

RESEARCHING
THE CITY

**A GUIDE TO
DEVELOPMENT**

HULME MANCHESTER

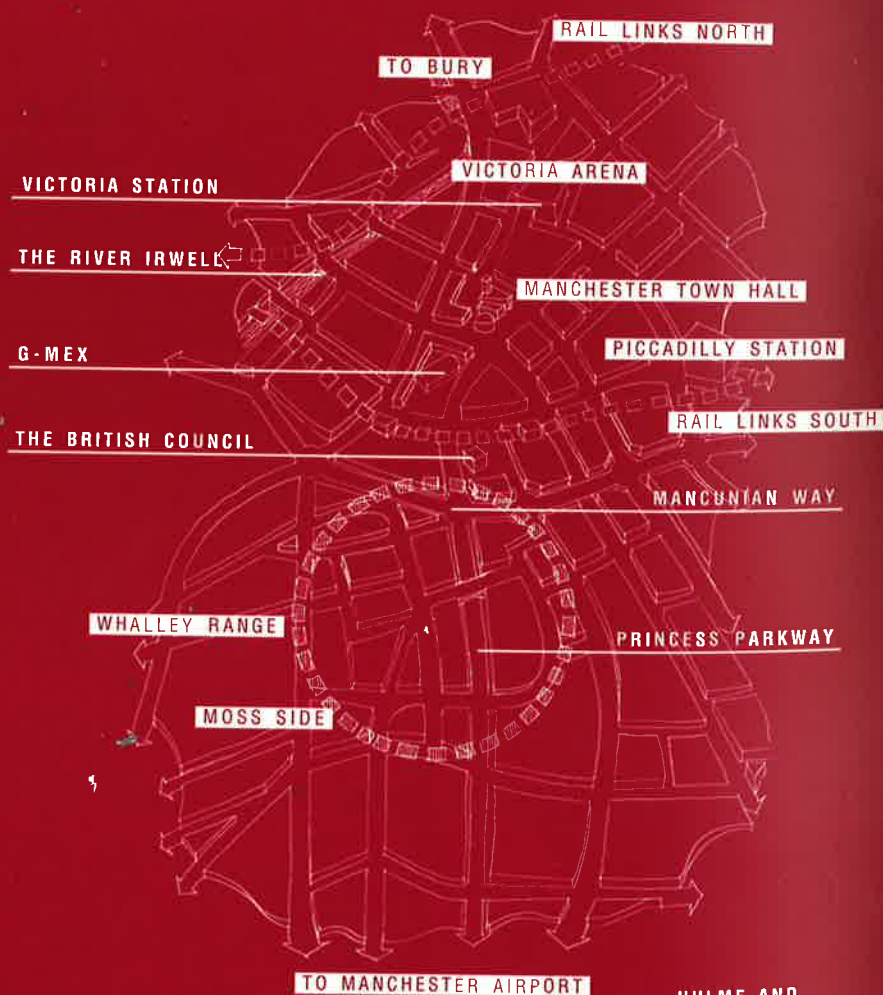
Hulme Regeneration Limited

is a joint venture company set up by Manchester City Council and AMEC plc to manage the Hulme City Challenge initiative, a comprehensive programme of urban regeneration in an area of 240 acres to the south of Manchester City Centre.

Over half a square kilometre is being cleared and rebuilt, in a five year investment programme involving in excess of £200m of combined public and private sector funds.

Hulme Regeneration Ltd., in partnership, is seeking to radically alter the face of Hulme, with an intensive multifaceted programme of action.

H U L M E
m a n c h e s t e r



HULME AND
ENVIRONS, CIRCLE
MARKS
CITY CHALLENGE
AREA.

APPROX SCALE

1 MILE

rebuilding the city

A GUIDE TO DEVELOPMENT IN HULME



HULME
CITY
CHALLENGE
MANCHESTER

CONTENTS

- 1 Chairs' Foreword
- 2 A Brief History of Hulme
- 3 The Concept
- 4 Our Development Strategy
- 5 The Design Guide
 - A the street
 - B integration
 - C density
 - D permeability
 - E routes and transport
 - F landmarks, vistas and focal points
 - G definition of space
 - H hierarchy
 - I identity
 - J sustainability
- 6 Technical Summary

H HULME
REGENERATION
LIMITED

Manchester
making it happen

June 1994

*"when we build,
let us think that we build forever"*

John Ruskin



Here in Manchester we have achieved major successes in recent years. The huge expansion of our International Airport, the impressive investment from our Olympic Bid, the opening of the Metrolink system, the hosting of Global Forum '94 and our new International Concert Hall all point to Manchester's emergence as a leading European city; a place where people want to live, work and enjoy themselves.

As we head towards the millennium, Hulme City Challenge has given us a unique opportunity to pursue this vision. Here we can physically recreate a substantial part of Manchester in an area that has phenomenal potential for development. We have ambitious plans to build up to 3,000 new homes, new shops, roads and offices. We are providing new community facilities and opening up tremendous opportunities for commercial investment and new jobs. But we are determined that the mistakes which were made a generation ago are not repeated. The new Hulme has to be planned both for and with the people of this area.

