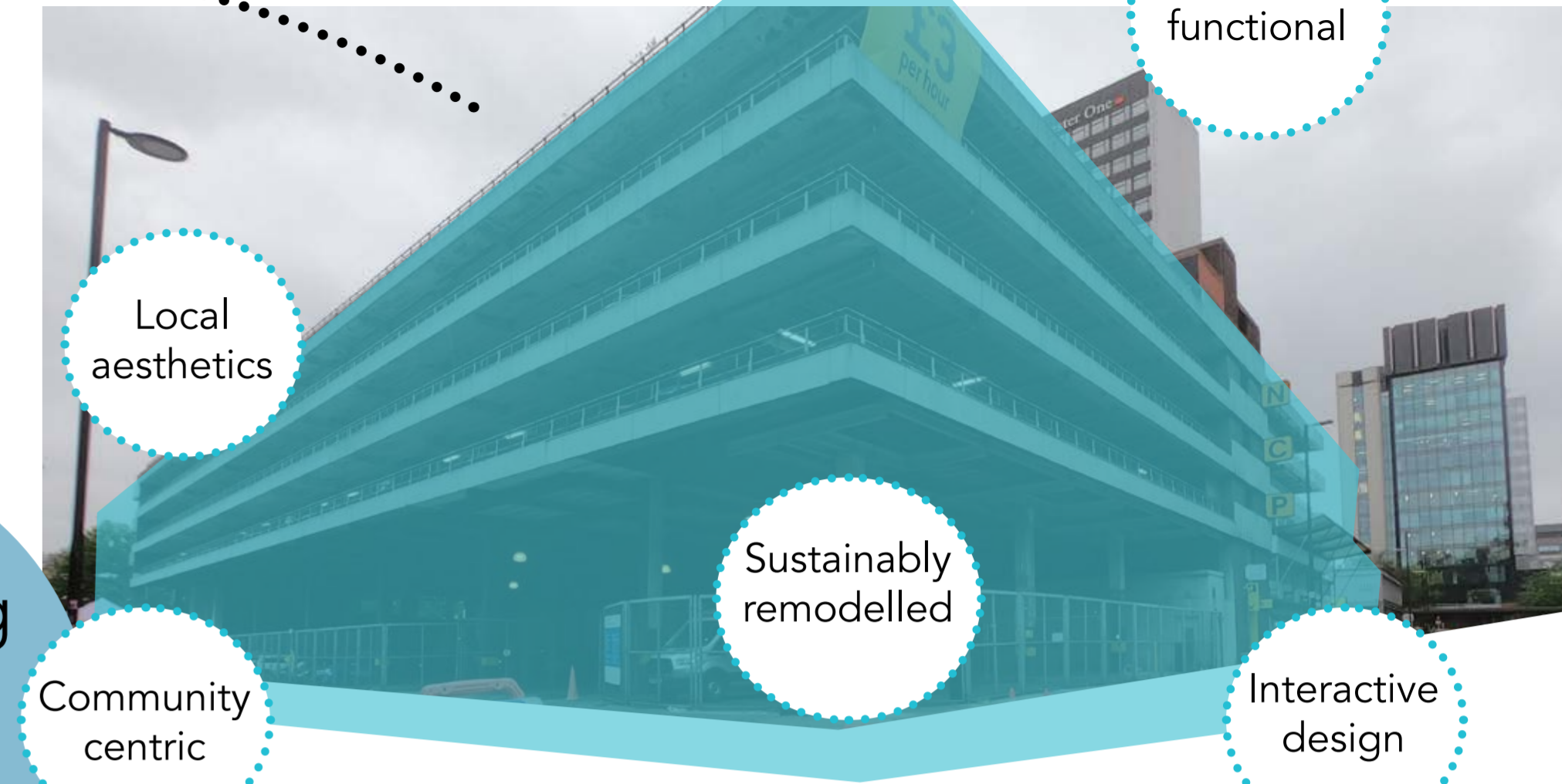
Flexible usage

Sustainably remodelled

Interactive design

Unsegregated activities

Multi functional



Manifesto

What do I aim to achieve with the design intervention?



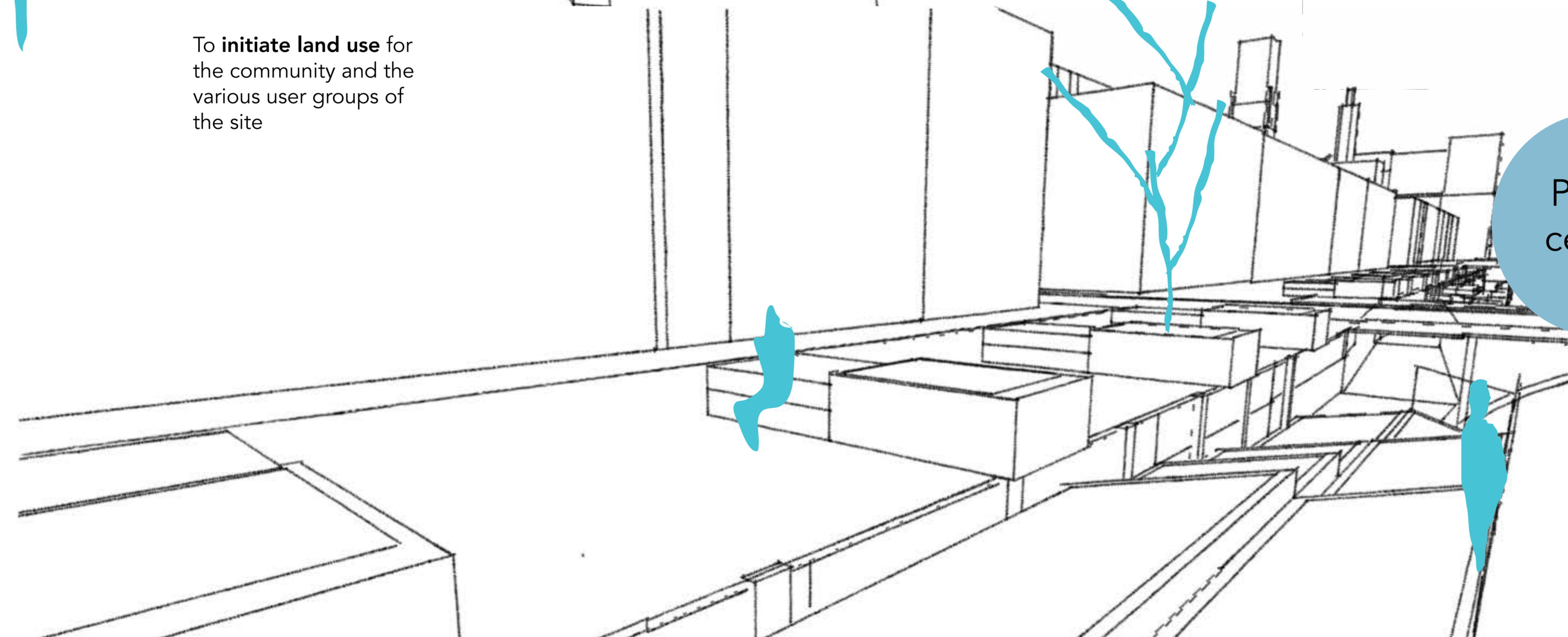
Climate centric

To consider the Council's **aims and strategies** for City Centre development



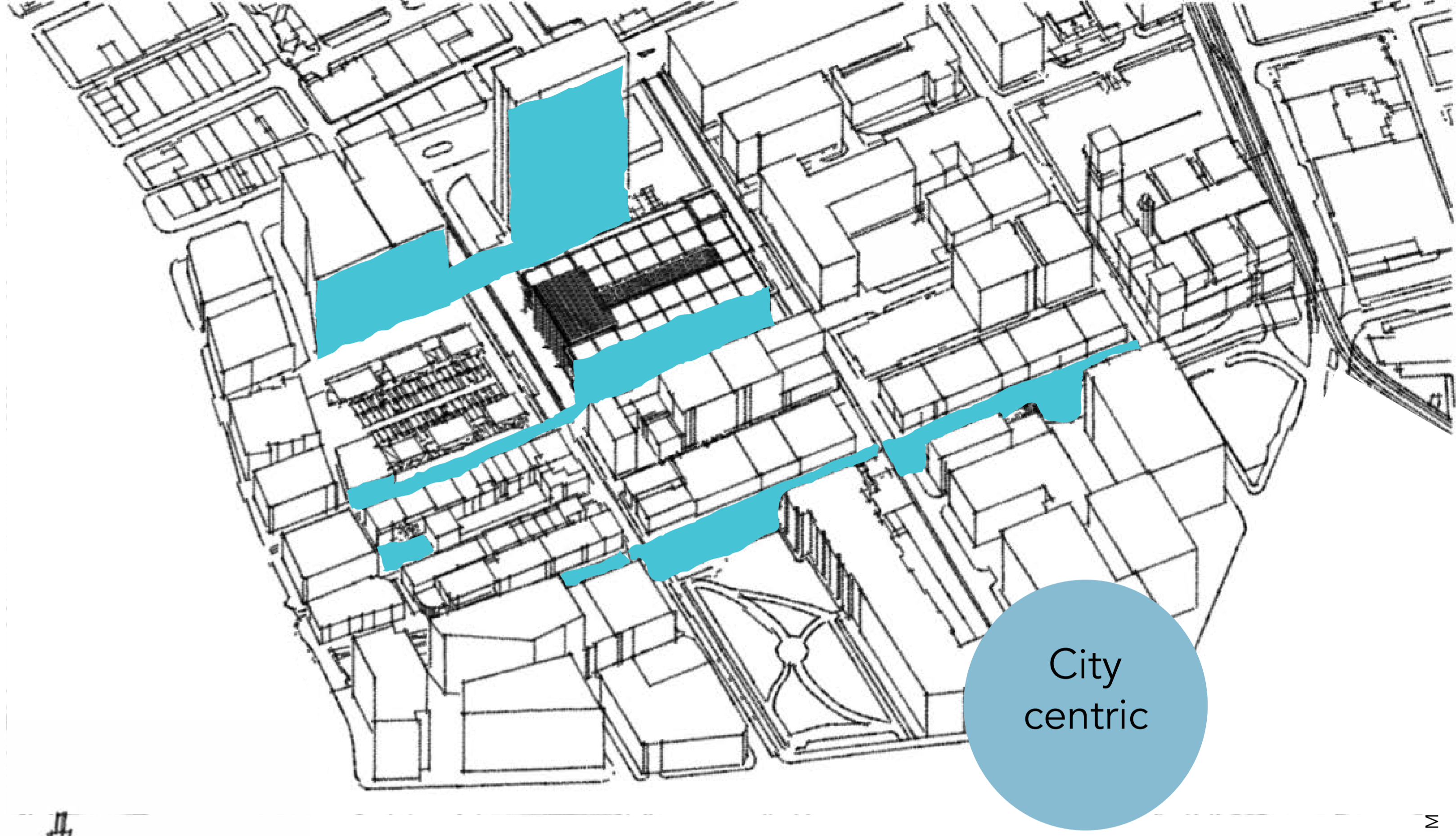
Community centric

To **initiate land use** for the community and the various user groups of the site



Public centric

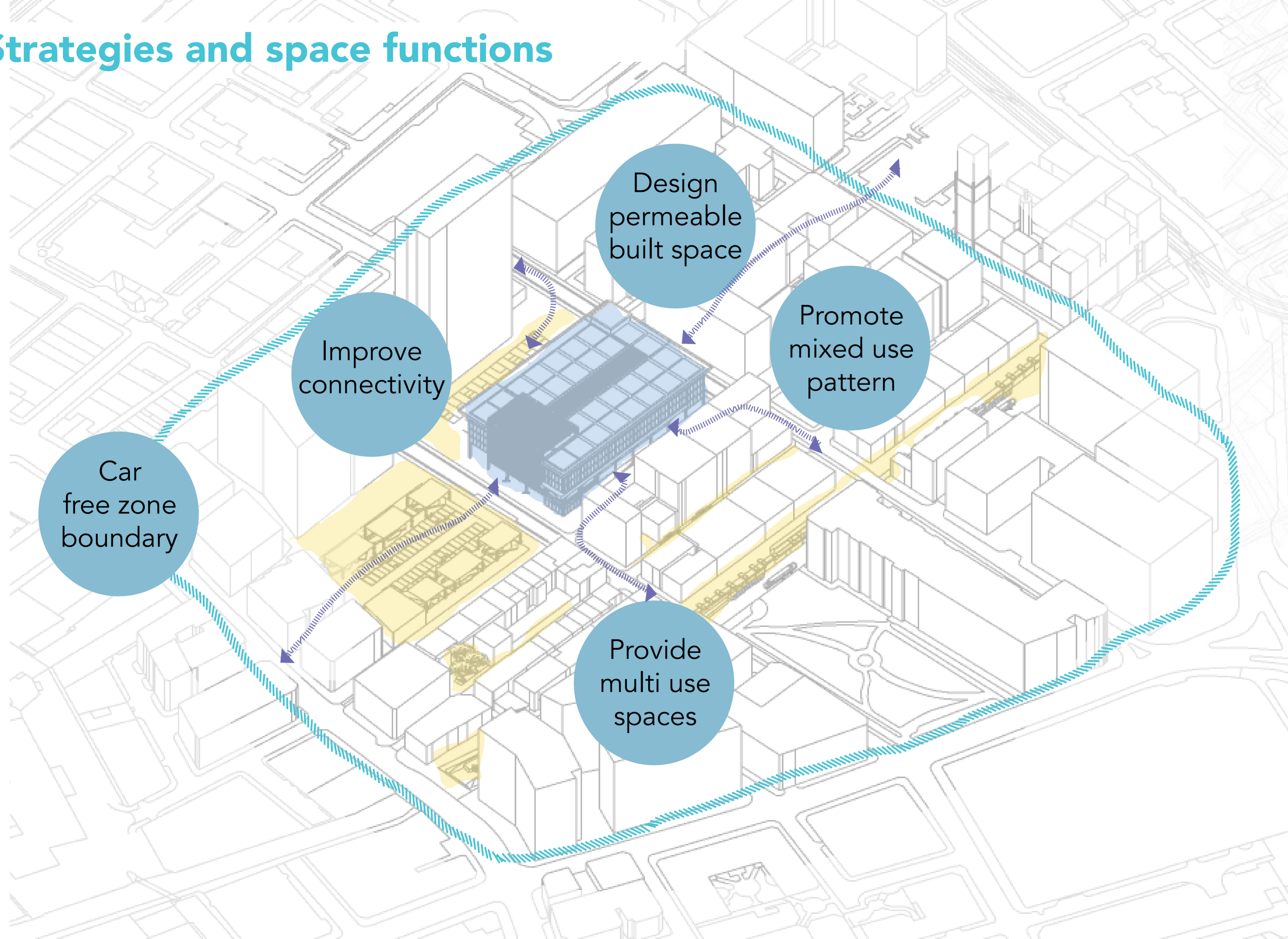
To promote streets and open spaces for **public interaction**



City centric

To maintain the **heritage, character and built density** of the site

Strategies and space functions



Impacts

Promote mixed use pattern

- Daily use
- Event use
- Social use
- Activated use

Improve connectivity

- Pedestrians
- Cyclists
- Disabled
- Public transport
- Visual

Design permeable built space

- Inviting structure
- Continuous public space flow
- Improved chances of active zones

Provide multi use spaces

- Active frontage
- Community use
- User groups activity support

Urban context impacts



Activity areas around channels of connectivity

Social context impacts

- Safer streets due to public activities
- Better cross site connectivity
- More route options

Permeable streetscape

- More user groups initiated
- Employment opportunities
- Sustainable social growth
- Public space maintenance

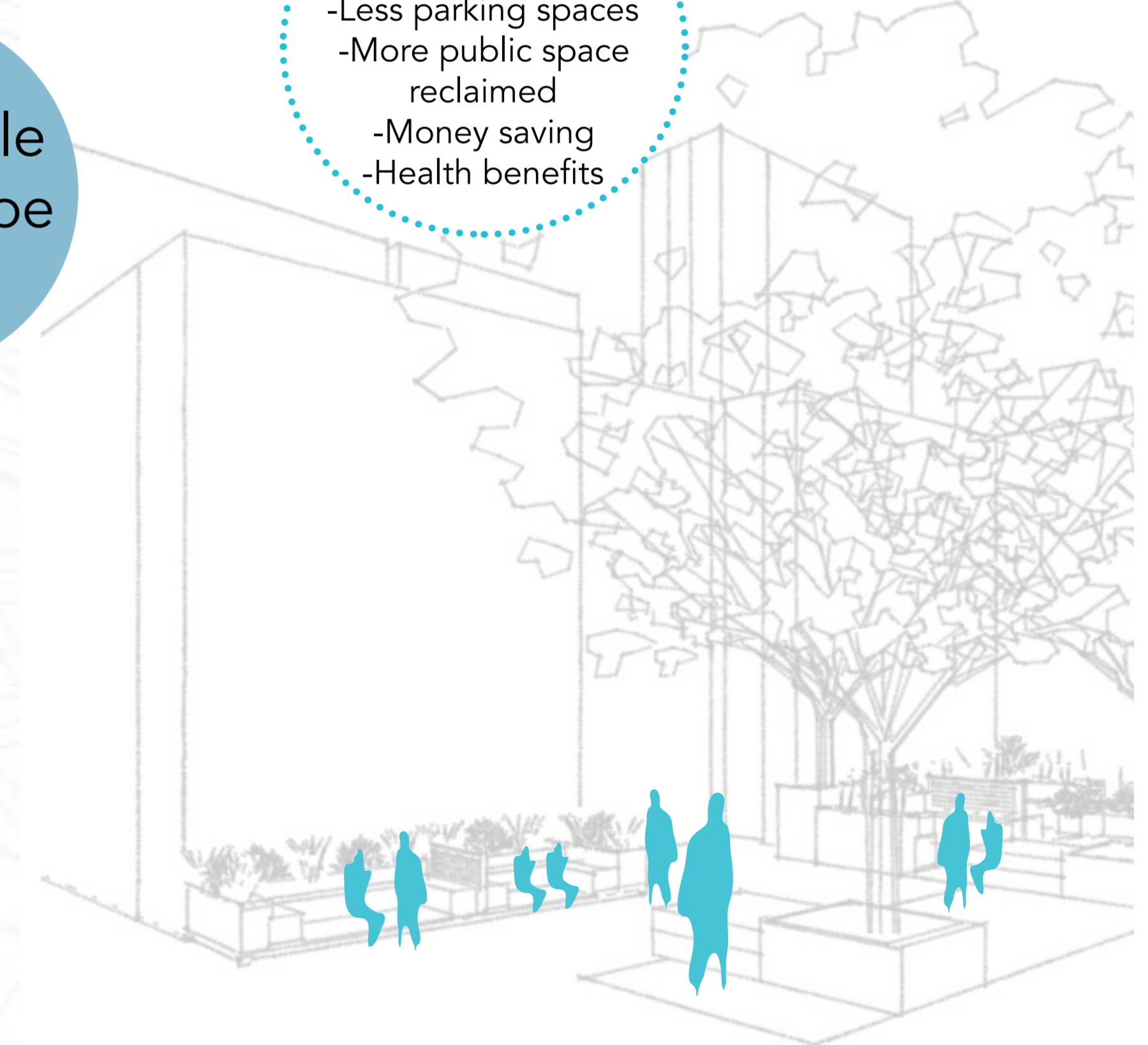
Mixed use activity possibilities

- Democratic public spaces
- User oriented activities
- Public forum activities
- Sense of ownership

Enhanced social outdoor activities

Accessibility improvement

- Less private cars
- Less parking spaces
- More public space reclaimed
- Money saving
- Health benefits

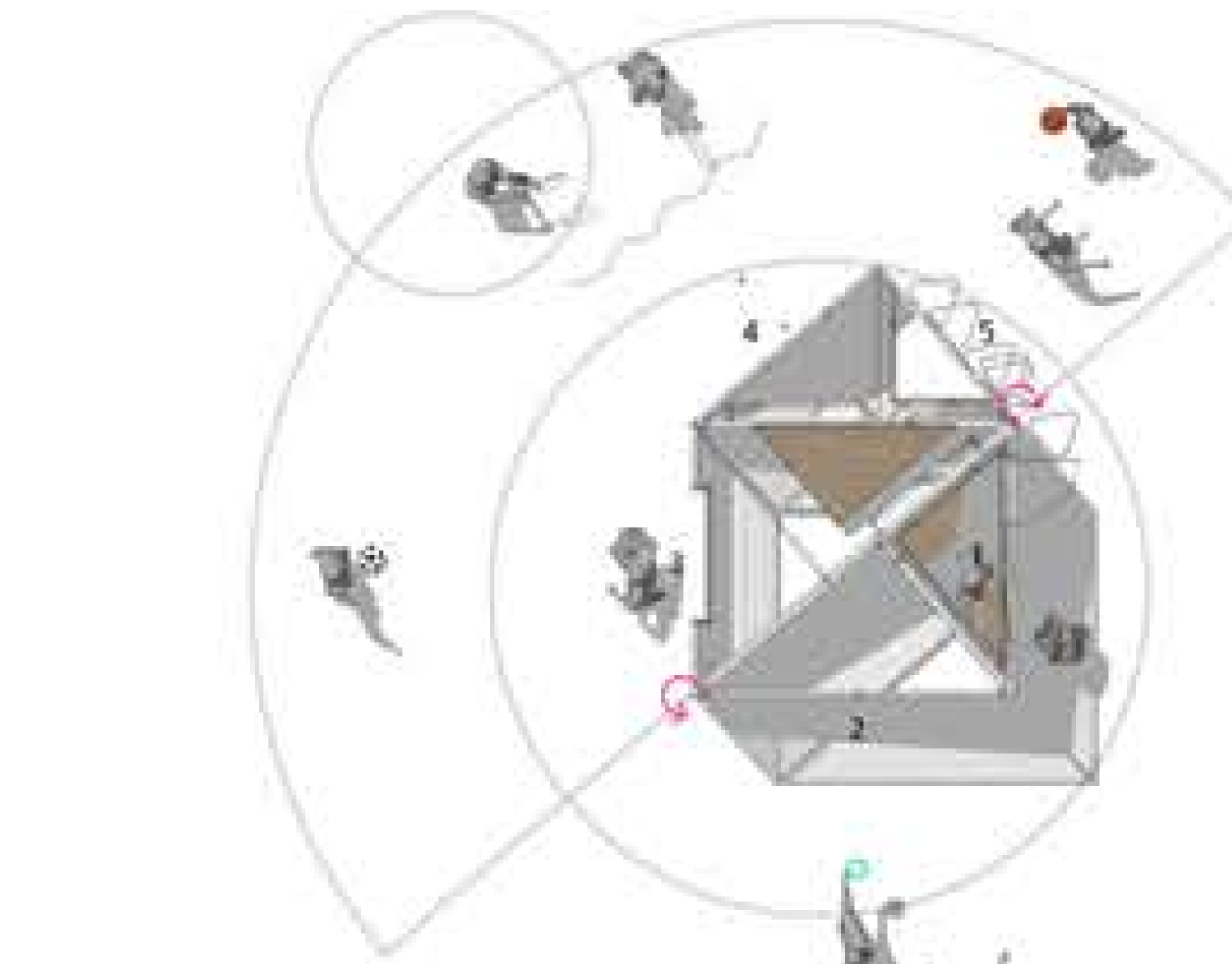


Precedent

Manuel Ocana del Valle
Spain
Refurbishment of old
railway station



Orizzontale
Italy
DIY Public space



BUS Architects
Korea
Back and forth playground

- 1, Snack bar
- 2, Flying disc
- 3, Football
- 4, Free tennis
- 5, Basketball

<FOLDED PLAN>



- 1, Football
- 2, Shelter
- 3, Hanging beds
- 4, Snack bar
- 5, Basketball
- 6, Free tennis

<UNFOLDED PLAN>

ASPECT Studio
Australia
The goods line

This unique elevated park has seen a densified rail corridor

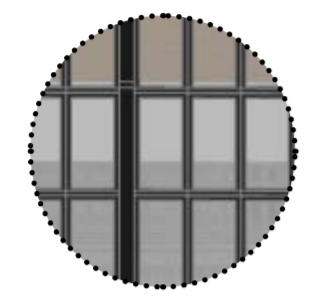


<https://ukconstructionblog.co.uk/2019/02/26/recycling-buildings-10-building-materials-that-can-be-reused-after-demolition/>

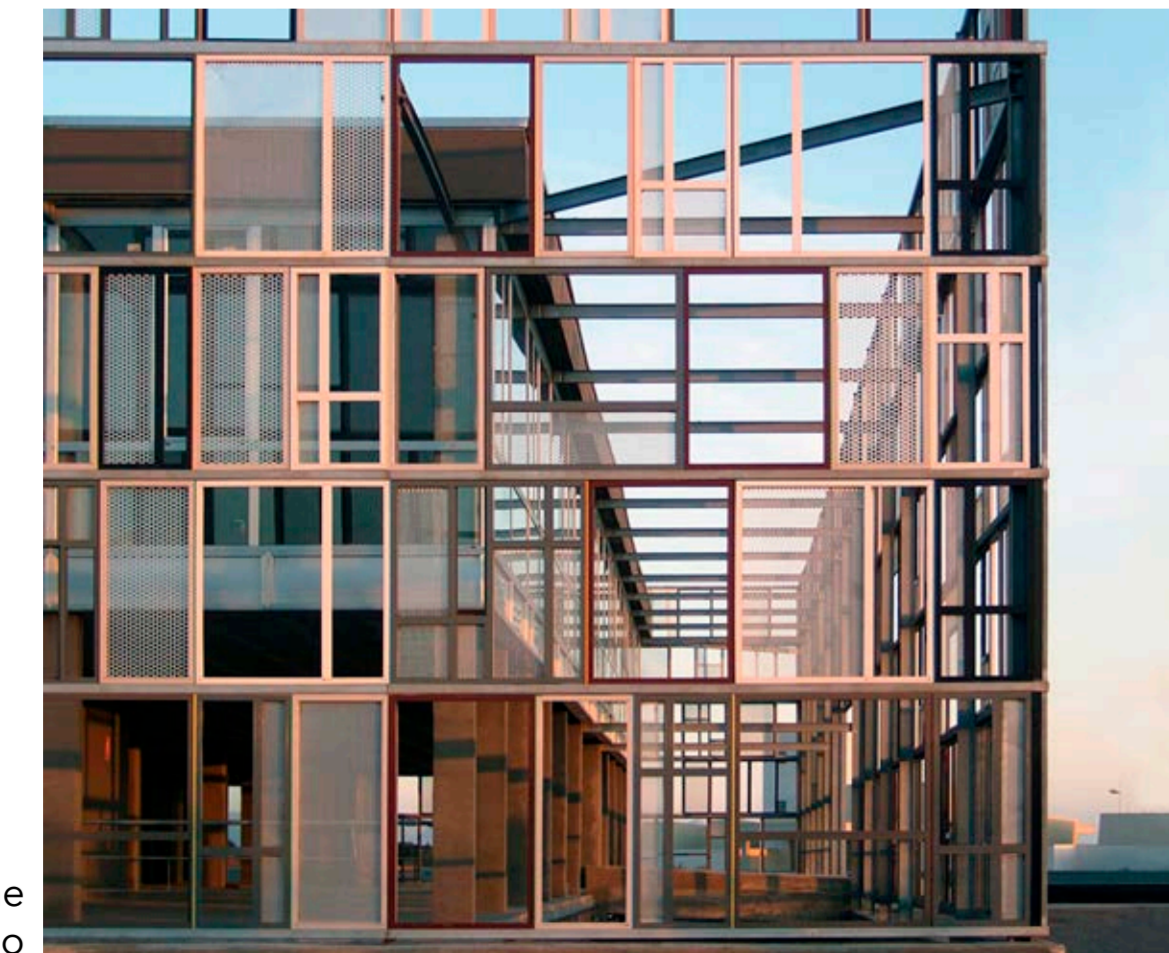
<https://www.archdaily.com/>

Material usage

Reused glass

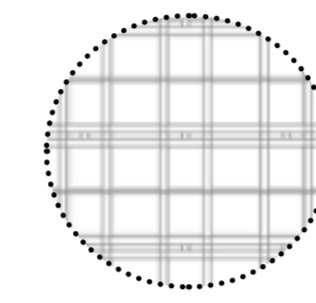


The UK manufactures 750,000 tonnes of flat glass each year, three-quarters of which goes into glazing products for buildings. Currently, the recycled content of flat glass produced in the UK is between 20%–30%. There are various methods of recycling glass in order to make it fit for re purposing such as crushing, screening to remove contamination, air classification, optical sorting, size classification and washing and drying.

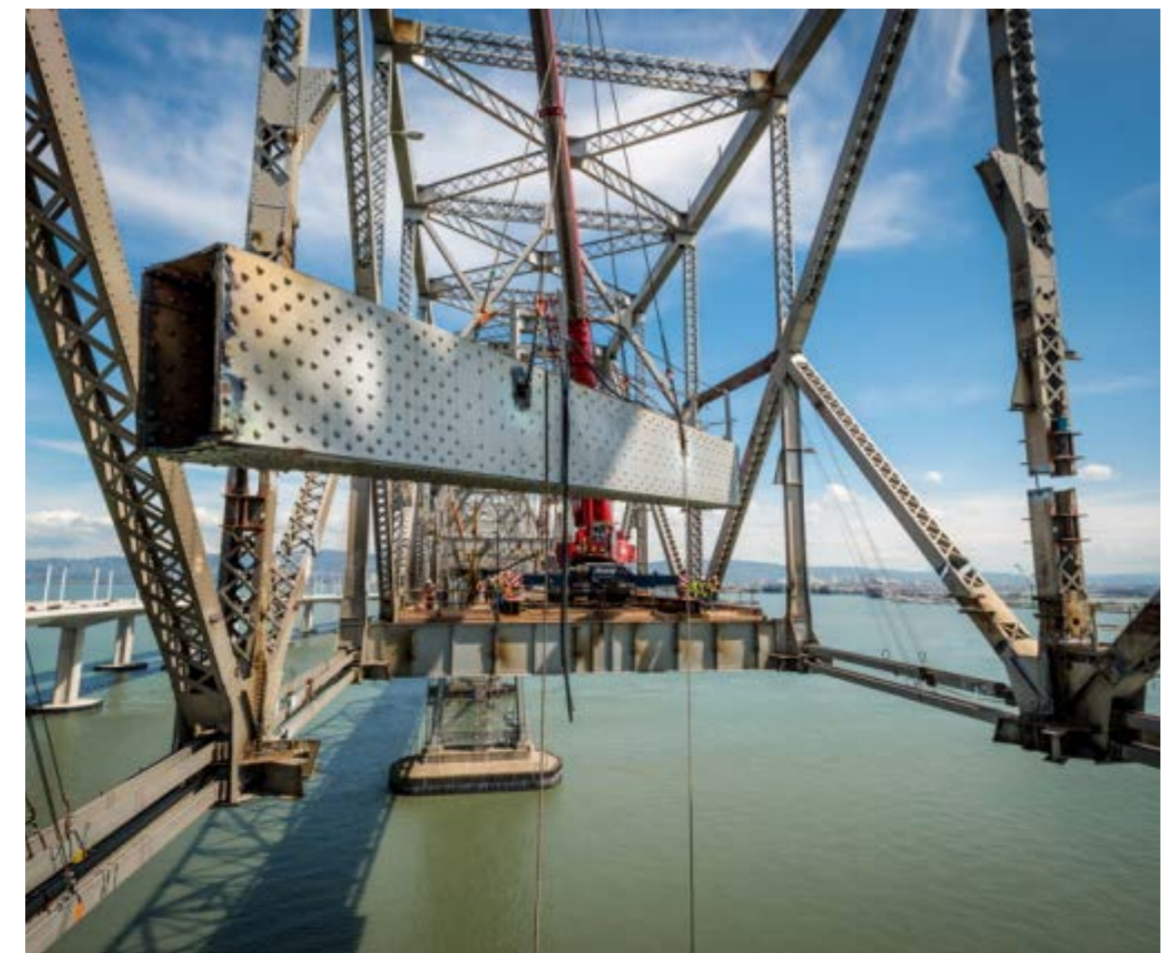


Sala Beckett project by the Flores & Prats studio

Recycled metal

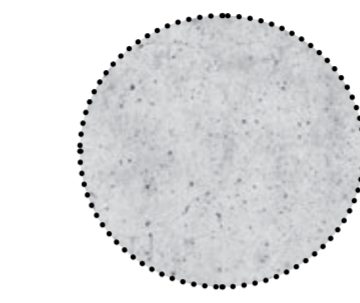


Britain exports 15 million tonnes of industrial waste each year, half of which is valuable scrap metal. Metals are collected, sorted and then shredded. The scrap is then melted and purified and finally allowed to cool to solidify. Metals—including steel, copper, and brass—are valuable commodities to recycle.



Designers, and design firms have been awarded steel from the demolition of the Eastern span of the Oakland-San Francisco Bay Bridge. The steel has been made available for use in public projects throughout California

Reclaimed concrete

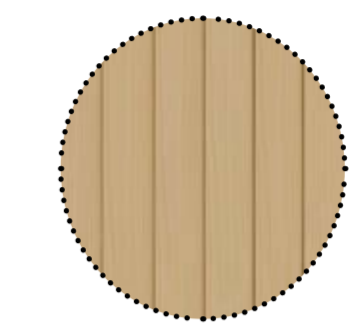


In the UK, average wastage level of concrete is about 4%, while brick and block is around 6%. Concrete and brick can be recycled by crushing them into rubble. Once sorted, screened and contaminants are removed, reclaimed concrete or brick can be used in concrete aggregate, fill, road base, recasting.



SOS Children's Villages Lavezzorio Community Center / Studio Gang. Image Cortesia de Studio Gang

Recycled wood



Wood waste from building sites including new builds and refurbishments amounts to around 0.85metric tons per year in the UK. Wood can be reused, repurposed, recycled, or burned as bioenergy. Recycled wood can be used in pathways, coverings, or particleboard.



'Brothers in Benches' street furniture installation by street artist r1 in Johannesburg

Design program

Built space usage

Typology 1

Existing parking building remodelled into community welfare centre

- Public events area
- Workshops
- Exhibition area
- Community centre
- Charity and NGO offices
- Workspace for start-ups
- Co working spaces
- Cafeteria
- Flea market
- Gardening initiative
- Restaurant and pub
- Art installation space

Public space usage

Typology 2

Existing parking ground redesigned into multi use public space

- Street furniture
- Movable public furniture
- Green scape
- Covered seating
- Picnic space
- Listed building backdrop

Typology 3

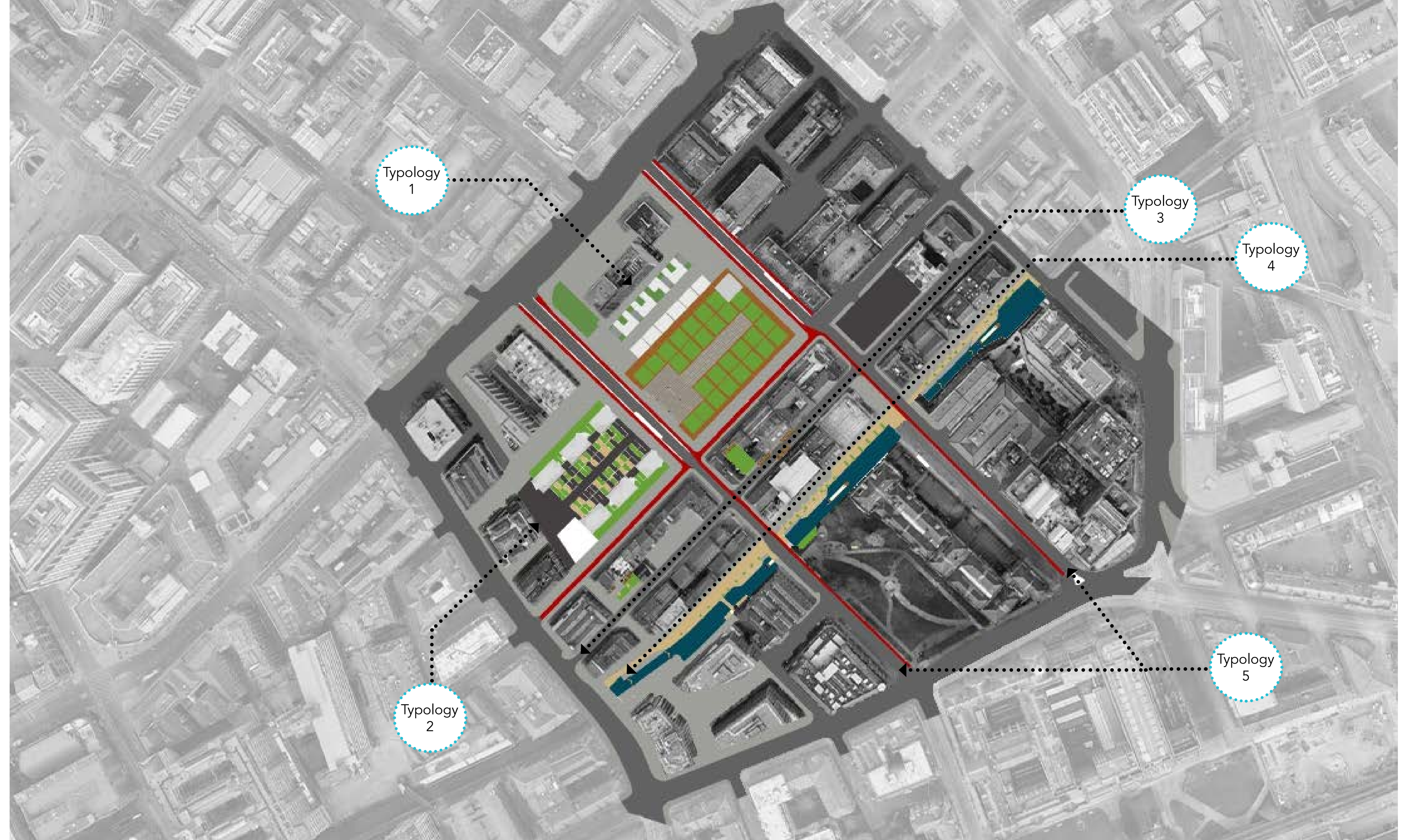
Back alleys of pubs and restaurants introduced with detachable parklets for social activities and night life experience

Typology 4

Integration of Canal street with public furniture and streetscaping for inclusive public space experience

Typology 5

Route proposals for bus lanes and cycle lanes within the site to facilitate ease of transport in car free zone