The disastrous results of the clearance programme of the 1960s, and the subsequent building of Britain's largest system-built housing estate has encouraged us to produce this Guide to Development, in order to provide a coherent framework within which all new investment will be made.



The regeneration of Hulme will build on the great assets of its location. It is in the heart of Manchester - only 10 minutes walk from the city centre - and development needs to be suitably urban in character. We want to create a diverse and secure community that can attract people from many backgrounds, but one that also preserves and builds upon the strong sense of neighbourhood which has survived from the days of the old gridiron terraces.

Manchester has a variety of distinctive quarters, and we want to see Hulme both complement these existing areas, and re-emerge as a distinct and successful quarter in its own right. We want to see development that is both human in scale, and urban in nature. The new Hulme will be physically and socially integrated with the rest of the city, encouraging the exchanges of movement and resources that stimulate economic activity. There will be a diverse range of economic and social activities, not 'zoned' but integrated, offering a wide variety of uses for people to live, shop, work and relax

locally, and bringing new income to the local economy. We want to create a clear urban framework which produces streets, squares and buildings of variety and quality, but within a coherent urban whole, thus welcoming both visitors and residents into and through the area. New developments need to create a density of people and activity sufficient to sustain the local economy and avoid 'dead' and empty streets and public spaces. Particular regard needs to be paid to designing secure and 'self policing' developments, where neighbourliness is encouraged and patterns of life are established which can make the area self-sustaining for generations to come. We want the new Hulme to have a very clear distinction between public and private spaces. Public spaces must be well defined, adequately used and suitably overlooked.

We want to see a Hulme with a strong sense of 'place', and we will encourage developments which can bring innovation

and quality to the area. This will help to give residents and other users a sense of responsibility and belonging, a key to long term sustainability.

Just as new development must be sustainable and durable, so too there has to be a capacity to accommodate change over time. Buildings need to be capable of surviving changes of function and fashion, able to adapt to new uses rather than left standing empty.

These are the principles which we believe will drive the regeneration of Hulme towards success. They have been extensively discussed and are widely shared between the partners which comprise the City Challenge team. It is a partnership with a vision for Hulme which can deliver one of Britain's most exciting redevelopment opportunities.



CHICHESTER ROAD
ONE OF THE FIRST SCHEMES IN THE NEW HULME,
BY TRIANGLE ARCHITECTS, FOR NORTH BRITISH
HOUSING ASSOCIATION

John Early

Joint Chair
Hulme Regeneration Ltd

Cllr David Lunts

Joint Chair
Hulme Regeneration Ltd

Cllr Graham Stringer

Chair, Hulme sub-Committee
Leader, Manchester City Council





A brief history of Hulme



Hulme grew up very rapidly in the mid 19th Century to house the teeming workers of

Manchester's industrial revolution.

It soon achieved notoriety as one of the city's worst slums, intermittently ravaged by outbreaks of cholera and other killer diseases.

By 1923, when Manchester's average population density was 34 residents per acre, the figure for Hulme was 136 - rising to 196 in the northernmost area adjacent to the City Centre. In 1934, Hulme was declared a Clearance Area - Britain's largest - marking the beginning of the end not only for the housing, which was declared unfit for human habitation, but also for the community, which broke apart as residents were moved out to new 'overspill' council estates, such as Wythenshawe.

Until its closure in 1965, Stretford Road, with the largest range of shops outside the city centre, continued to provide a vibrant thread of activity and attraction through the centre of Hulme. Hulme also boasted, until they moved or closed down as clearance progressed, a rich mixture of businesses and trades, ranging from the Dunlop rubber factory, Gaythorn gas works and the birthplace of the Rolls Royce to smaller specialities like gold-beating and signwriting.

The Hulme Hippodrome, once a thriving variety theatre, was converted to a Bingo Hall as audiences dwindled in the 1960s.

THE SPIRE OF ST. MARY'S CHURCH (ABOVE), AN ENDURING HULME LANDMARK WHICH HAS SURVIVED TWO REDEVELOPMENTS



As Stretford Road closed, plans for redevelopment were being drawn up, based on the exciting new ideas of the day. These included pedestrian/vehicle segregation and industrialised building techniques. The flagships of the new development were the four huge Crescent blocks, which took as their inspiration the Georgian terraces of Bath and were each named after a renowned British architect.

These rose from the rubble of Stretford Road in the early 1970s, almost a thousand homes in eight storey decks of bright, white, system-built, deck-access concrete.

The new Hulme, designed in the 1960s, became home to some 12,000 people - a fraction of the 130,000 who lived in the area in the 1930s - housed in some 5,000 new homes in five deck-access developments and 13 tower blocks. Despite the high hopes of the designers and developers, evidence of major problems rapidly began to appear, from heating inadequacies to pest infestation and from child safety to symptoms of depression, isolation and ill-health.