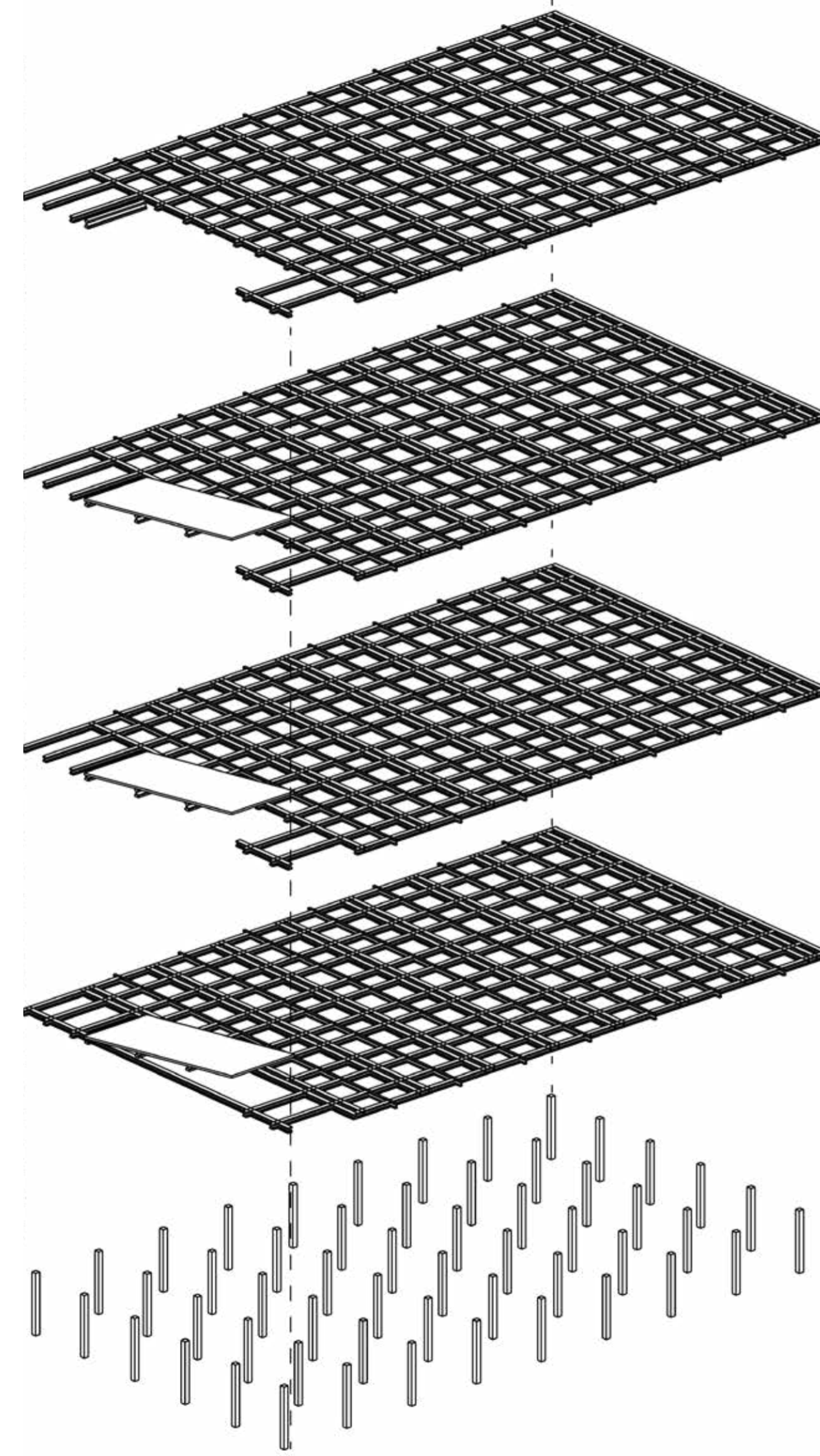




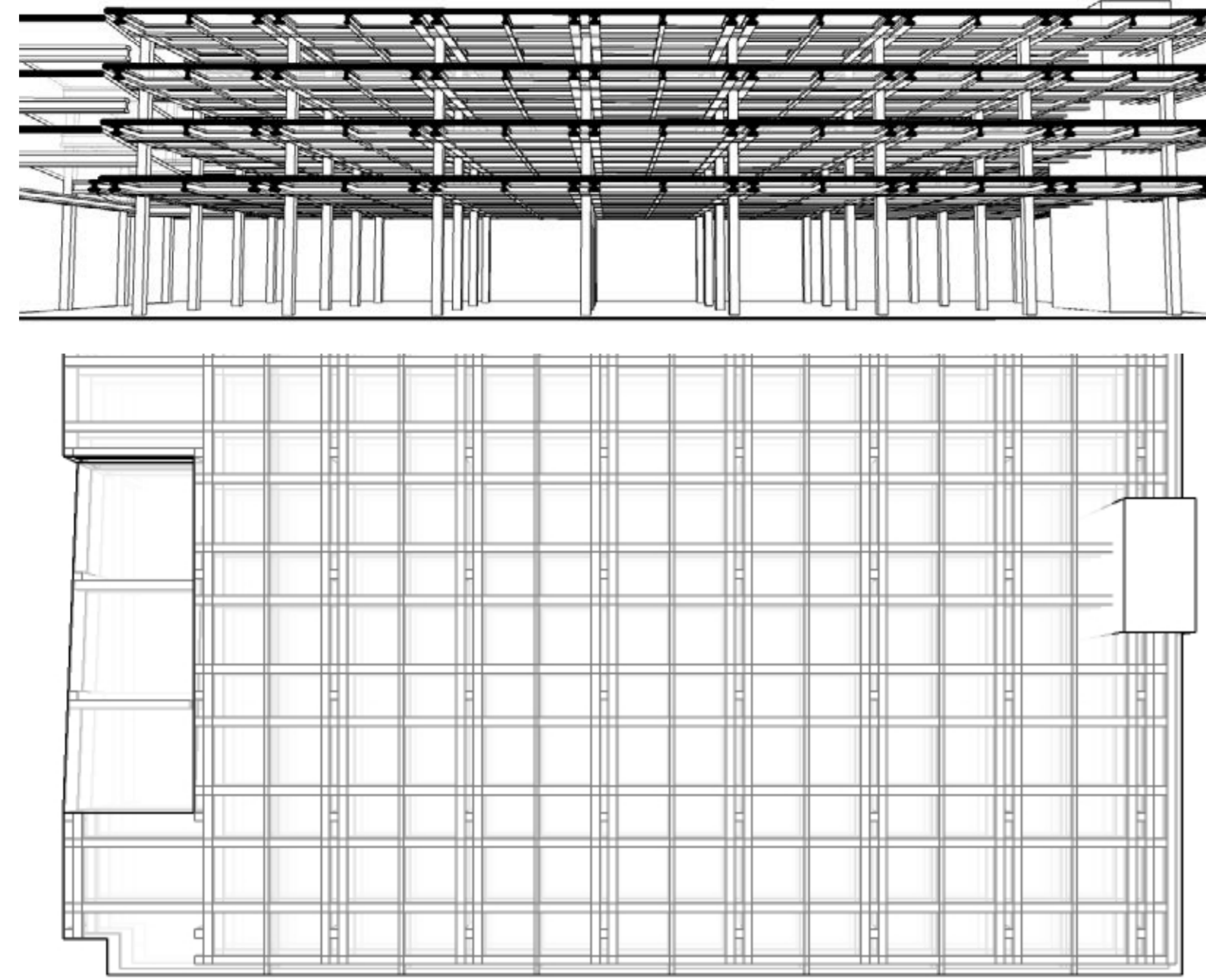
NCP
Park for
£3
per hour
at NCP Chertson Street

4
Built space

Typology 1



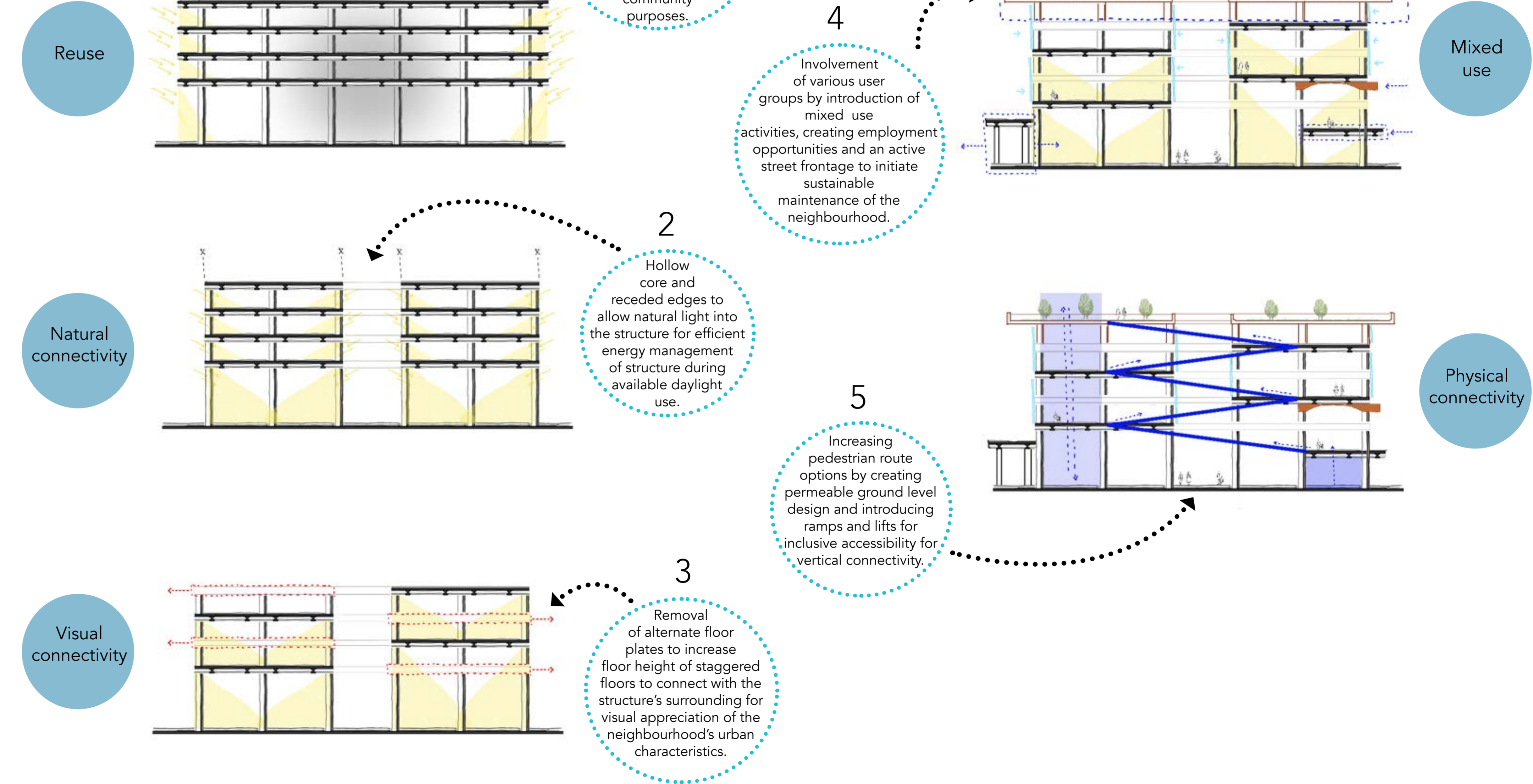
The existing structural framework of the parking building



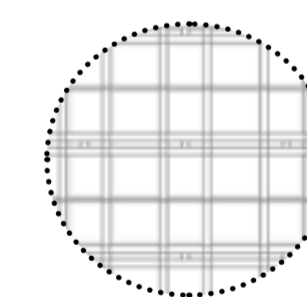
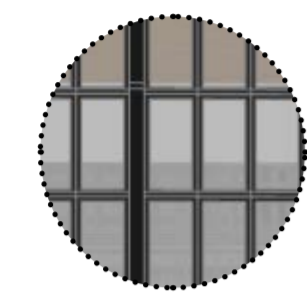
The existing structure of the four floored parking building is composed of concrete columns and metal I section beams in a grid to support the dead load of the parked cars. The floor plates are concrete slabs with ramps connecting each floor plate for movement of cars up to the fourth floor.



Strategy and impacts of the remodelling for use as community welfare centre

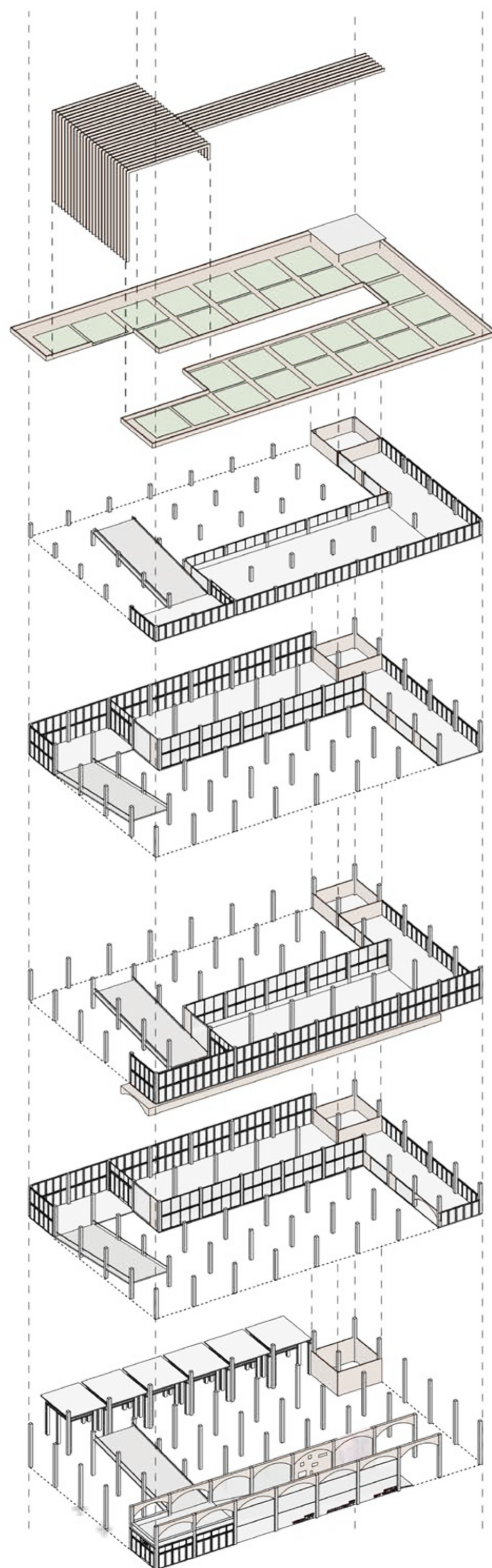
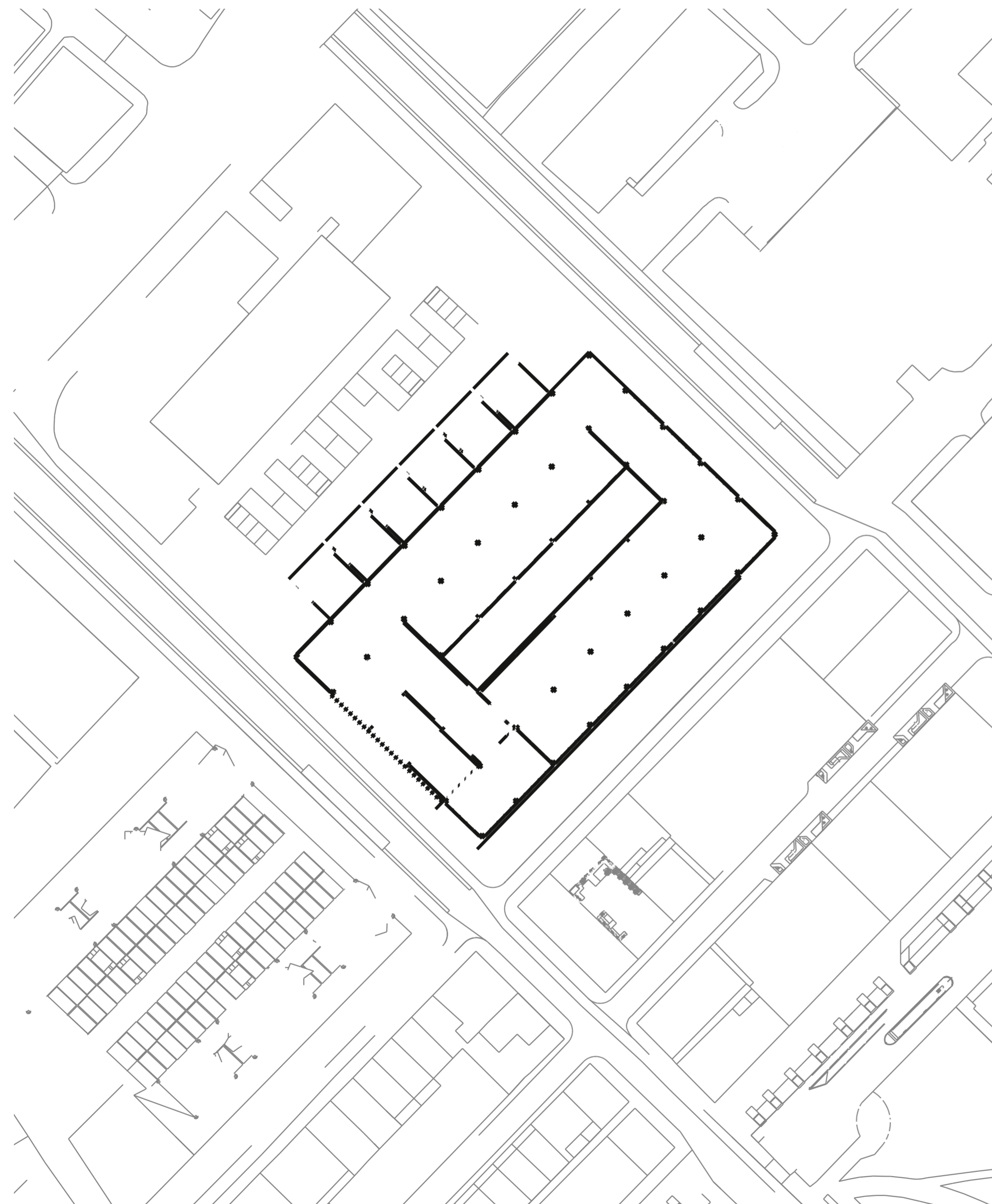


Front elevation

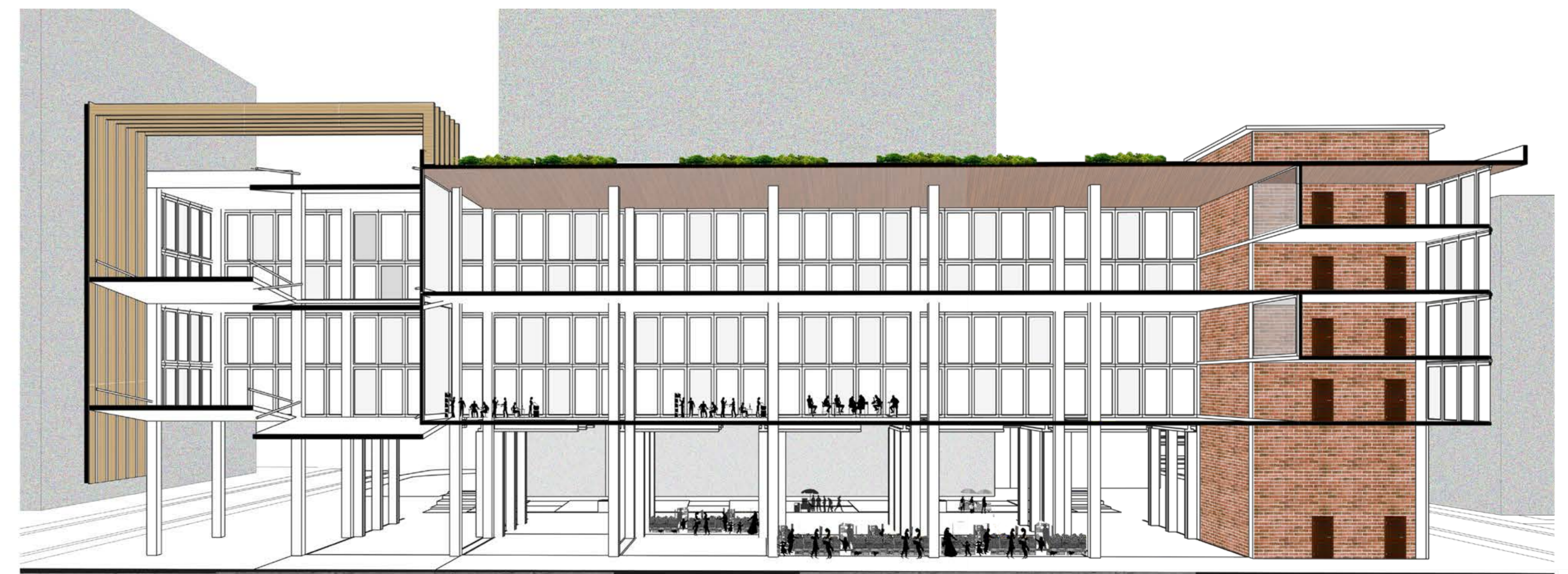
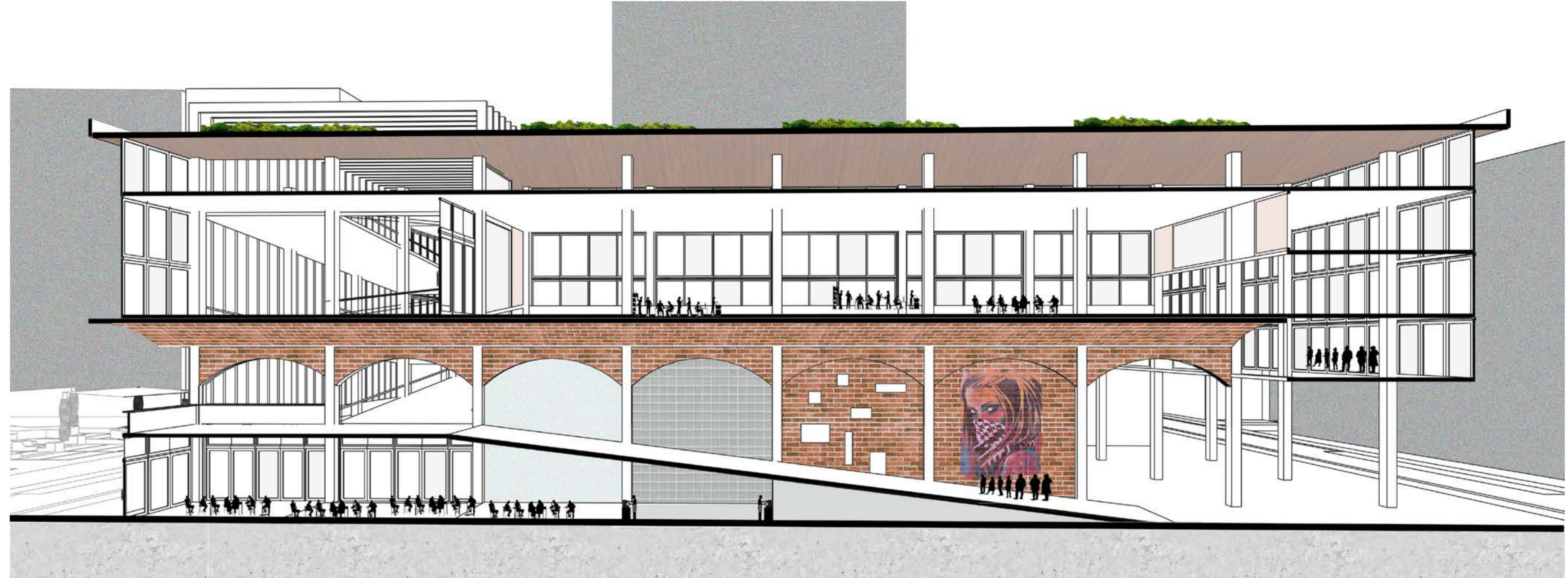