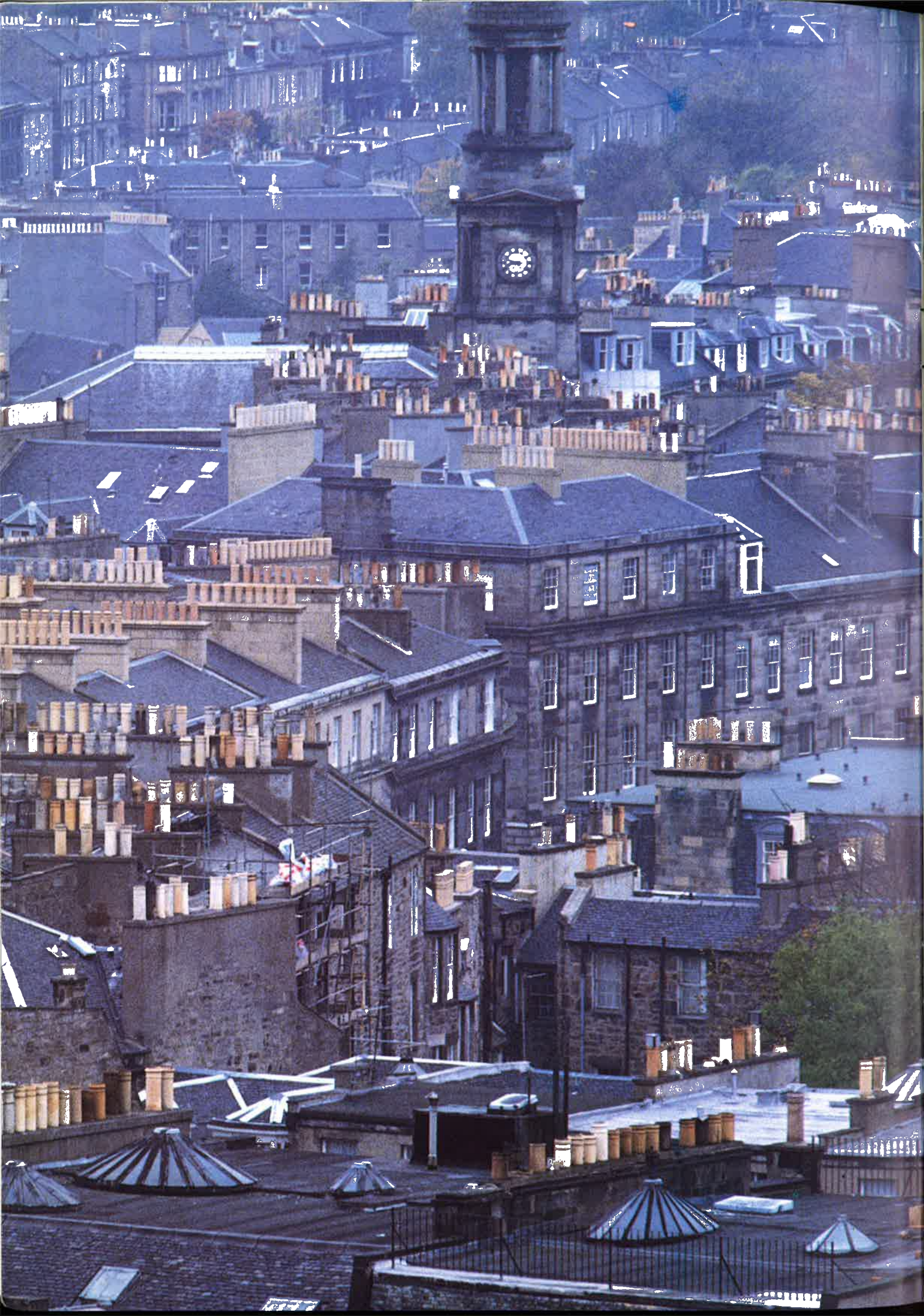
After more than a decade of mounting dissatisfaction, the City Council agreed to move families out of the deck-access blocks, either to other areas of the City or to low-rise homes in Hulme. As they left, their flats and maisonettes were let to younger people - singles, couples or groups - without children, many of them students from the adjacent higher education campus. This created an artificially skewed community profile, with its own attendant strengths and drawbacks. Whilst the strengths included strong articulation of the area's problems and a concentration of creativity, among the drawbacks were an increasingly inward-looking community focus and consequent isolation and further erosion of the economic imbalance and ill-health of the area.

The mid to late 1980s saw an almost constant debate between community representatives, the City Council and central government on Hulme's problems and possible solutions. However, not until 1991 and the advent of City Challenge, announced by Michael Heseltine, then Secretary of State for the Environment, was there the potential for a comprehensive approach to what was much more than an issue of replacing concrete with bricks and mortar.

THE HUSTLE AND BUSTLE OF THE PRE-SIXTIES HULME (PRECEDING PAGE, TOP LEFT) WAS SWEEPED AWAY, TO BE REPLACED BY AN ALIENATING ENVIRONMENT WHICH, NEVERTHELESS, BECAME HOME TO A STRONG AND DIVERSE COMMUNITY.



DOGS OF HEAVEN PERFORMANCE. TO COMMEMORATE THE DEMOLITION OF THE HULME CRESCENTS.





"Our predicament is this: we admire one kind of place, but we consistently build something very different"

Andres Duany & Elisabeth Plater-Zyberg

The Concept

C

ities have emerged and grown with characteristics which are still very relevant today. Manchester's first street patterns emerged from

worn cart tracks. Favoured routes became established and buildings alongside formed the streets which laid the framework for whole communities. The gaps between buildings became fields or development opportunities, and over time the successful areas flourished while the less successful made way for new opportunities. St Wilfrid's Church in the north of Hulme was originally St Wilfrid's in the Field and many of the streets lost to the clearance of the 1960s were based upon the old tracks and fields which preceded the urbanisation of the 19th century.

Today we do not have the time to build a new Hulme in this piecemeal and organic fashion. The old infrastructure has gone. We have to rely on first principles, to learn from what does survive, and to create a new neighbourhood with the 'feel' of a more traditional urban community.



"Walls create the backdrop for the drama of diverse urban life"

Architectural Review



■ the public realm

People live in buildings, but they also interact in the spaces between them. The definition and use of the 'public realm' is crucial to designing an environment where people can successfully be together. We want to see attention to the public realm prioritised in Hulme, not by necessarily maximising its space, but by designing and siting buildings so as to contribute to its success. We want to see outdoor spaces which stimulate the senses but remain comfortable and human in scale, spaces which at all times are clearly defined and achieve a useful purpose.

"Areas that fail socially are most likely to fail commercially"

Urban Villages Report



(ABOVE) INDUSTRIAL UNITS CAN BE INCORPORATED IN AN URBAN ENVIRONMENT.

"The basic ingredient of architectural design consists of two elements - mass and space. At the moment too much notice is taken of mass, but not enough of space"

■ streets and squares

The people of Hulme remain proud of the streets which vanished a generation ago. These once attracted shoppers and visitors from all over Manchester. Stretford Road, City Road, Great Jackson Street and Lower Moss Lane provided a rich infrastructure of street life which we want to recreate. Streets will once again provide both a means of communication and transport, and - together with well defined squares and civic spaces - a self-supervised area of public contact and interaction. Main streets will be designed to contain a mix of uses in order to remain busy at most times of day and night. Successful streets require a good level of enclosure and we will pay particular regard to the ratios of street width to building height.

Roads, by contrast to streets, tend to divide communities, and are essentially a means of conveying vehicles quickly. An efficient new road layout is essential to City Challenge, but our emphasis on street activity will promote means of transport other than the car, particularly by foot and bicycle. Dangerous vehicle movement will be constrained by extensive traffic calming, and by avoiding the construction of wide carriageways which encourage speeding.



Edmund Bacon



MIXED USE DEVELOPMENT ON DEPTFORD
HIGH STREET BY FIRST PREMISE,
ARCHITECTS: MARDEN KNIGHT

*"The artificial separation of
houses and work creates
intolerable rifts in people's
inner lives*

Christopher Alexander.

■ rich mix of uses and tenure

We want to foster a rich range of uses and tenures in Hulme, rekindling the diversity of years gone by. Hulme once enjoyed a jumble of churches, meeting places, pubs, factories, schools and mixed tenure housing which served to maintain a vibrant community. Years of rigid 'zoning' of activities and housing tenure has helped to both stigmatise the area as an 'estate' and force those with aspirations of any kind to leave Hulme altogether. We wish to see the maximum possible integration of uses and tenures consistent with comfort and convenience for those living and working in Hulme. Wherever possible we want to promote flexible development which can sustain mixed uses and help to allow uses to change over time - from shops to offices, from cafes to workshops, for instance. We are particularly keen to create a successful mix of housing tenure, where social and private housing mingle and complement each other.



CITY ROAD IN HULME ONCE PROVIDED
PHYSICAL AND VISUAL LINKS TO THE
CITY CENTRE

■ density

Our aspirations for a sustainable community and economy in Hulme require the place to be, and feel to be, busy. This requires a sufficient level of density of both population and development. Like many other 'inner city' areas, declining numbers of residents helped to accelerate the process of residualisation in Hulme. Turning this trend around is crucial; without relatively high density levels, the viability of commercial activity, security and sustainability are all undermined.

Although our overall density ambitions will not be achievable immediately, we want early developments both to set the context for the future and help their own chances of success by achieving high levels of density.

■ links through and to Hulme

It is essential that Hulme enjoys the best possible access into, out of and through the area, and is thus able to exploit fully the huge potential offered by its location. We want to see a hierarchy of streets and roads which once again serve to improve these links and provide a clear sense of Hulme as a district rather than a collection of housing estates. Streets need to be easily 'read' by pedestrians and drivers alike, and should help to define the important distinction between the public and private realms. Streets, squares and civic spaces need to encourage movement in and around the area, and help to foster a sense of confidence, security and activity. Achieving high levels of 'permeability' within the new Hulme is an important objective.



"Dull inert cities, it is true, contain the seeds of their own destruction."

Jane Jacobs

■ stewardship

It is crucial that Hulme's residents feel a sense of stewardship for their new environment. It is neither desirable nor sustainable to build areas which are expensive to maintain and offer no clear sense of 'ownership'. We want all developments to recognise that clear functions need to be attached to the spaces being created, and thus help to eliminate the waste of resources associated with ill-used and poorly defined open spaces.