Side elevations





- Rooftop** Gardening initiative
- 4th floor** Career hub and skills workshop
- 3rd floor** Co- working spaces
- Staircase and toilet service shaft
- 2nd floor** Workspace for start up support
- 1st floor** NGO and charity offices
- Ground floor** Flea market and exhibition space
The Village history installation and cafe



Experience of built space



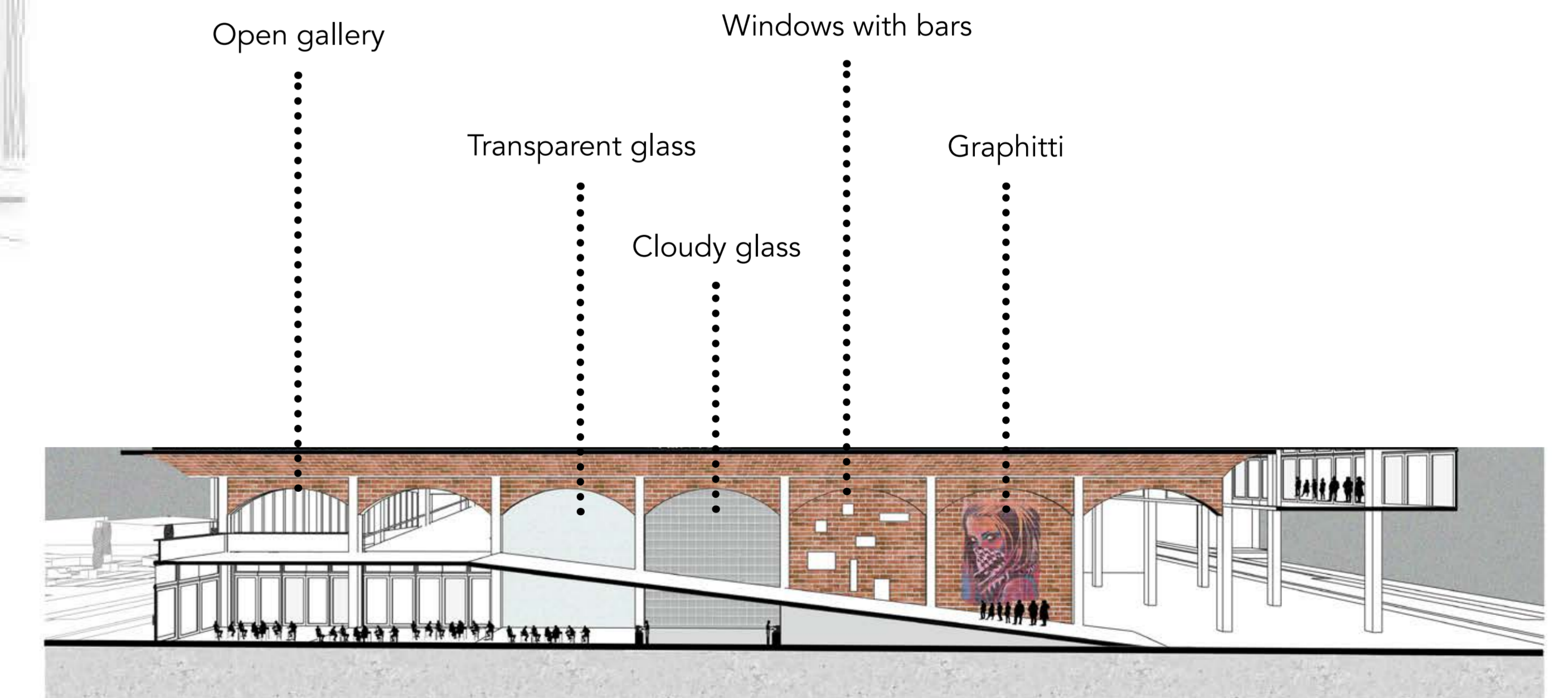
Bloom Street entrance

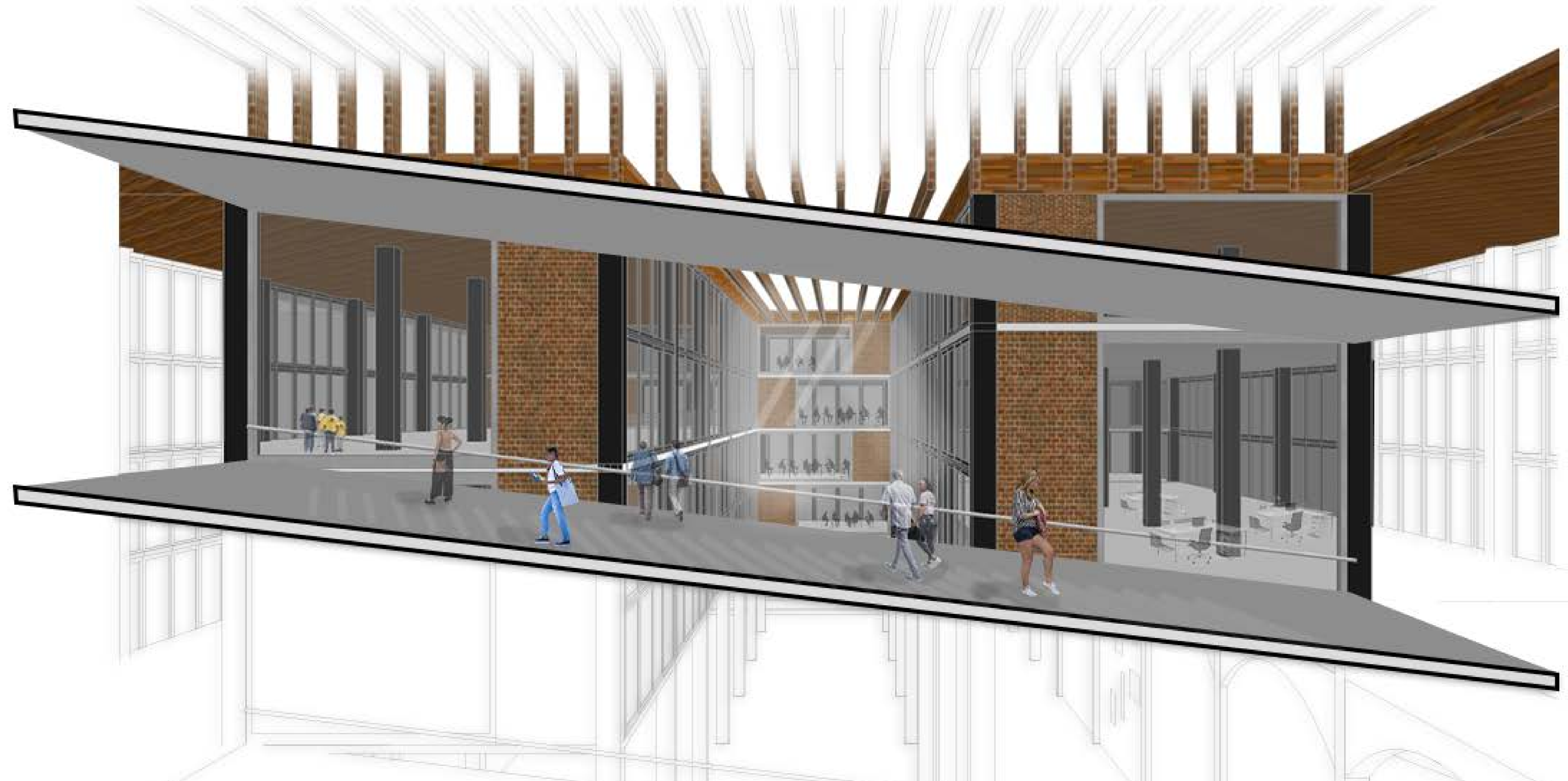


The Village History- Experiential installation

A permanent installation is designed on the first slope at the ground floor level from the Bloom Street entrance. This installation showcases various stages of the history of The Gay Village related to the LGBTQ+ community. The experience of the installation is to observe the intensity of light travelling through various openings, cloudy glass and then leading into space with transparent glass up to an open gallery. The feeling generated is that of gradual openness and transparency while moving along the slope.

FROM ANONYMITY TO VISIBILITY





Experience of built space



Flea market on ground level



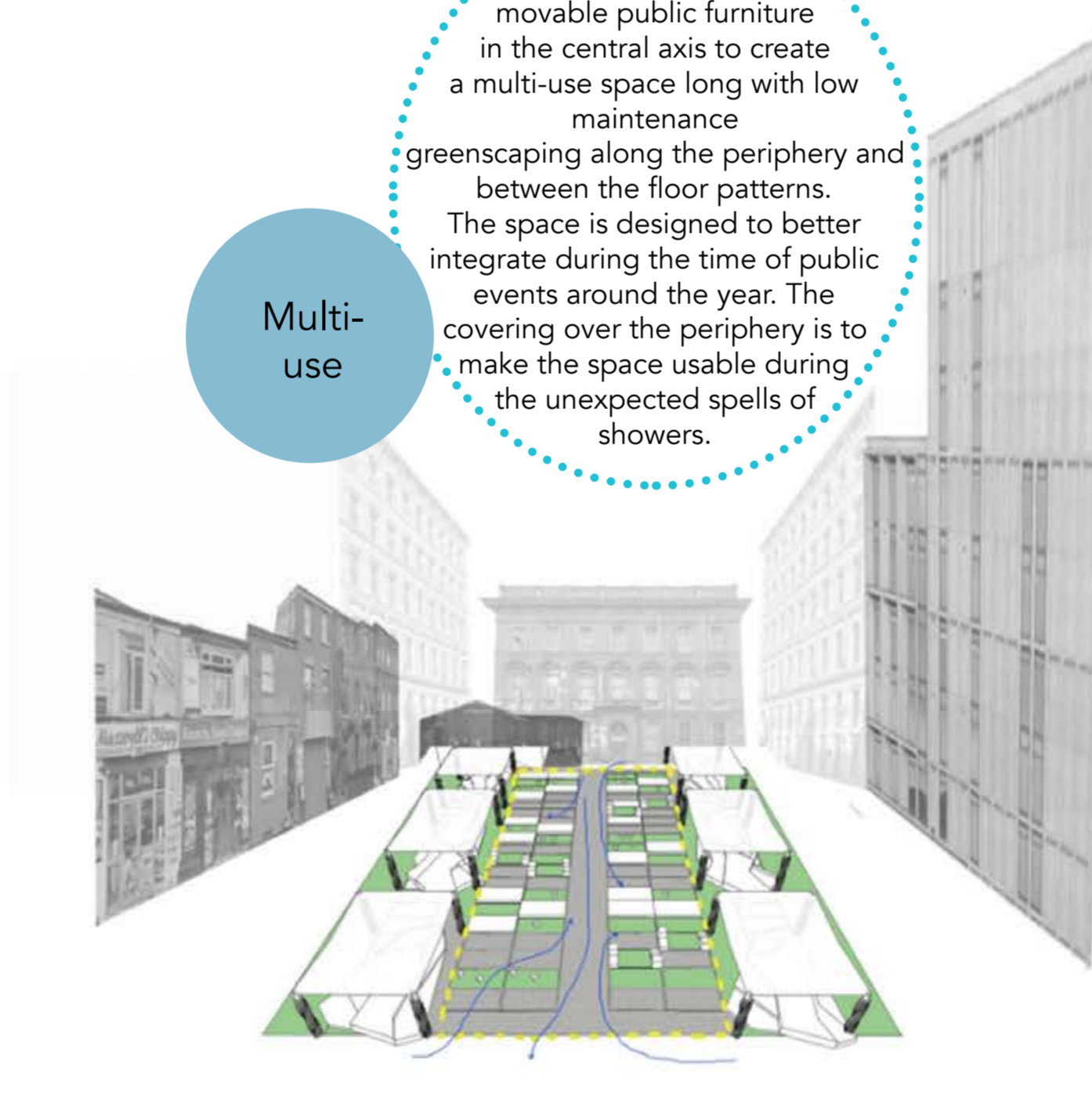
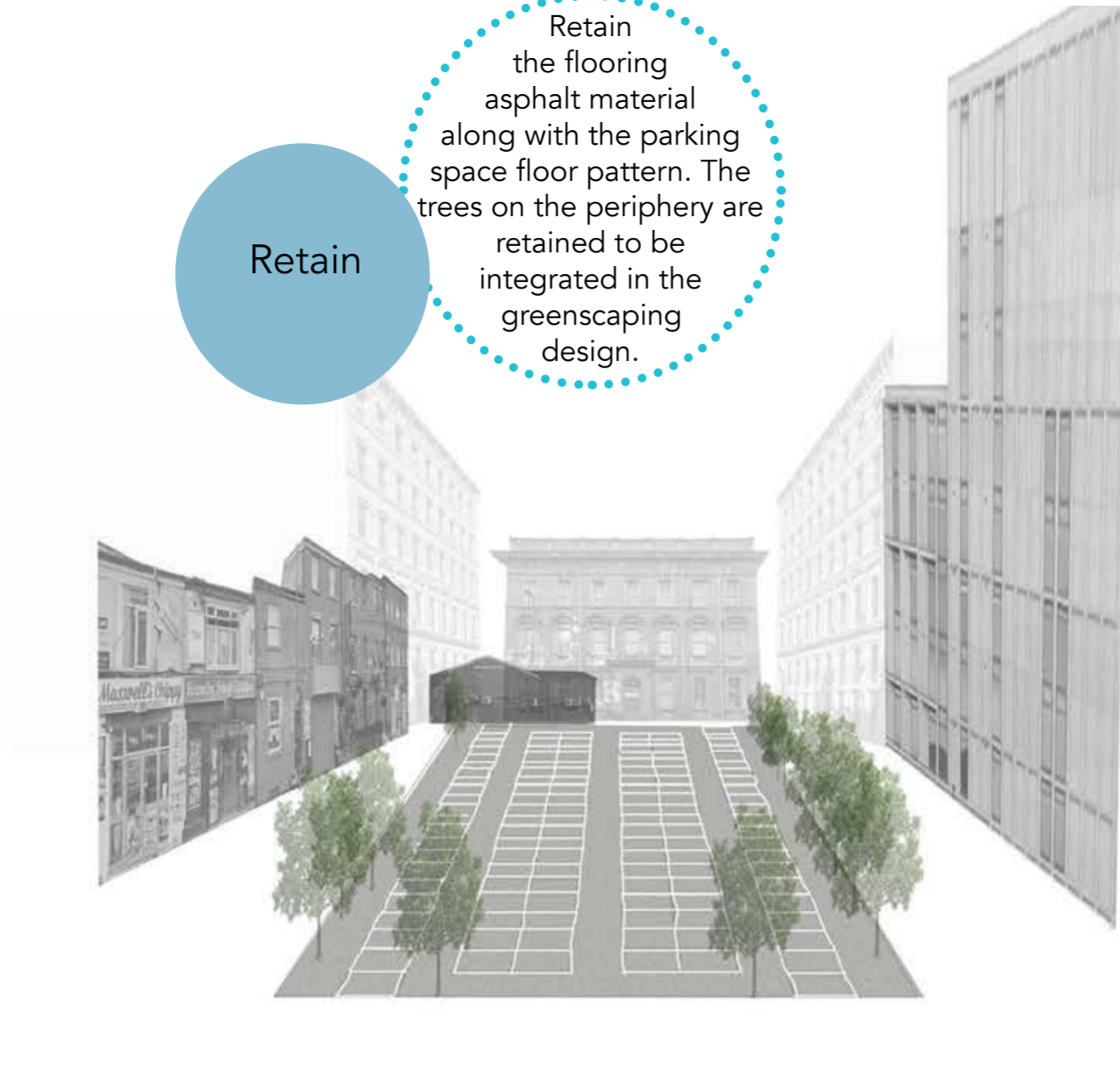
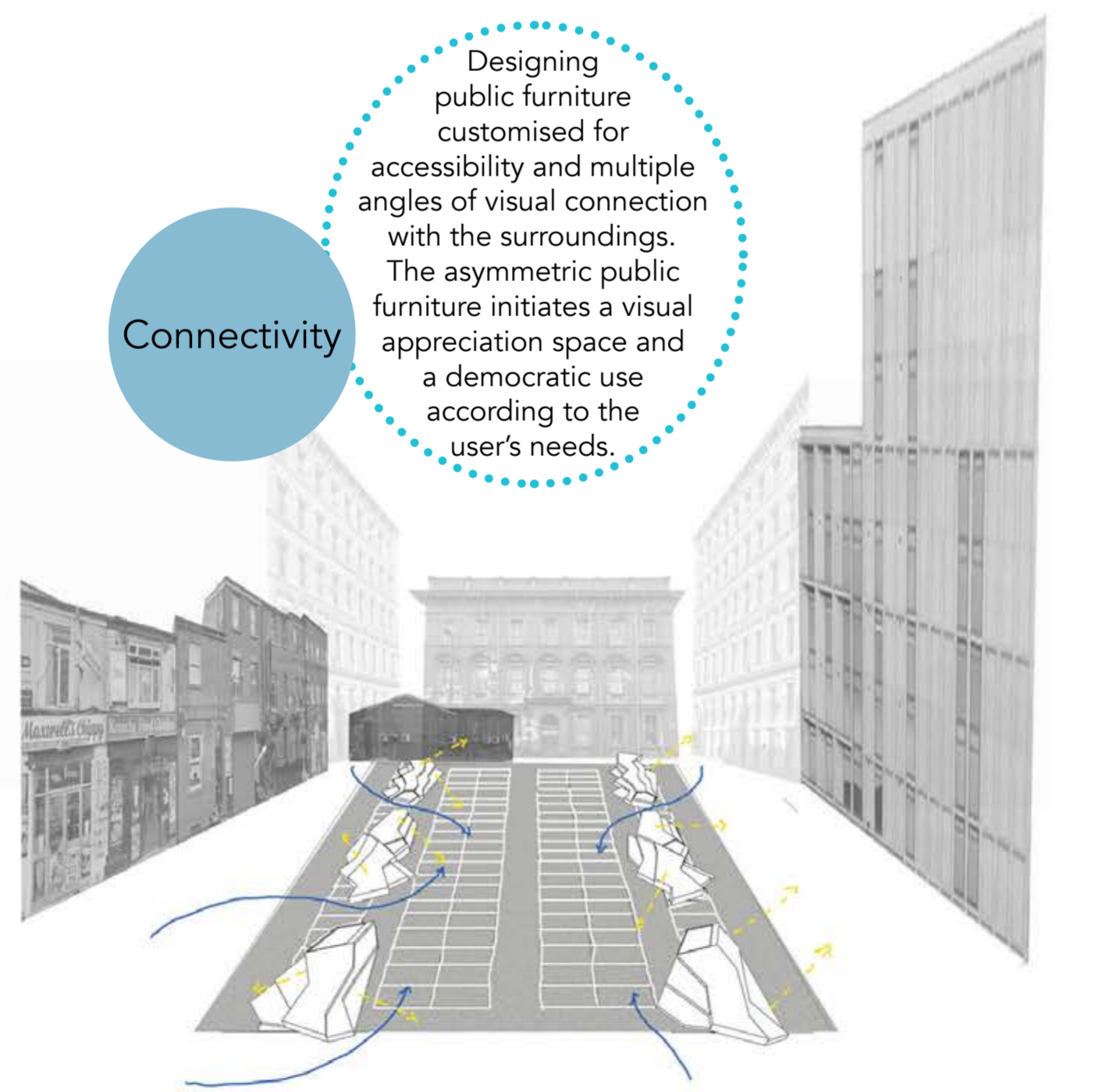
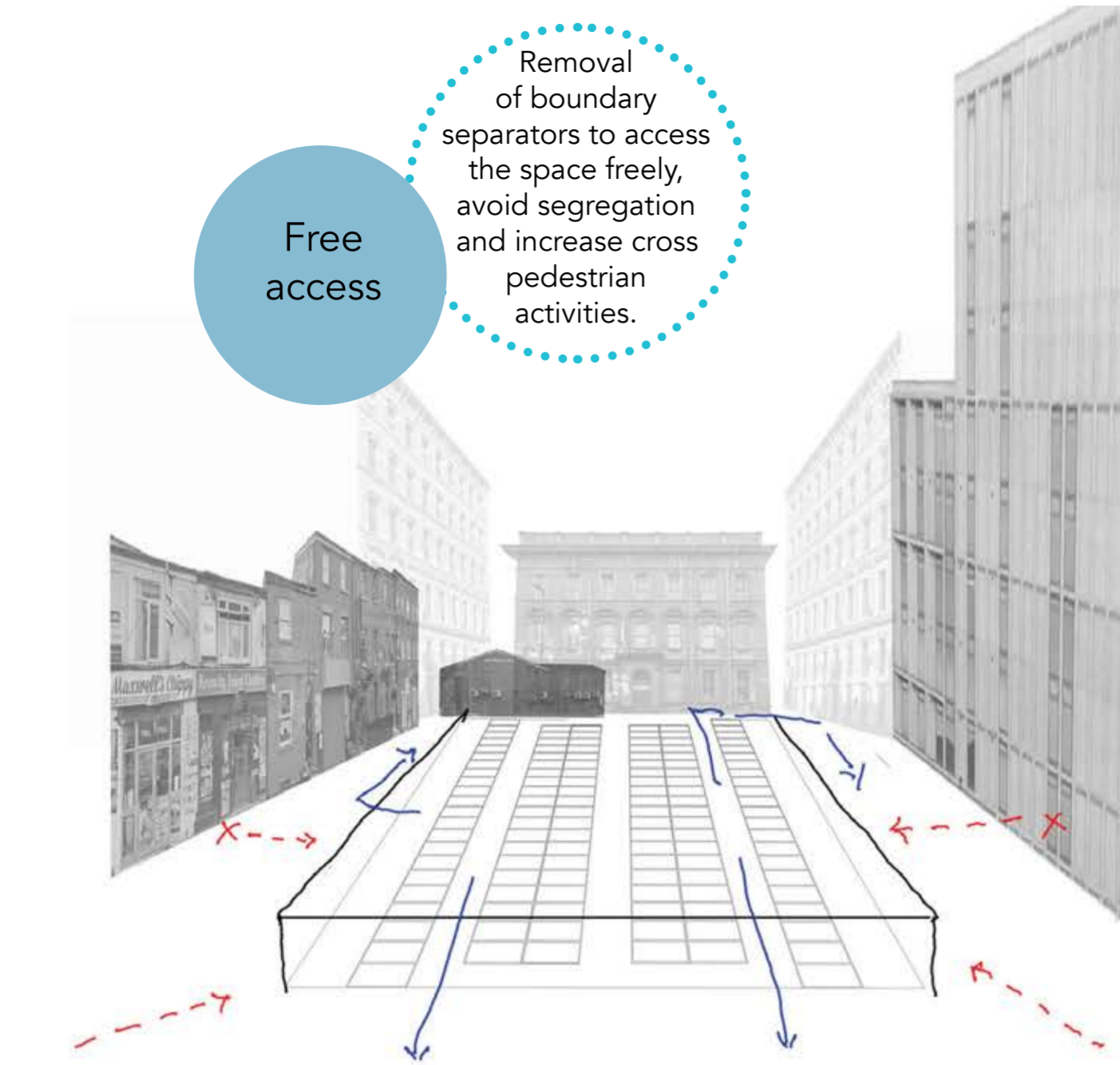
87

87

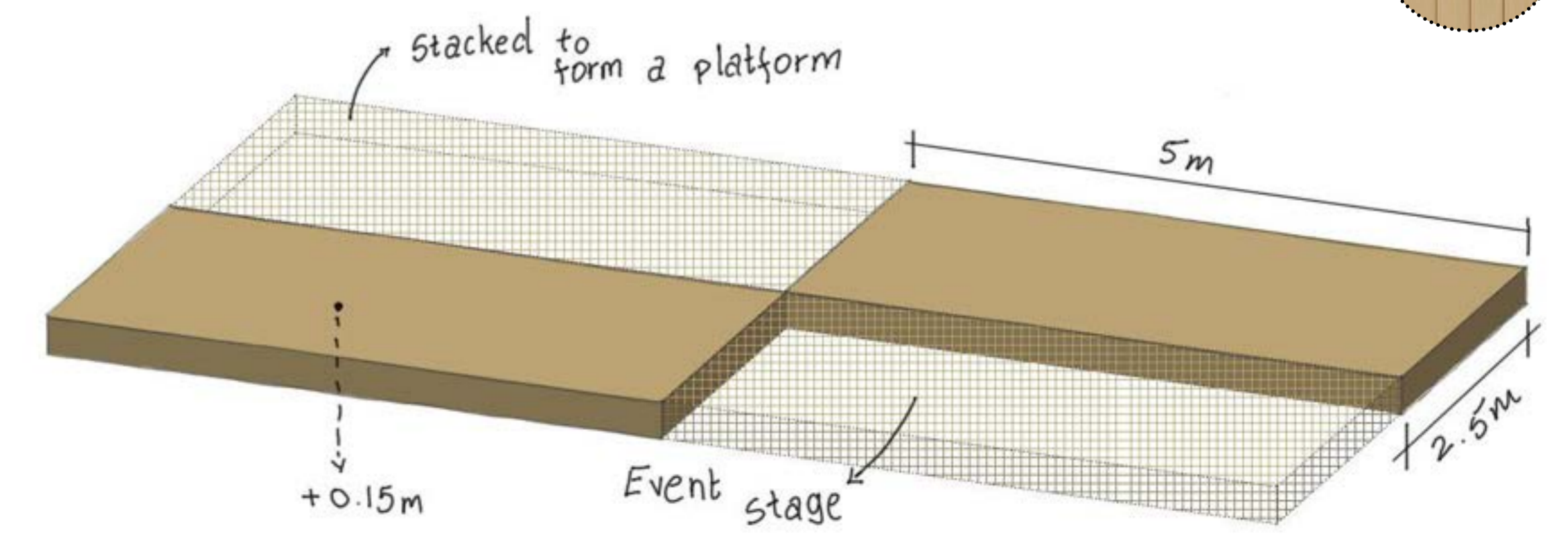
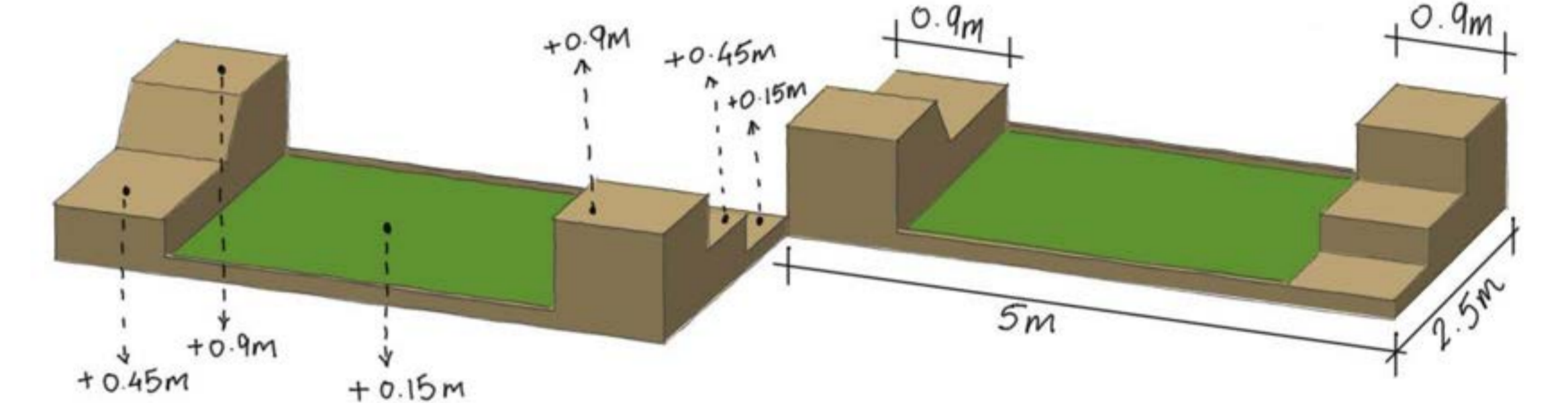
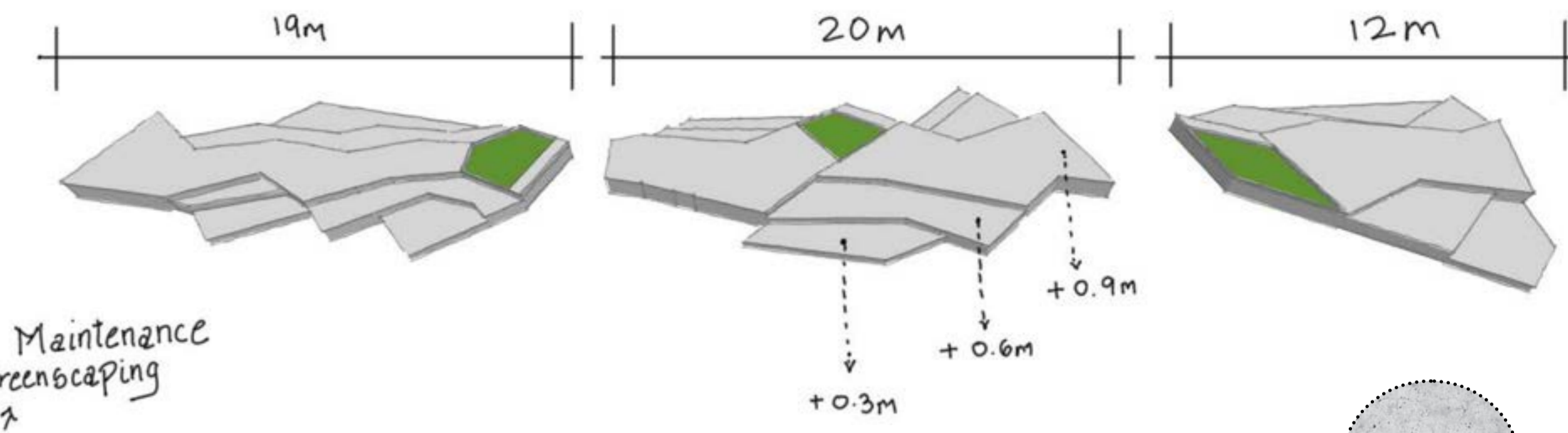
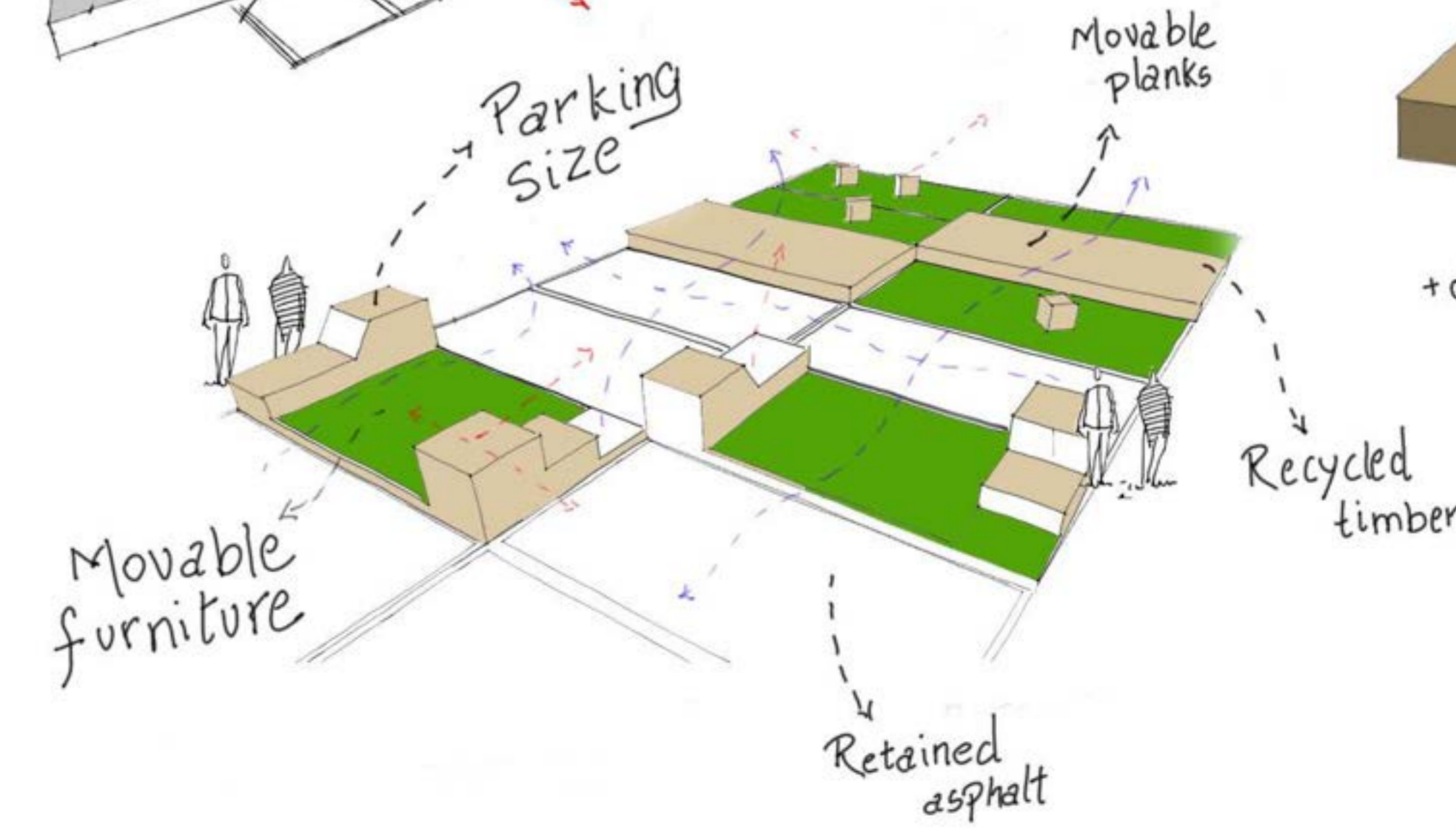
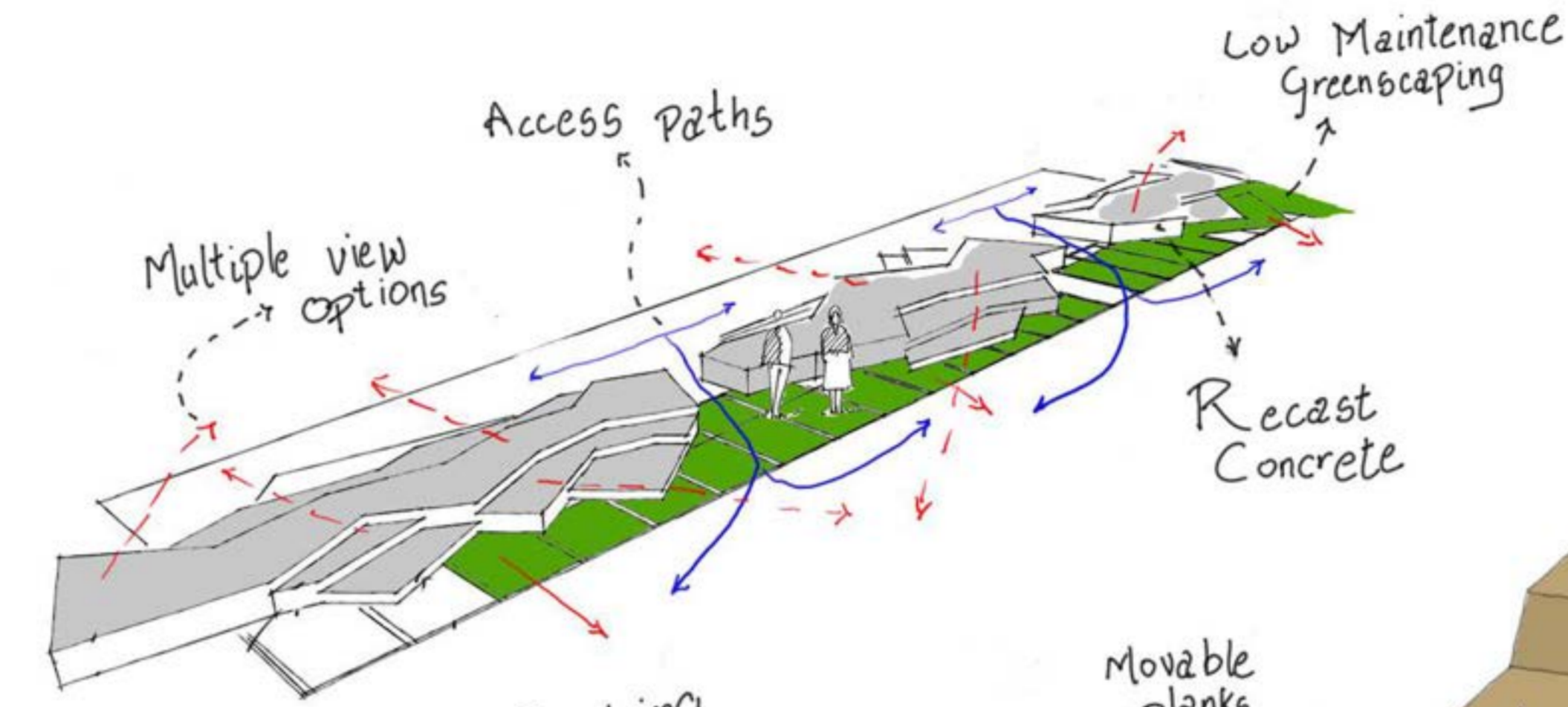
5

Public space

Typology 2



Public furniture details



Experience of public space



Public space view with hotel in background

Experience of public space



Public space view with hotel and listed buildings in background

Experience of public space

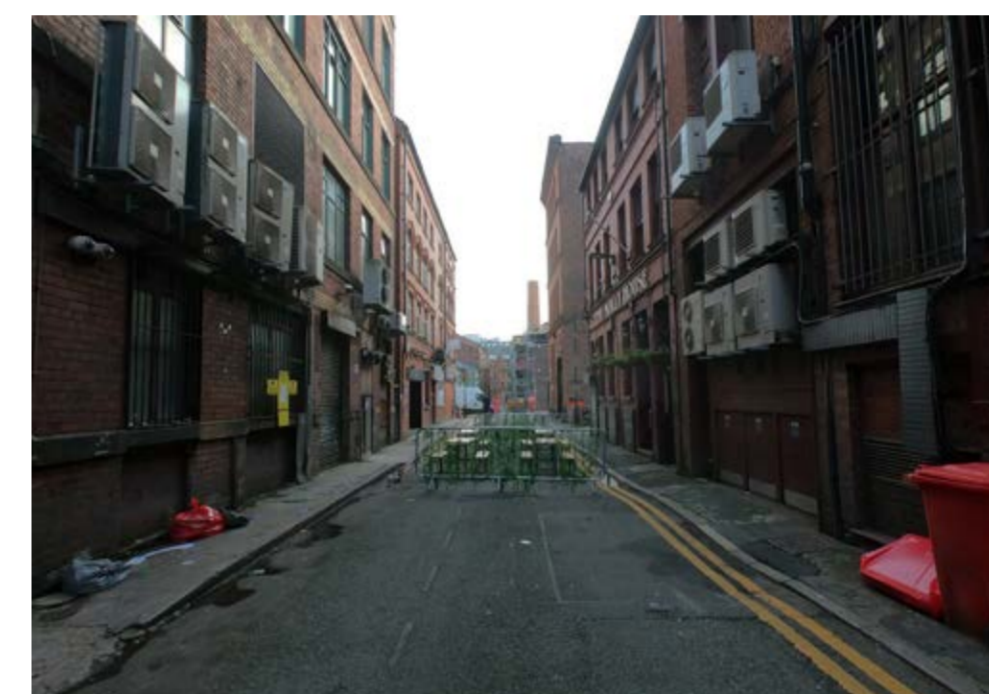
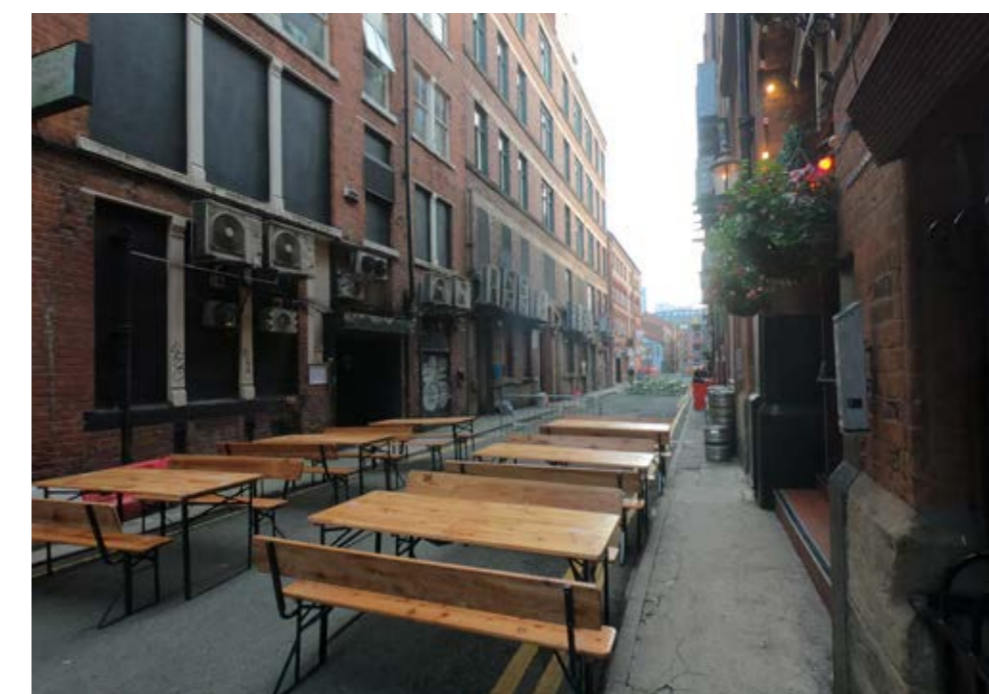


Public space usage during events after removing movable furniture

Typology 3

The street identity

The neighbourhood has a visual identity of brightly coloured community themed murals. The texture of brick walls along with murals is retained and emphasised while introducing street furniture elements.