Streets, squares and courtyards all have recognisable functions and help to foster stewardship. Carefully designed, they can help to minimise the risk, and fear, of crime, and a high priority will be placed on designing in high levels of natural surveillance. Thus we want to see buildings fronting streets, with pavements well overlooked by windows and doors within frontal elevations close to the pavement edge. We are also keen to see cars parked on the street where they can be easily seen, or in properly secured, private courtyards, rather than within the front curtilage where they break the important relationship between building and street, and also compromise the all-important surveillance of the pavement and street.



"local shops, pubs, childrens playgrounds, the local church and even the bus stops serve as meeting points where casual informal contacts are made and exchanged. These contacts form the weave of the fabric of a local community because they build the trust and confidence necessary for the exercise of internal controls"

David Page, Building for Communities.

■ a sense of place

Hulme still retains some remarkable public buildings, including the Zion Centre, the Hippodrome, St Mary's Church, the North Hulme Centre and a number of fine pubs. It is important that new developments create the best possible environment to highlight these, as well as new focal points within the area. We want to create a Hulme where form and structure are used to offer a clear urban sense of identity and orientation. Routes through the area will be pleasurable, and streets and spaces need to be designed to reveal adjacent routes, buildings and features to best effect.

Major buildings will be located at nodes of activity, such as junctions and squares, and can provide important landmarks and points of reference. They offer opportunities to define corners and end vistas, and can create a strong sense of dignity and structure to the overall shape of the new Hulme. The careful design of buildings, spaces and landmarks will help to achieve a strong sense of urban identity.

"If we are to build a better Britain ... we need to express the essence of [our] humanity, through the design and layout of [our] dwellings and public buildings, thereby creating a true sense of community and, above all, of belonging."

HRH Prince Charles

■ sustainability

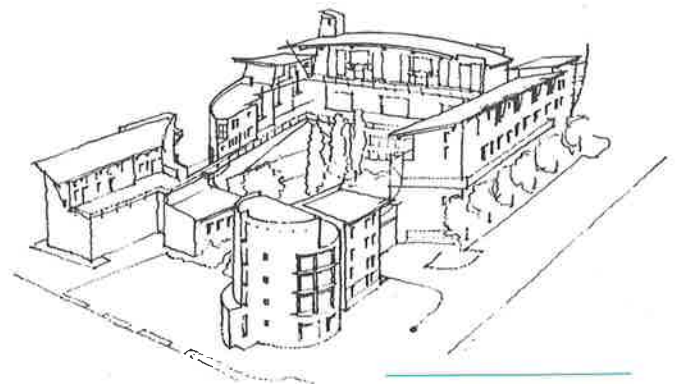
We firmly believe that successful development is by its very nature sustainable. We also take the view that properly planned, the urban environment is an efficient and sustainable place for people to live and work. Our emphasis on flexibility and adaptability of development can help to guarantee long term durability, as uses change with time, and new organisations and individuals take over from their predecessors. Our concern for high density will create local economies of scale for the social and economic infrastructure of Hulme. It is of the utmost importance that the new Hulme is capable of the long term, even permanent transformation which characterises successful urban areas. We are certainly not prepared to build an environment which may again need to be cleared in a generation or so.

To achieve lasting success, and to attract newcomers, we want to see new developments which help to promote our belief that urban life can be the most resource-efficient. The sheer scale of new housing and commercial building will create the most efficient and 'green' urban area in the North West, as the latest standards of energy and insulation efficiency are used. We will encourage the use of best practice in these areas, and will endeavour to promote district heating, combined heat and power and recycling initiatives as Hulme is rebuilt. Existing trees will be preserved where possible, and new trees will become an important feature of Hulme's roads, streets and civic spaces. We will also see that the new environment accommodates the motor car, but not at the expense of pedestrians and cyclists, who will be encouraged through user-friendly design.



"The multifunctional, creative city, which is also the liveable city, is one that pollutes least."

European Green Paper on the Urban Environment



HOMES AND WORK FOR CHANGE.
MIXED USE DEVELOPMENT ON
CHICHESTER ROAD, HULME.
ARCHITECTS:
MILLS BEAUMONT LEAVEY





Our Development Strategy

The City Challenge area comprises about one square kilometre, more than half of which is to be cleared over five years for subsequent redevelopment.

This will form part of a comprehensive attack on the interlinked physical, social and economic problems of Hulme. This holistic approach underpins our Vision and is of critical importance to achieving - this time - lasting success.

We want to create a viable new urban neighbourhood in Hulme, but we realise that such neighbourhoods generally evolve naturally, in piecemeal fashion over some time, rather than through high speed clearance and comprehensive redevelopment. Our strategy, therefore, is to create both the appropriate framework into which new development can fit, and fertile conditions for the investment needed for the growth we seek.



HULME 2
NORTH BRITISH HOUSING ASSOCIATION IN-HOUSE ARCHITECTURE TEAM, DESIGNED IN CONSULTATION WITH TENANTS.



AN EARLY VISION FOR PART OF THE NEW HULME

There are three main components of the urban framework which we propose for Hulme;

a straightforward and robust street pattern which reflects the original grain of the area, links back to surrounding neighbourhoods and provides the overall structure for the future

a sensitive pattern of likely future land uses to which both key buildings and other areas not affected by demolition are properly related

design guidelines which help define the concept, form and feel of new development.