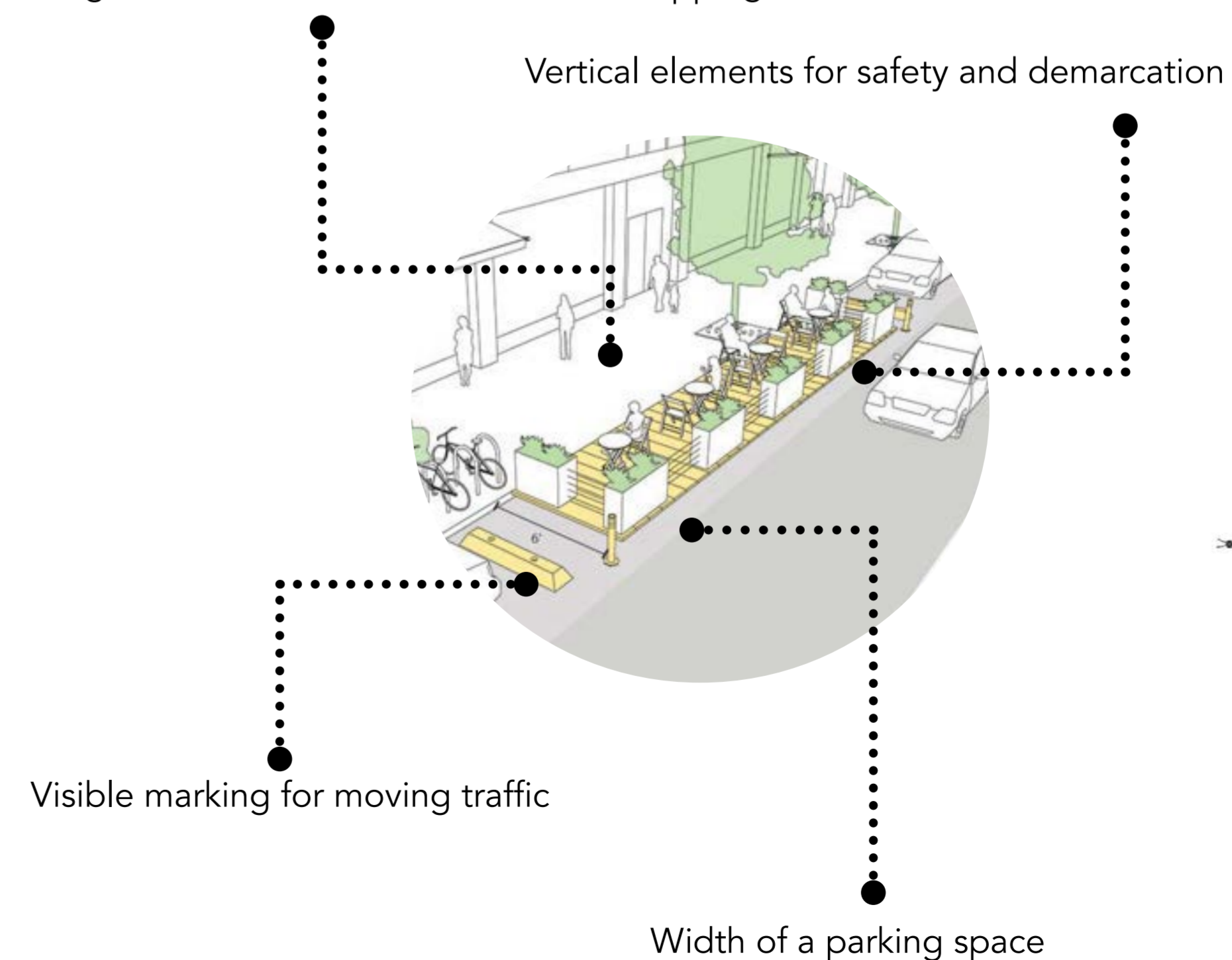
What are parklets?

'Parklets are public seating platforms that convert curbside parking spaces into vibrant community spaces. Also known as street seats or curbside seating, parklets are the product of a partnership between the city and local businesses, residents, or neighbourhood associations. Most parklets have a distinctive design that incorporates seating, greenery, and/or bike racks and accommodate unmet demand for public space on thriving neighbourhood retail streets or commercial areas.'

- NACTO (www.nacto.org)

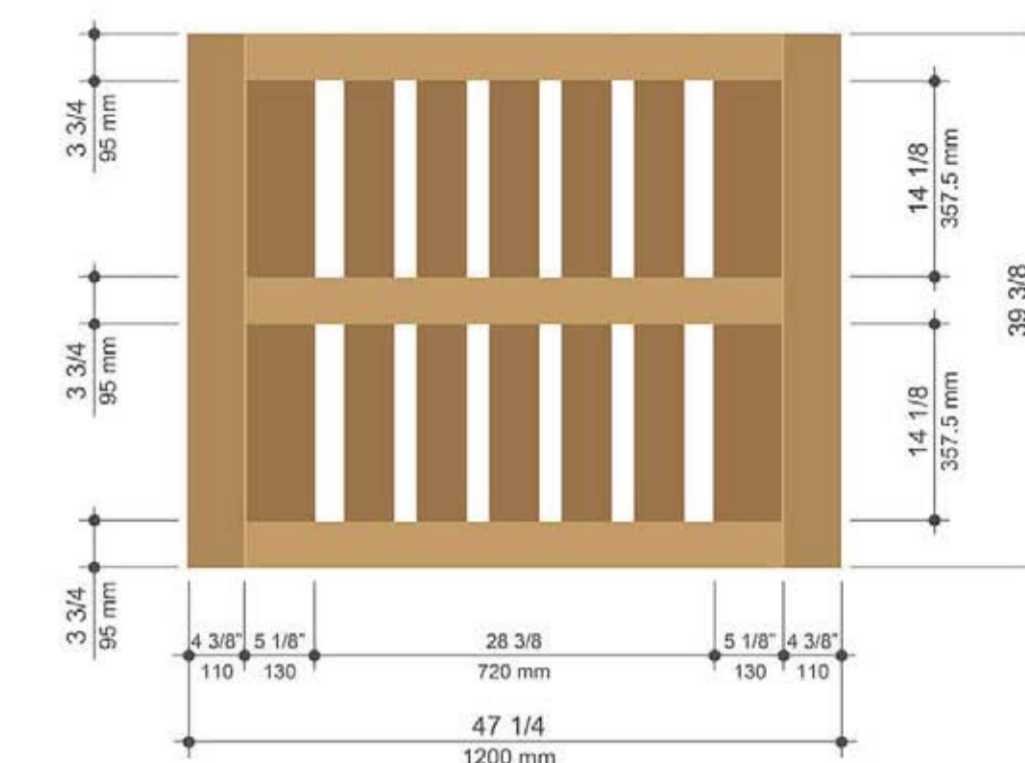
Parklets design guidelines

Height flushed with side walk to avoid tripping

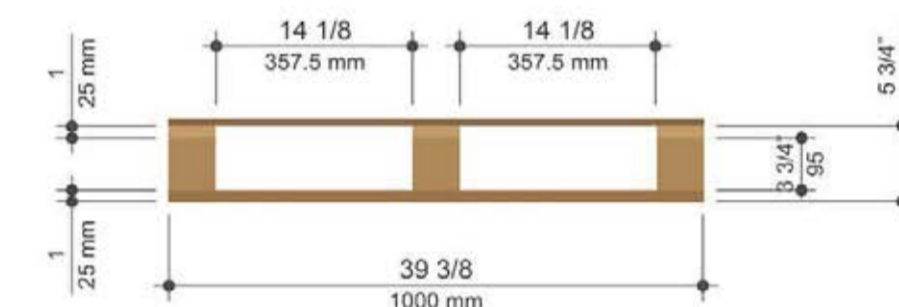


Material details

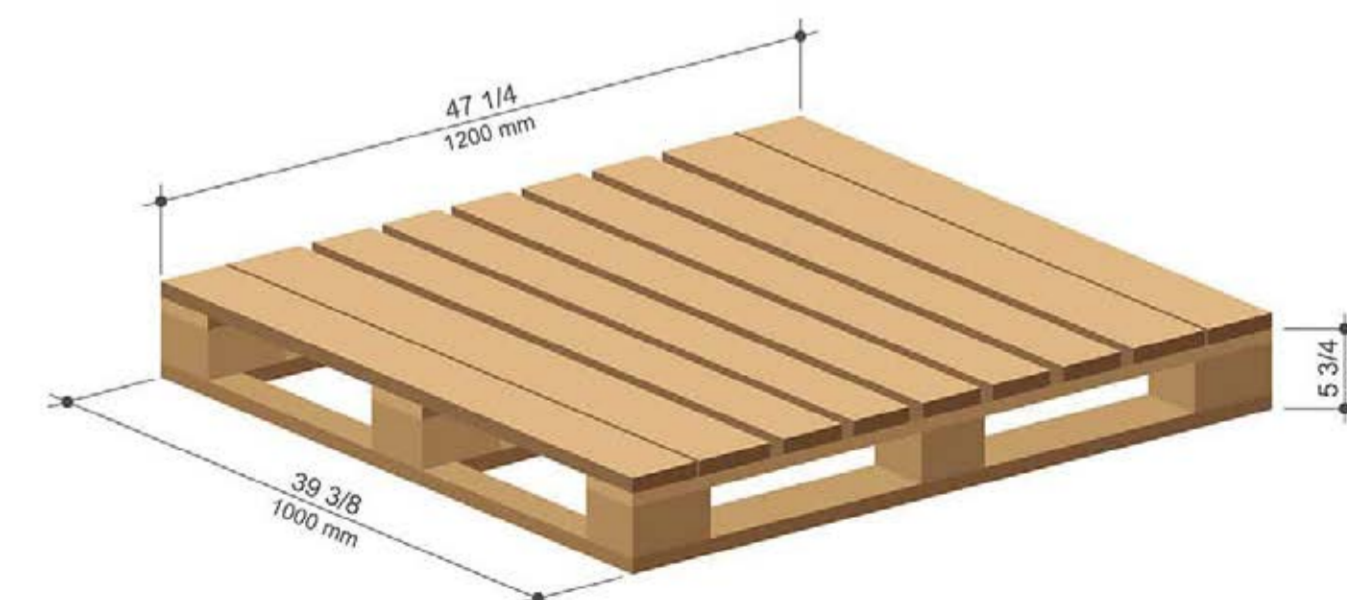
Wooden pallets



BOTTOM VIEW



SIDE VIEW



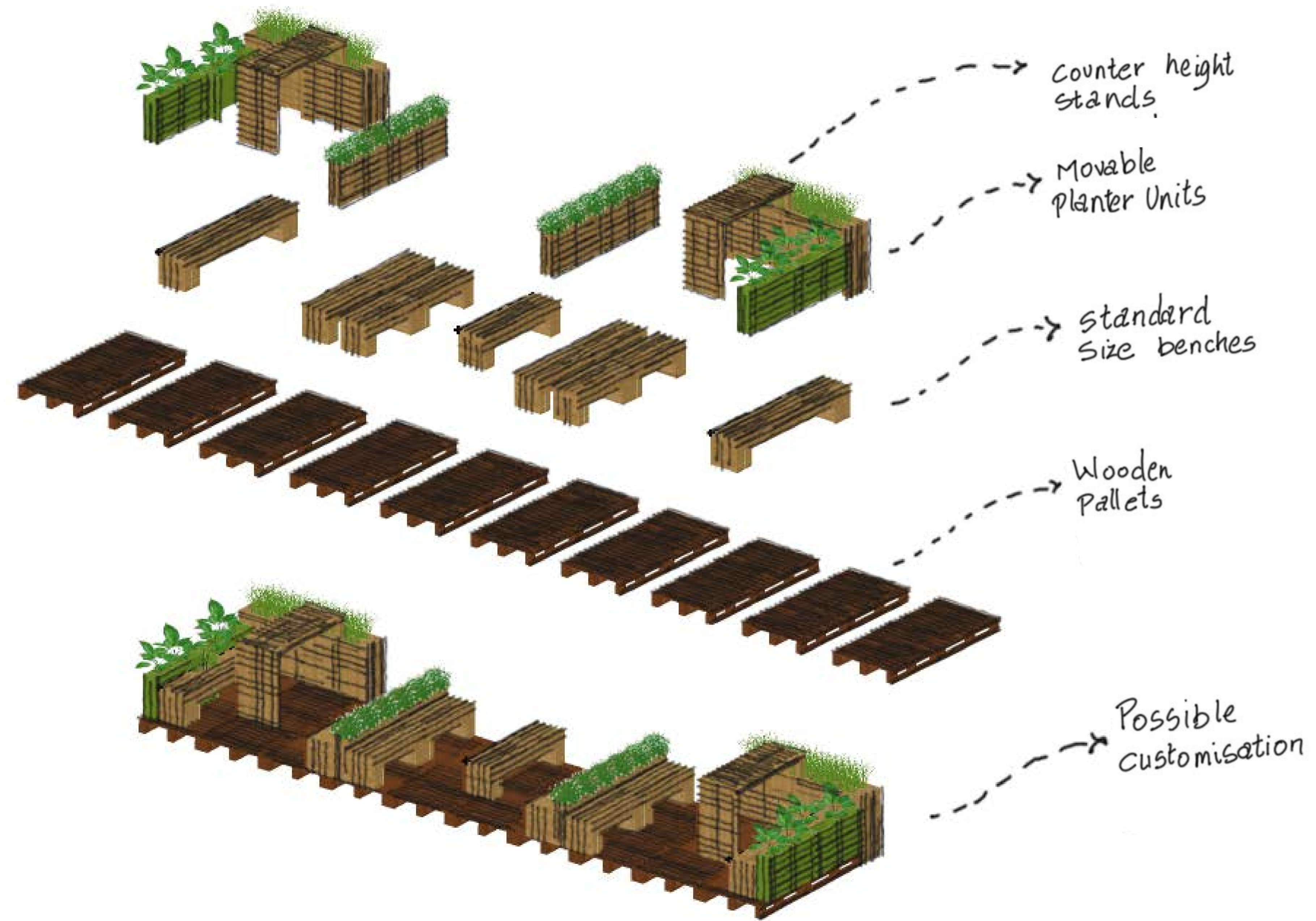
Wooden pallets have sustainable advantages of being

1. Durable
2. Easy to repair
3. Possibilities of recycling
4. Easy and local availability

Back alley space usage

Individual pubs lay out temporary outdoor seatings in the alley creating uneven maintenance with garbage bins and unkept sidewalks between pub entrances. Introduction of customisable and movable parklets between the alley provide a chance of maintenance and multiple usage options.

Parklet design details



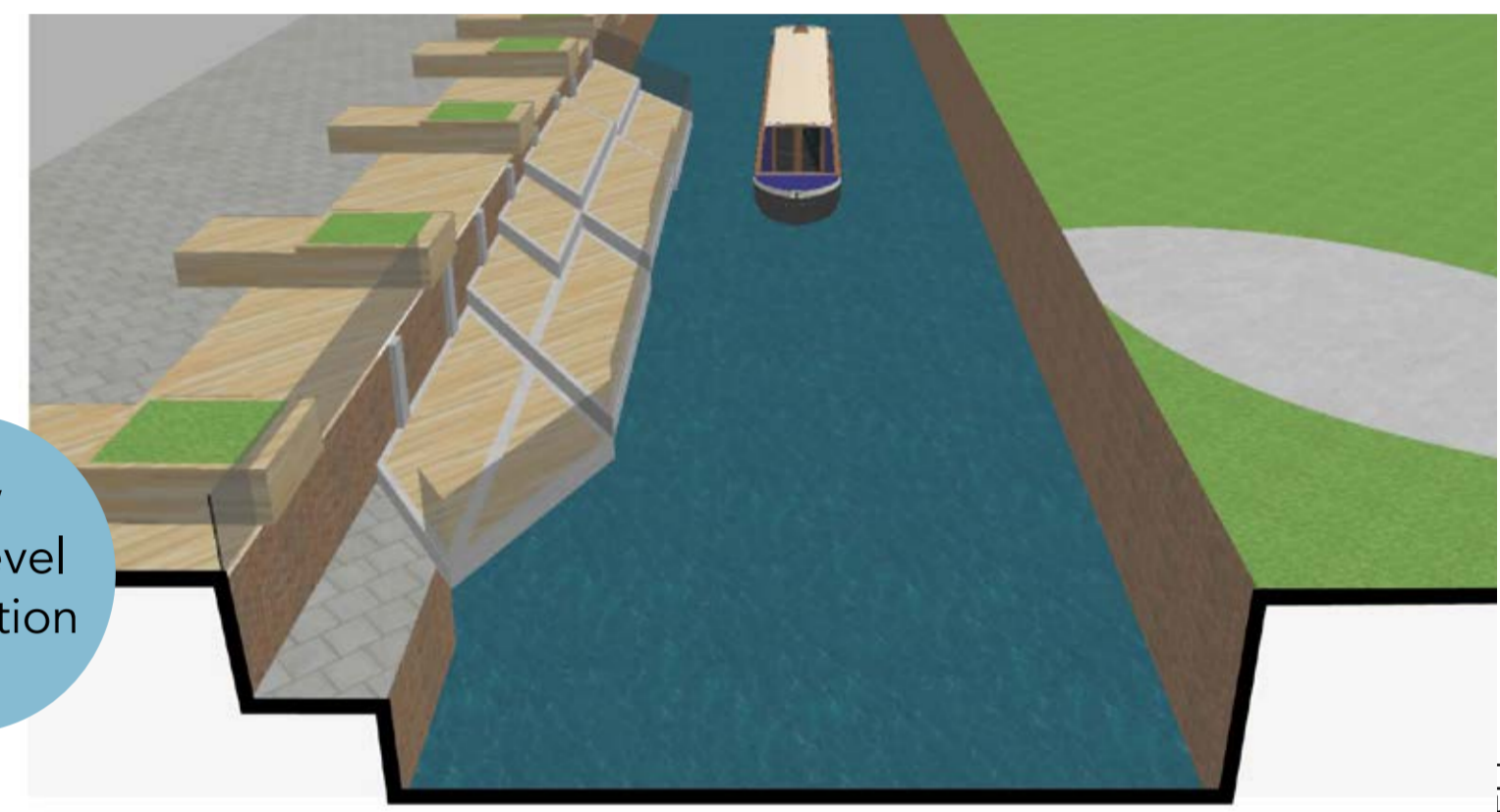
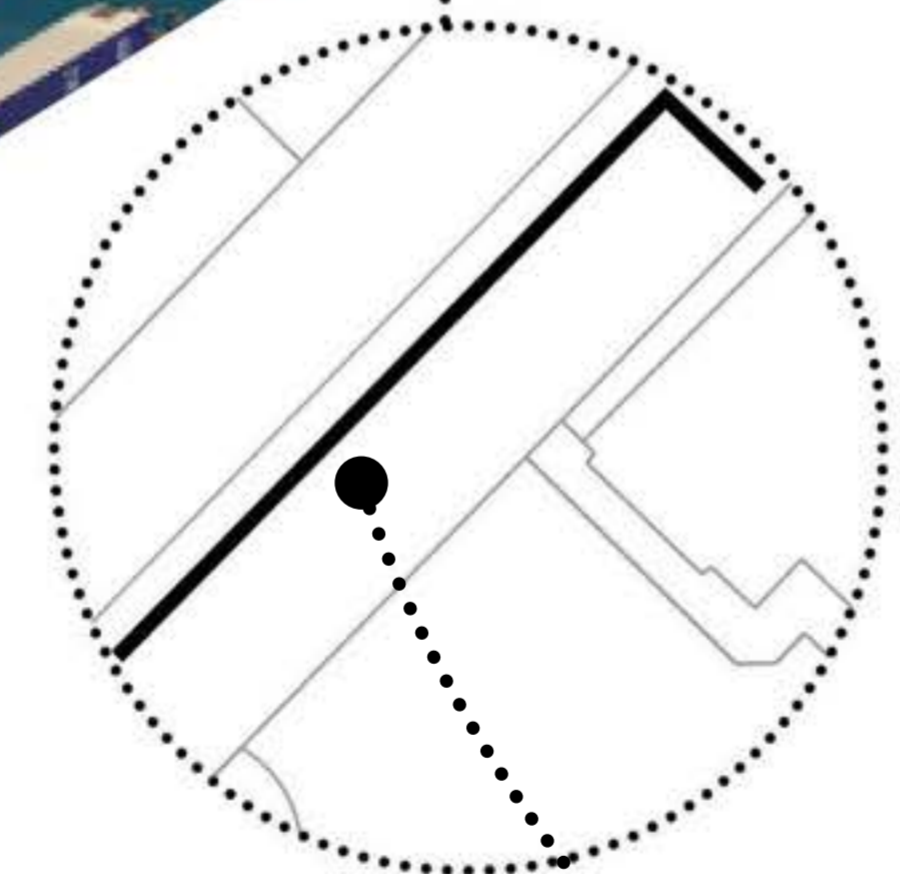
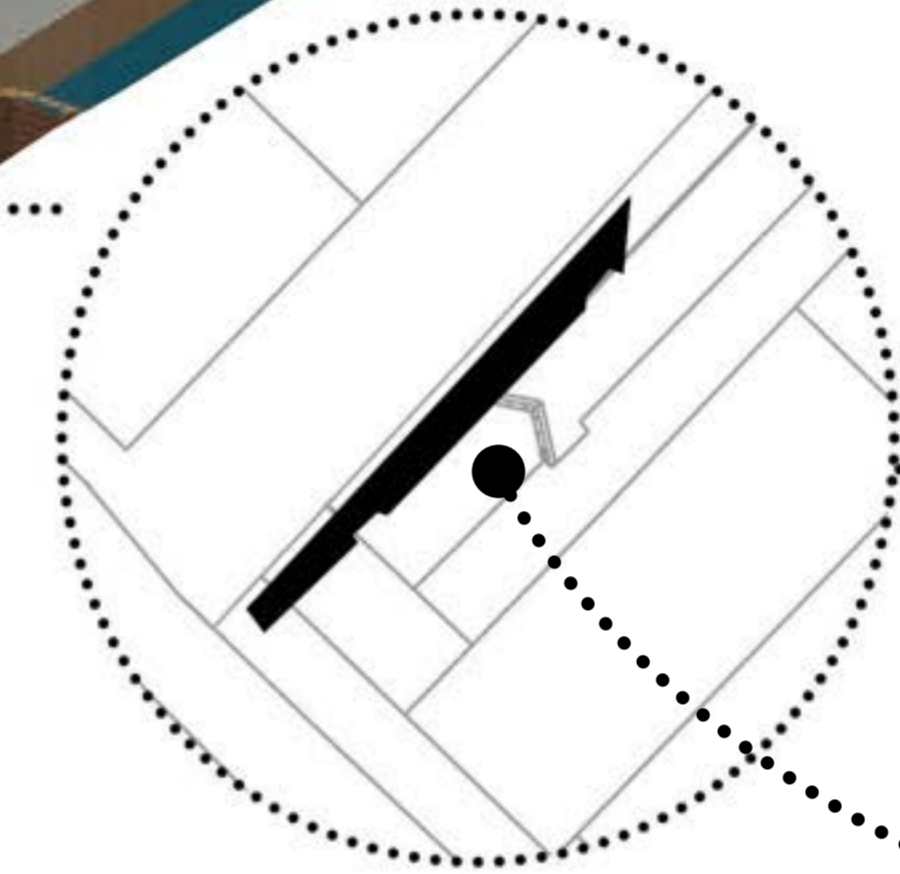
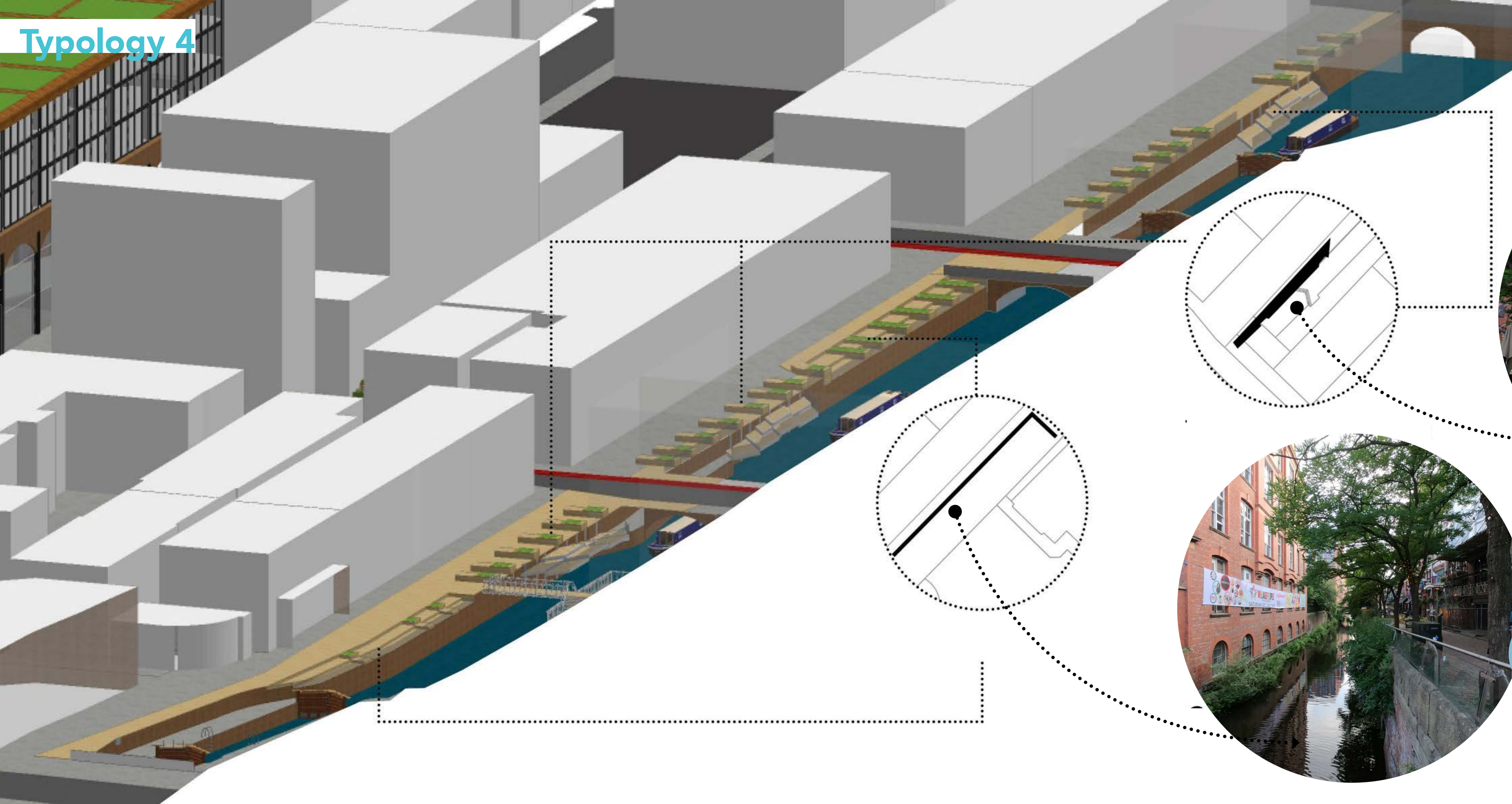
Possible customisation options

Comparative analysis

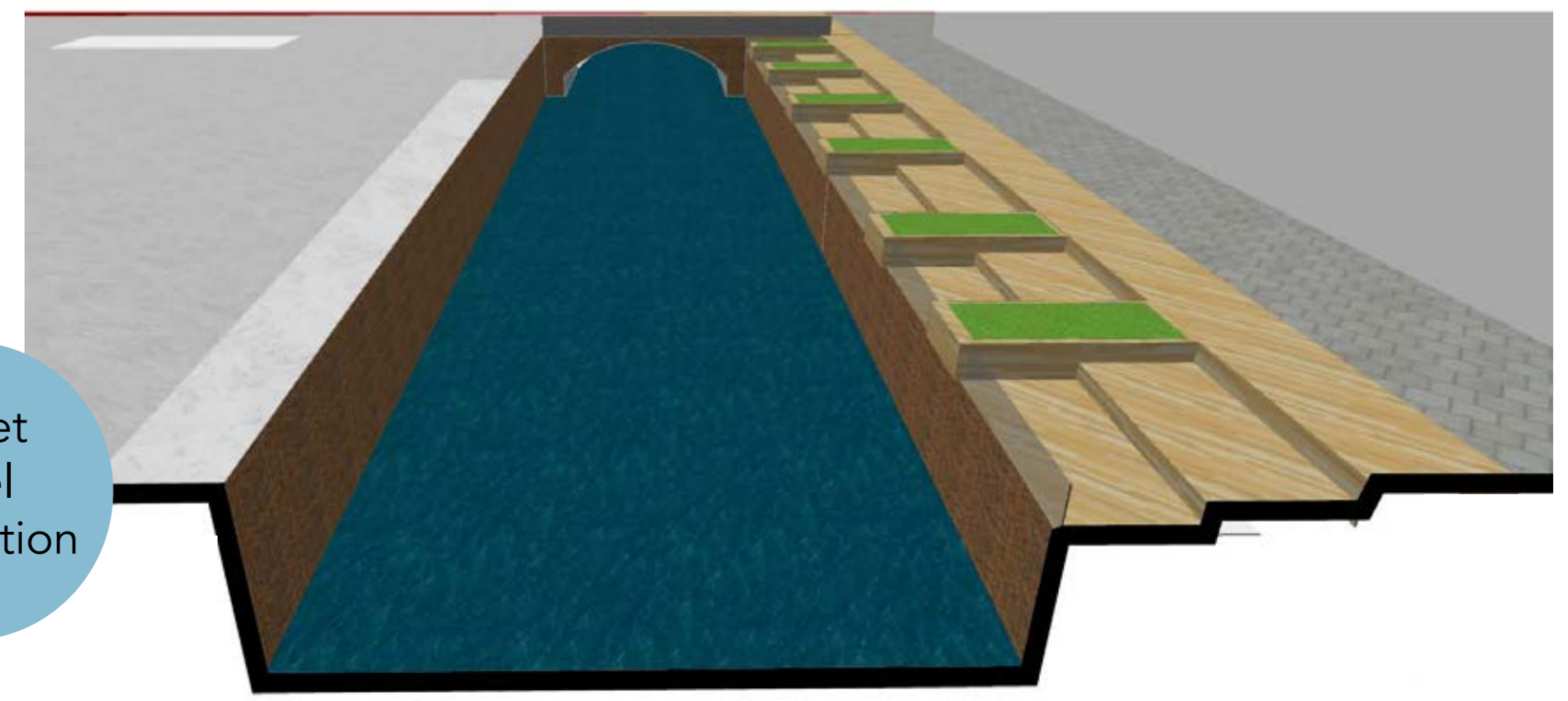


Typology 4

Canal and street connections

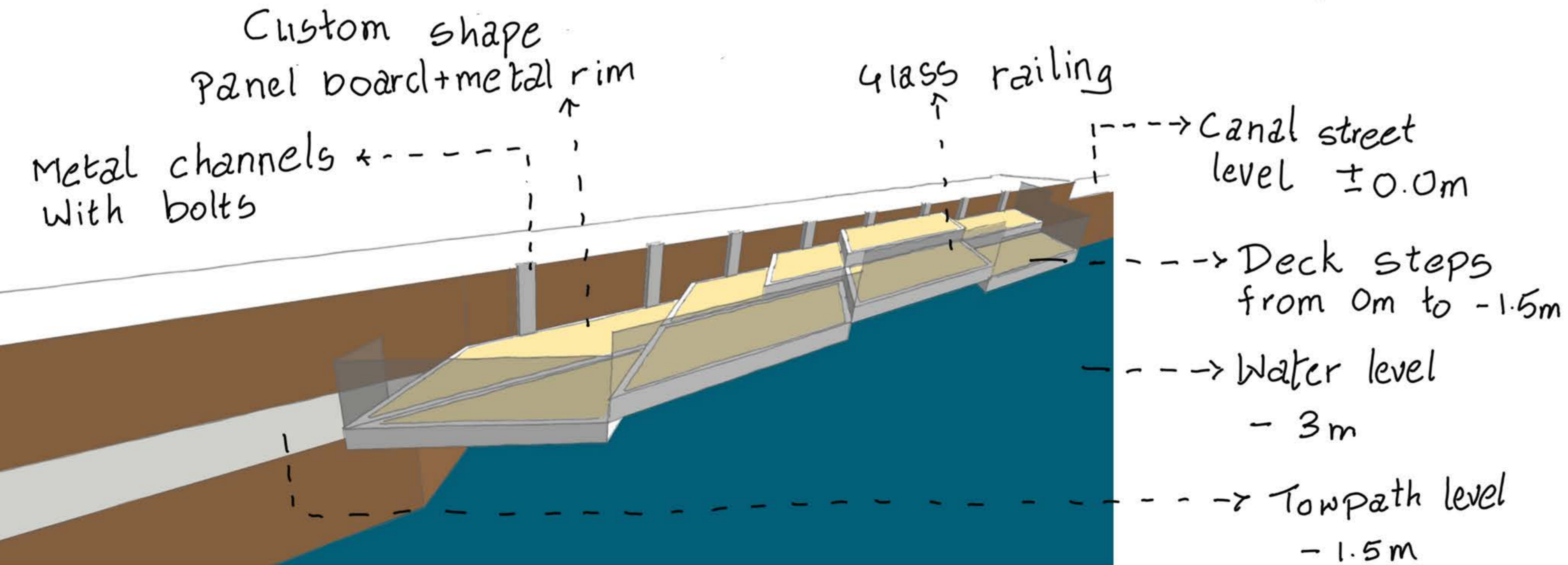
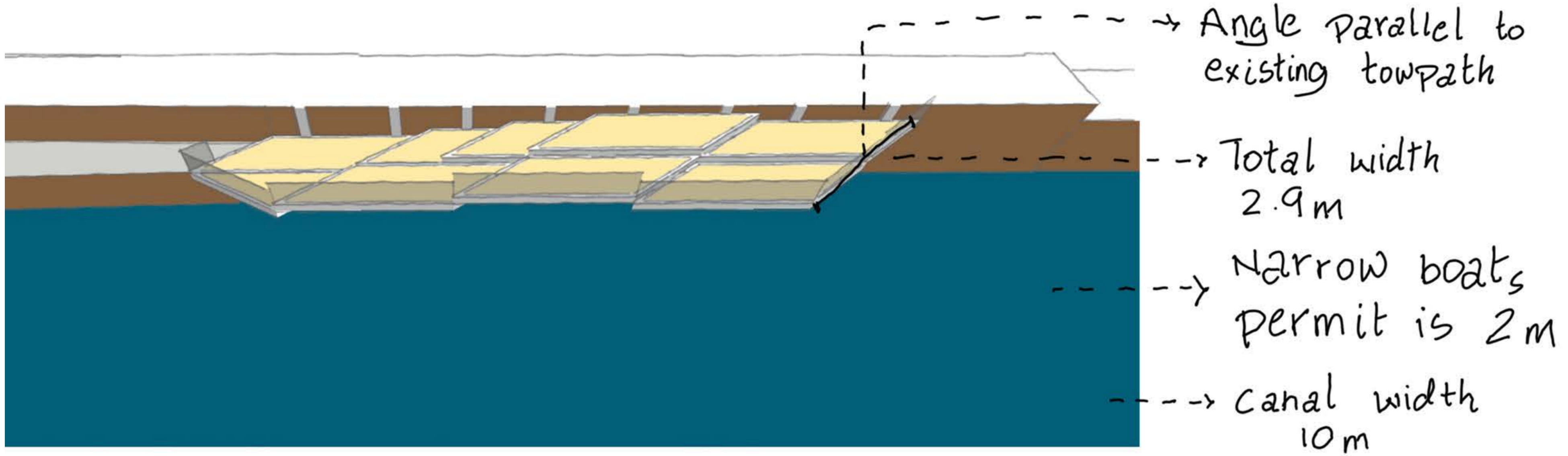


Tow path level integration



Street level integration

Canal integration design details



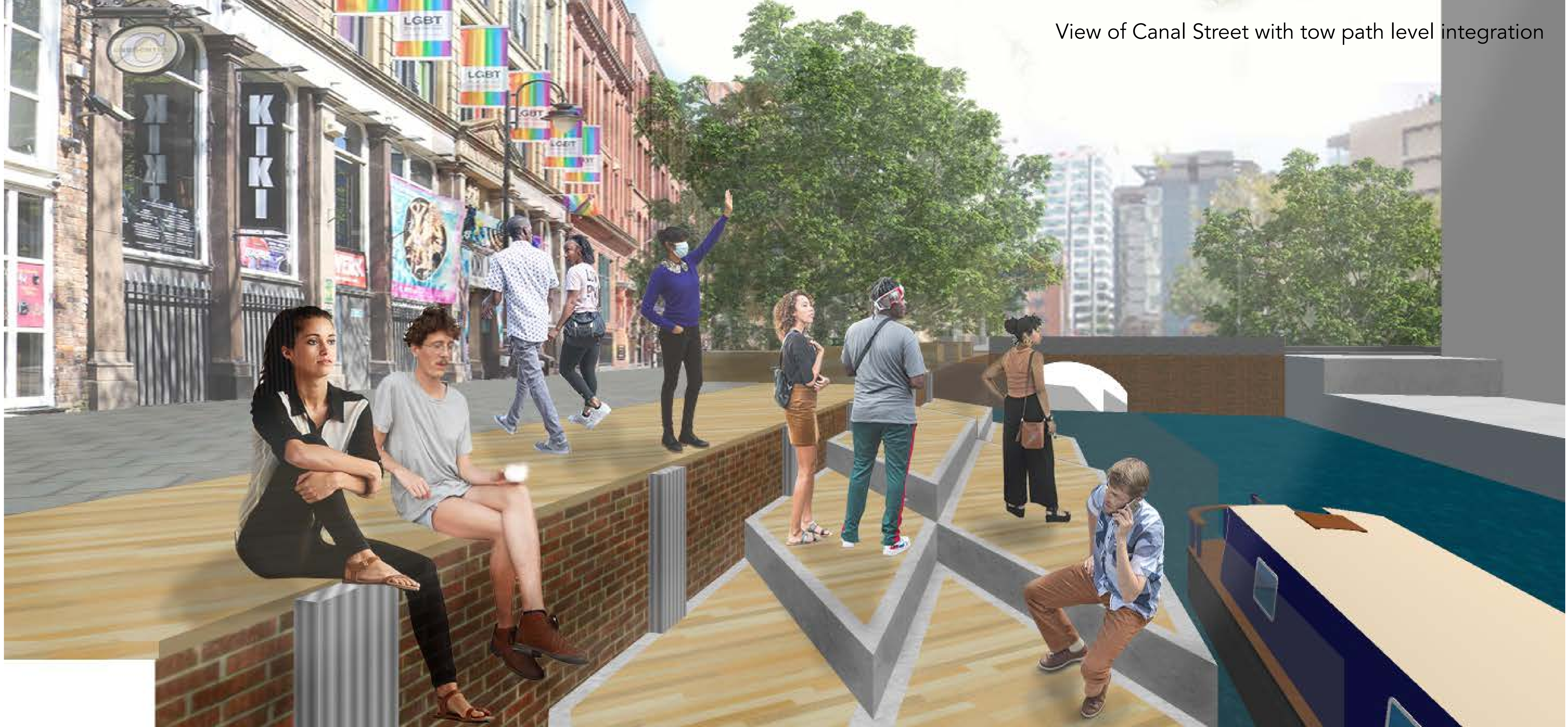
View from the bridge on Chorlton Street towards Canal Street