Many successful urban areas have particular characteristics or a flavour - their own 'urban code', usually unwritten - which helps define both the area and particular parts of it. Given the large scale clearance in Hulme, and the absence of an appropriate urban context in the areas to be retained, the Hulme Partnership has developed and agreed a coherent urban framework which puts in place that otherwise absent 'urban code', encourages variety and is capable of accommodating a diversity of development interests.



We do want to stress that our intention is to encourage and guide development - it is not our aim to stifle the creativity of the designer or to thwart the economic needs of the developer.

Having provided the development framework and design guidelines for Hulme, we have turned our attention to the equally important issue of implementation. This is best tackled, we believe, on a site by site basis; the two main components of the process will be the detailed brief for each site and the subsequent dialogue with the Partnership in respect of the agreement of acceptable proposals.

Development proposals, once submitted for planning permission, will be considered by the City Council, which has adopted 'fast track' arrangements for Hulme projects.

Finally, we seek to maximise local benefit from the redevelopment of Hulme, and will encourage developers to use local businesses and local labour wherever possible and appropriate.



150 DWELLINGS/HA



37 DWELLINGS/HA



75-87 DWELLINGS/HA

REDEVELOPMENT BY PENDULUM SWING. SUCCESSIVE MAPS OF THE BUILT FORM OF HULME SHOW:

- (LEFT) VICTORIAN TERRACES INCORPORATING A MIXTURE OF USES.
- (CENTRE) 1960S SYSTEM-BUILT HOUSING FLOATING IN BARREN WASTES.
- (RIGHT) A PROPOSED RETURN TO TERRACED STREETS WITH A MIX OF USES.



Building the heart of Hulme

COMMUNITY PLANNING WEEKEND
ORGANISED BY HULME REGENERATION LIMITED &
THE HULME TENANTS PARTICIPATION PROJECT.
FACILITATED BY HUNT THOMPSON ARCHITECTS.



Hulme 3 Phase 2

OMI ARCHITECTS



The Design Guide

The following pages lay out the framework of the Design Guide for Hulme. Relaxations may be negotiated on the basis of architectural merit and contribution to the public realm.

It is our belief that those developing in Hulme will recognise the importance of a holistic approach.

The Guide is intended as a working tool that will enable Hulme to grow into a successful urban neighbourhood once more.



- § THE STREETS
- § INTEGRATION
- § DENSITY
- § PERMEABILITY
- § ROUTES AND TRANSPORT
- § LANDMARKS, VISTAS AND FOCAL POINTS
- § DEFINITION OF SPACE
- § IDENTITY
- § SUSTAINABILITY
- § HIERARCHY

A street is more than a road. A road channels traffic from A to B whilst streets are social spaces, democratic public arteries that promote sociability and community. The street is not an artificial invention. It is an expression of the way people live and interact in cities, concentrating and channelling activities. Streets define the urban structure of every great city.



Buildings of all types should front onto streets, squares or parks

They should show their public face to the street and spill their activity out onto it. The primary means of access to all buildings should be from the street.

Streets should be designed to encourage walking and cater for the needs of people with mobility problems

The street should be a public space which promotes socialisation, and must be attractive and safe for pedestrians. The car should be accommodated but should not dominate the street, and vehicle speed should be severely restricted by design. Devices such as speed tables and pedestrian crossings should be used to maximise pedestrian safety.

There should be eyes on the street

It is important that streets are overlooked to promote natural supervision. Blank walls onto streets and excessive distances between the footpath and windows will therefore not be permitted.

Doors onto streets should be at no more than 15m intervals

This is necessary to ensure that sufficient activity and vitality is generated on the street.

Ground floors of residential properties can be elevated 450mm above pavement level

This enables better supervision of the street, as well as increasing the privacy of ground floor rooms. Notwithstanding, convenient access should be provided for people with mobility problems.

aspiration

A variety of streets will define the urban structure of Hulme.

These streets will serve equitably the needs of all pedestrians, cyclists, public transport and the private car without being dominated by the motor vehicle.

Streets will be defined and animated by buildings and their occupants.

Hulme is envisaged as an integrated part of the city.

As the Urban Villages Group says,

"These are not places engineered for one single use, age or social group. They give a cross section of people - families and single people of different ages - the chance to live where they choose to. The very variety of residential, commercial and community uses and activities taking place around the clock gives them vitality; it also brings them a sense of security and conviviality."



MIXED USE CORNER BLOCK,
ARCHITECTS: DOWNES & VERIAVER FOR
MANCHESTER UNIVERSITY

Housing must not be conceived and designed as estates.

Just as the passage between different parts of Hulme should be seamless, so should the passage between Hulme and the surrounding parts of the city, noticeable only through the architecture of the buildings, not the pattern of circulation.

All uses must be accommodated within an integrated pattern of streets.

Separate uses will not be zoned into industrial estates, business parks and housing estates but should share a street pattern which is continuous across the area.

"The mix of development in a locality determines its attractiveness and vitality. For example, planning for a variety of uses - shops and restaurants - on the ground floor of developments will help keep streets lively."

PPG 13, Department of the Environment, Department of Transport [Mar. '94]

Streets should contain a variety of uses.

Residential areas tend to be quiet during the day whilst business areas die after 6pm. A mixture of uses will ensure animation throughout the day and will avoid dead frontages. Near continuous activity is necessary to ensure sufficient numbers of people are around.

Space should be left to accommodate uses not currently viable

A wide range of shops and services will not be initially viable until there are sufficient people to use them, but if all the streets have been completed, then there will be nowhere for shops to go. If other uses are not available at the time of development, land should be left for their later inclusion.



aspiration

Hulme should be tied back once more into the fabric of the city.

It should be conceived as a whole rather than as a collection of housing estates, industrial estates and business parks.

Dwellings, shops and public and private institutions should be located in close proximity to each other.

Cities work in no small part because they are built to high densities. The effect is to create urban character and to ensure that different uses are located in close proximity to each other. It ensures sufficient numbers of people to animate streets, and give shops and other facilities sufficient trade. However, density is something which is experienced. Houses with a strong street frontage but large back gardens may not be built at a high density but nevertheless give that impression from the street.

Housing should be built to an average density of 90 units per hectare (35 per acre).

This is both to ensure that there is a large enough resident population to sustain and animate this urban neighbourhood and to create a sufficiently dense urban form.

Development should be concentrated along main routes and around focal points.

Urban areas grow up with radial routes with the highest buildings developed first and the land in between developed later. In the 1960s when Stretford Road was one of the last roads to be demolished, people walking down the street can hardly have been aware that the housing to the rear of the shops had been demolished. The redevelopment of Hulme should adopt the same principle in reverse.



A SUFFICIENT DENSITY OF DEVELOPMENT WILL BRING LIFE TO THE STREETS AND SUSTAIN A RANGE OF ACTIVITY.

aspiration

New buildings in Hulme should be sufficiently dense on the ground to enable anyone to walk to facilities within 5-10 minutes.

It should have a sufficient density of population to sustain a wide range of services and facilities and to animate streets, squares and parks.

The built form should be designed so as to create a visually dense urban environment.

The design of the 1960s Hulme discouraged outsiders from venturing into estates. The concept of defensible space, when applied to large areas of the public realm, reinforces isolation and imposes artificial communities, rather than allowing natural networks to develop. Much development over recent years has been based upon an assumption that communities can be fostered and crime reduced by creating places which physically and psychologically deter outsiders and which remove escape routes. The result is that law abiding outsiders are excluded, whilst creating deserted and isolated spaces which are ideal for crime. The predominant street environment should be based upon the principle of permeability.



CURRER STREET;
LITTLE GERMANY MERCHANTS QUARTER,
BRADFORD.

All streets should terminate in other streets

A street should lead somewhere and should serve the joint function of an external space for its residents and a through route for outsiders.

The cul-de-sac is anti-urban in that it reduces permeability and legibility, promoting isolation not integration and, on the whole, will not be permitted.

Streets should encourage through movement

A street should not just cater for the occupants of its buildings. It should be an attractive thoroughfare, so ensuring activity and natural surveillance whilst also encouraging their ownership and use by the local community.

Streets need not be straight but their design and layout should be simple and clear, to minimise the distance from A to B.

NAPLES



NEW YORK



PALMA



BORDEAUX





LONDON



DUBLIN



TURIN



GLASGOW

ABOVE AND OPPOSITE:
FIGURE GROUND PLANS OF
MAJOR WORLD CITIES,
SHOWING LAYOUT AND MASS
DISTRIBUTION.

There should be a variety of routes
that people can choose when
travelling through the area

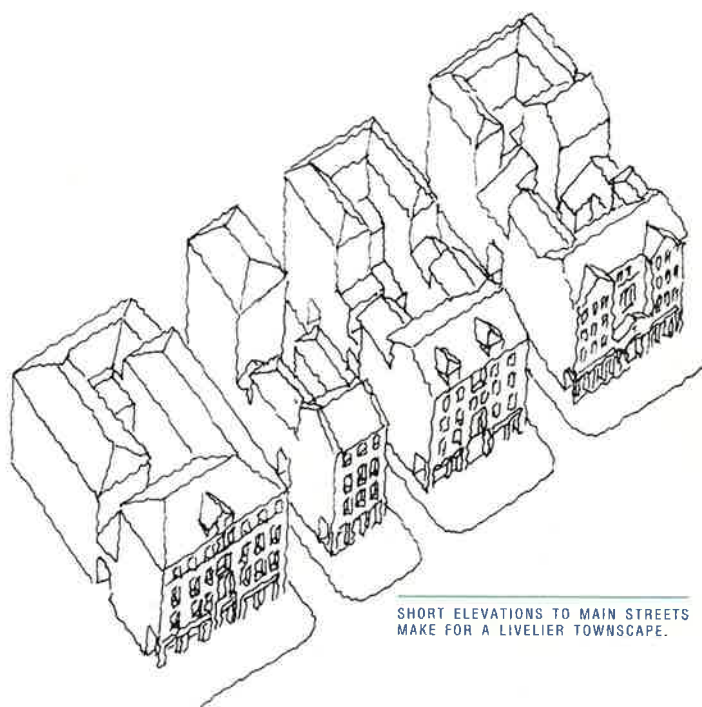
*This will give people a choice of routes and
enable them to avoid problems if they arise.*

The grain of streets should become
finer around nodes of activity.