Experience of Canal Street



View from Sackville Street towards Canal Street

Experience of Canal Street



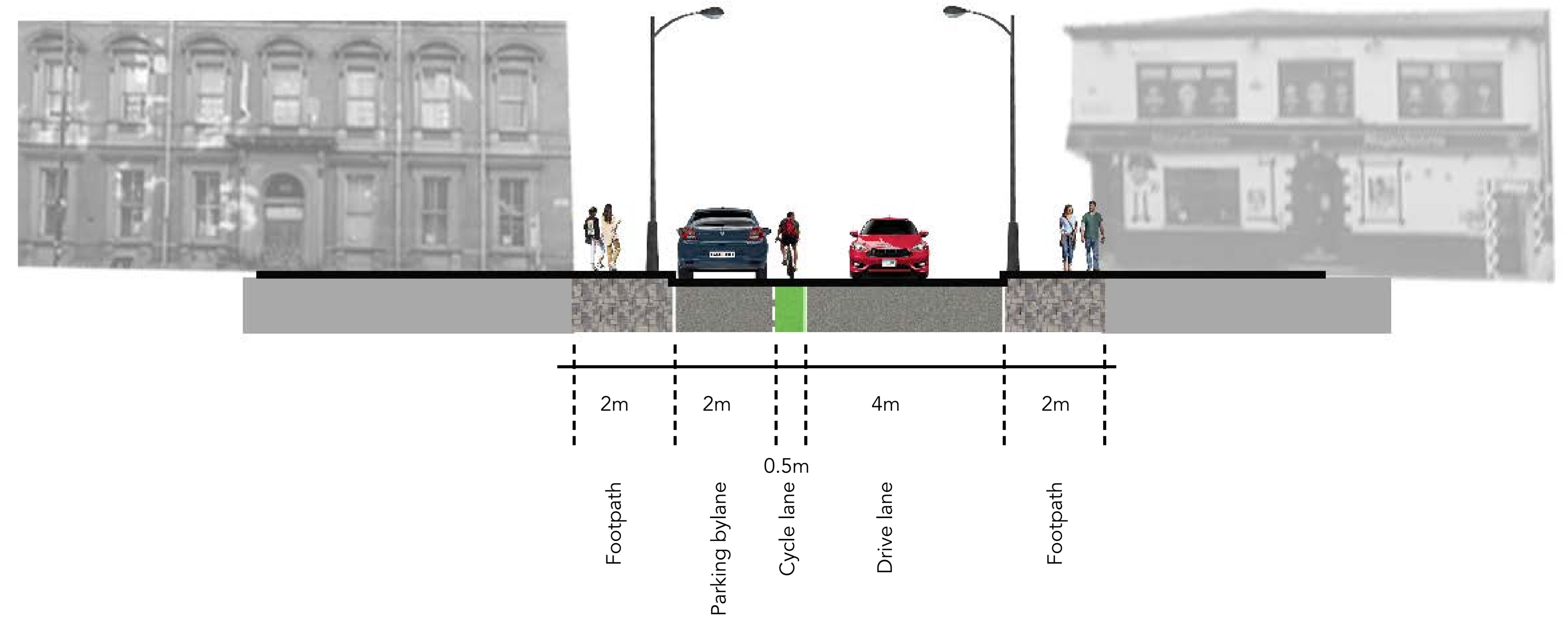
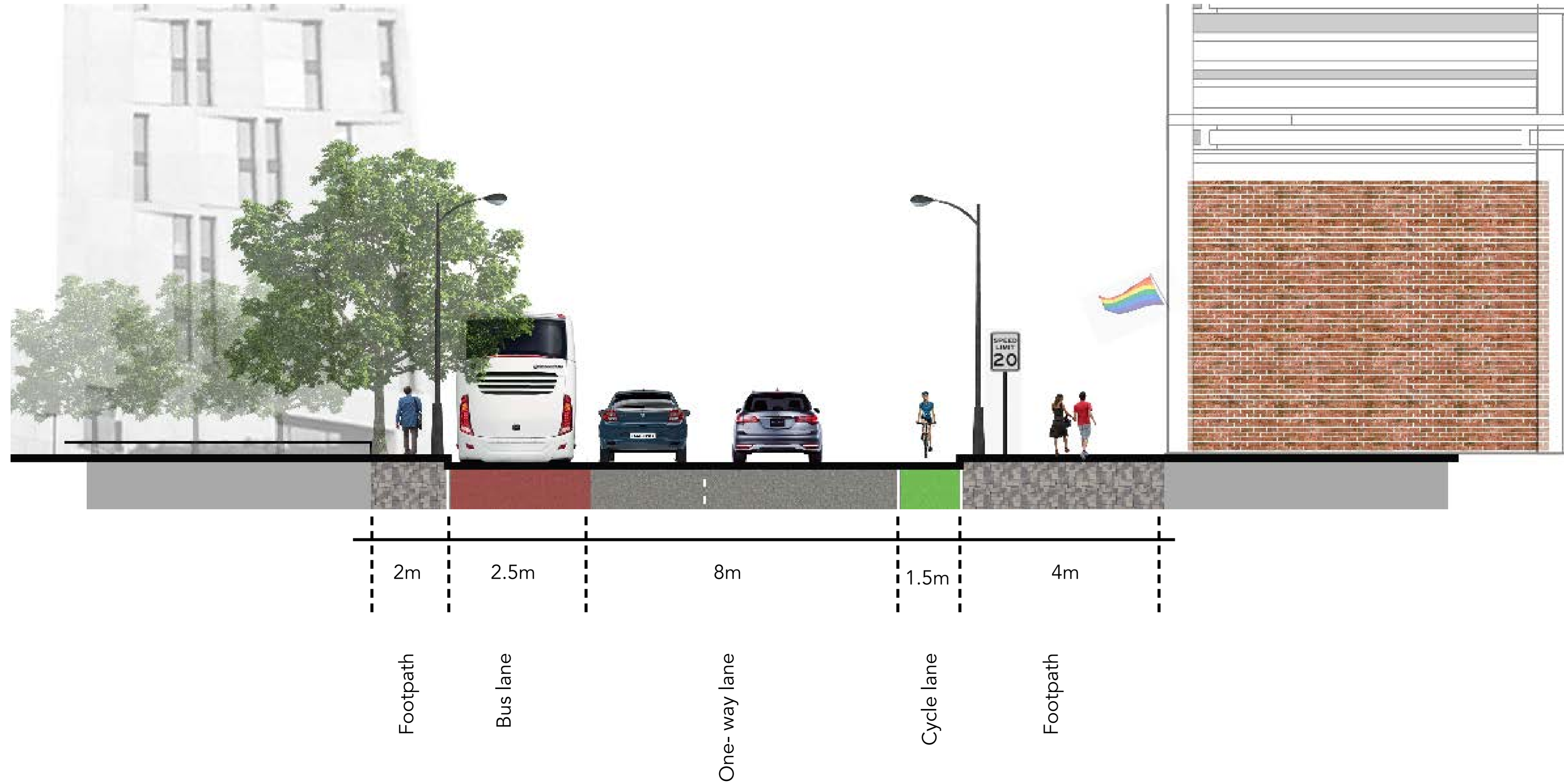
View of Canal Street with tow path level integration

Typology 5

The existing lane system on Sackville Street (towards Portland Street)



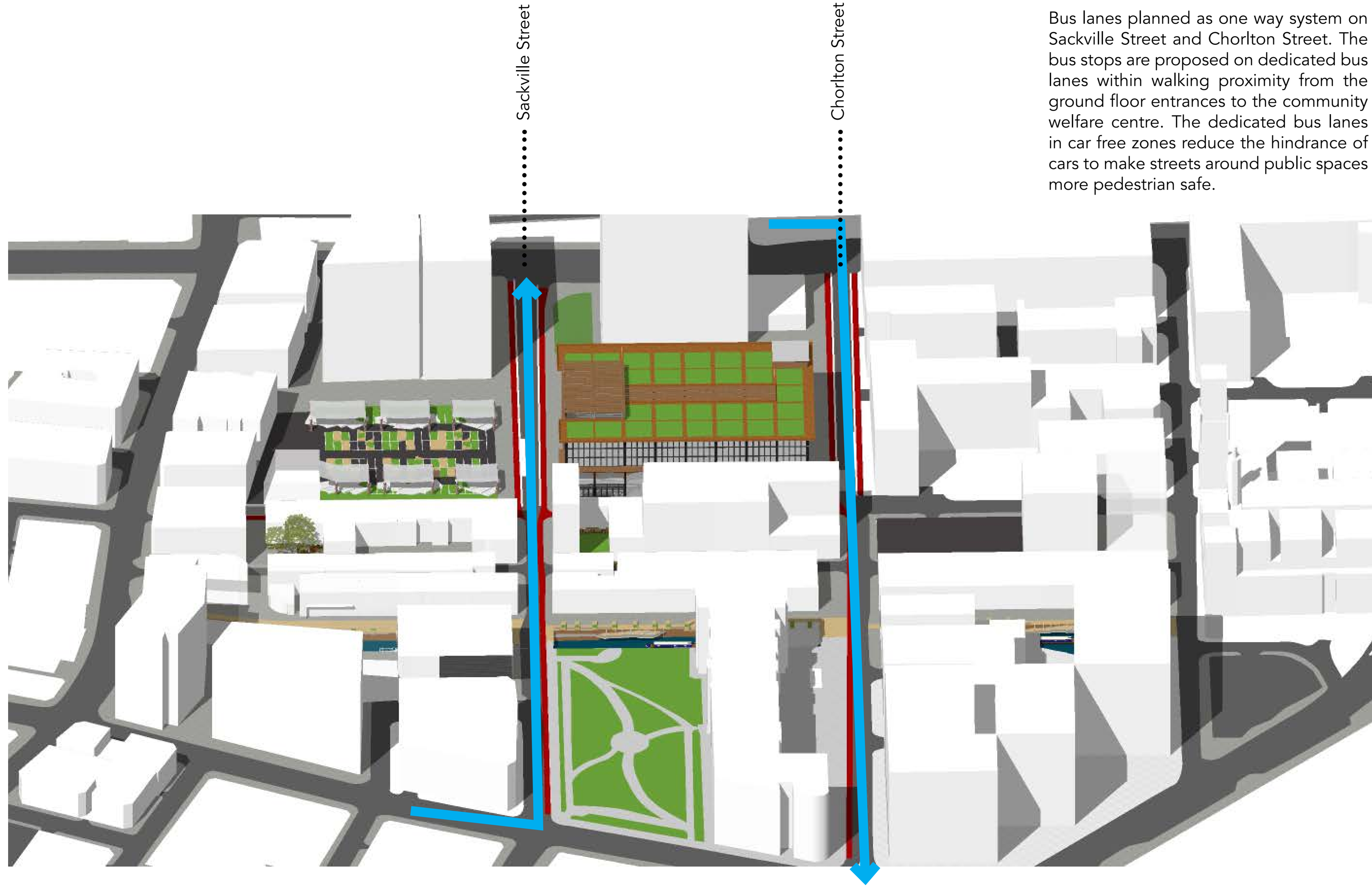
The existing lane system on Sackville Street (towards Canal Street)



Dedicated lanes proposal

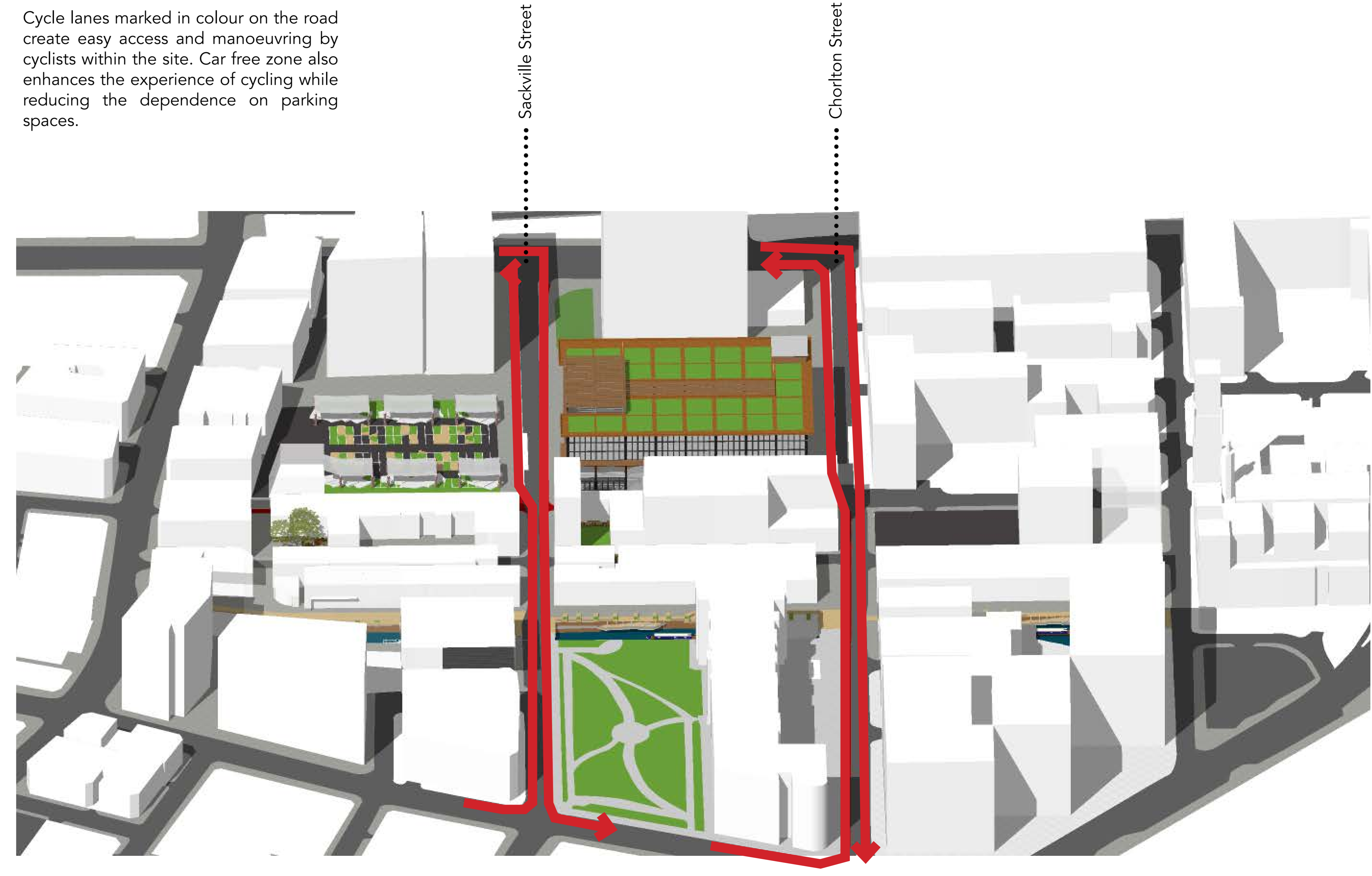
Bus lanes

Bus lanes planned as one way system on Sackville Street and Chorlton Street. The bus stops are proposed on dedicated bus lanes within walking proximity from the ground floor entrances to the community welfare centre. The dedicated bus lanes in car free zones reduce the hindrance of cars to make streets around public spaces more pedestrian safe.



Cycle lanes

Cycle lanes marked in colour on the road create easy access and manoeuvring by cyclists within the site. Car free zone also enhances the experience of cycling while reducing the dependence on parking spaces.

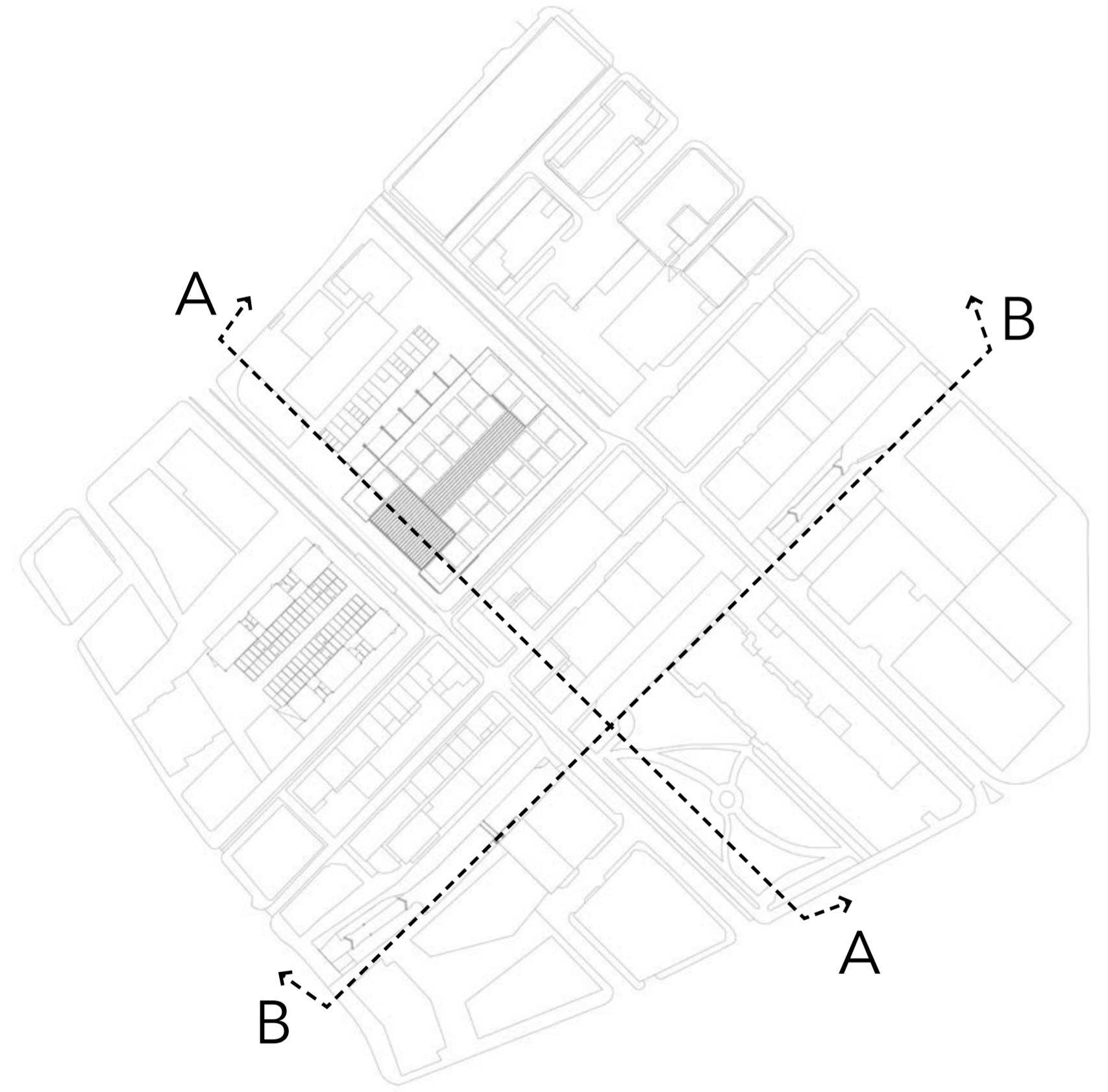


Experience at street level



Dedicated bus and cycle lanes along Typology 1 and 2

Site sections



Section A A





6
Site model





7

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RETAIN

RETHINK

REASSIGN

REUSE

URBAN SPACES IN MANCHESTER