*This will increase the permeability of the
space commensurate with the number of
people using it and the greater variety of
activity.*



HULME 5
STRET FORD ROAD GATEWAY, AS
VISUALISED BY THE DEVELOPERS,
BELLWAY HOMES.



SHORT ELEVATIONS TO MAIN STREETS
MAKE FOR A LIVELIER TOWNSCAPE.

aspiration

No part of Hulme should become a no-go zone.

*All parts of the area should be equally accessible for
all people, including women, children, the disabled,
the elderly, and people from different social
and ethnic groups.*

The car has come to dominate our cities. More than any other factor it dictates the layout of streets and buildings and lies at the root of our inability to create successful urban neighbourhoods. Recent planning has sought to ease traffic flows and, in housing areas, the emphasis has been on reducing accidents and accommodating the parked car. Policies which cater for increasing car ownership are self defeating since any improvements are overtaken by increased traffic. Plans in Hulme should therefore encourage and accommodate a lower level of car usage than has traditionally been expected in cities, while promoting public transport, cycling and pedestrian journeys.



THE USE OF A SPEED TABLE AT AN URBAN CROSSROADS

Public transport should be planned as an integral part of the street layout

Bus routes and the Metrolink (if developed in Hulme) should be easily accessible. Stops should be safe, well lit and related to nodes of activity.

Street design should reduce vehicle speed rather than ease traffic flow

Measures to minimise traffic speed by the implementation of speed tables, surfacing changes and, used with care, smaller corner radii and limited sight lines will be used where appropriate.



REDEVELOPMENT OF HULME 3 (OMI ARCHITECTS). SET AGAINST THE EXISTING PROPERTIES IT REPLACES.

On-street parking is encouraged

Successful streets are able to accommodate the parked car and this helps to reduce car speed and create activity. Natural surveillance from buildings increases the security of vehicles and wasteful, dangerous car parks are avoided. Clearly delineated crossing points for pedestrians and, where appropriate, street trees should be provided within the street parking zone

The impact of the car should be minimised

Car parking standards in Hulme will allow a minimum 50% provision for residential property and one space/700 sq.ft. for business and other uses. On-street parking will count towards overall parking provision for a development. Developers are able to increase provision and there is no maximum limit on parking, provided that measures are taken to reduce the impact of the parked car.

The abuse of on-street parking must be avoided

It is important to prevent the abuse of on-street parking by commuters to the city centre and the university. Parking controls, eg yellow lines and resident permit parking, should be considered where appropriate.

In-curtilage parking should be avoided in front of houses

It is almost impossible to create an urban street with parking at the front of houses. Where in-curtilage parking is necessary, it should be located between or behind rather than in front of buildings on minor streets.

Traditional crossroads in Hulme are encouraged

Crossroads are central to any urban structure in order to create a clear layout as well as focal points.

Safe routes for cyclists will be provided

A network of safe, attractive cycle routes will be developed away from Hulme's major streets.



aspiration

The design of Hulme should cater adequately for the car without encouraging its use. The emphasis should be on reducing traffic speed rather than easing traffic flow. Journeys by foot, cycle and public transport should be given priority.

Landmarks, vistas and focal points create the interest, excitement, and the sense of place which enliven and give a unique character to an area. Landmarks help people to orientate themselves and find their way around, vistas create visual links both within and outside the area and focal points create a hierarchy of centres around which activity and uses can be organised. Vistas draw people along a street whilst landmarks given them something to aim for and add interest to their journey. Public places and areas where people congregate should be emphasised as focal points.

Developments should be planned to optimise existing vistas and create new ones

Vistas are essential for orientation, enabling people moving through the area to place themselves. Vistas also ensure that there are views out at key points, encouraging movement and giving a sense of place to each part of the area.



THE CREATIVE USE OF PUBLIC ART, PARIS

Corner buildings should consolidate the urban composition

Strong corners hold together urban areas. They create visual interest and minor landmarks. Corners should be higher than the surrounding buildings (possibly set forward of the building line) and include public uses such as shops on the ground floor to create activity. Car parks and garages shall not be located at street junctions.



MONUMENTS AND SPIRES IN EDINBURGH CREATE A UNIQUE SENSE OF PLACE.



CORNER BUILDINGS IN MANCHESTER GIVE DRAMA TO THE STREETSCAPE.



THE NEW EVENTS ARENA AT CASTLEFIELD, SUCCESSFULLY INTEGRATED WITHIN THE EXISTING ENVIRONMENT.

Street junctions should be designed as spaces rather than formless traffic interchanges.

Junctions form nodes of activity and are where people decide their route. They should therefore punctuate rather than undermine the urban framework. Where building setbacks are unavoidable at corners, they should not exceed 2m from back of pavement.

Civic and community buildings will be located around public spaces

Such uses are symbols of community identity. They define public spaces and feed off the activity that these spaces generate.

Existing landmarks must be incorporated into Hulme's urban structure

Buildings such as the North Hulme Centre, the Zion, St Mary's Church and the Hippodrome should be integrated into the urban fabric to serve their role as landmarks, end vistas and define important public spaces.

There will be no restriction on the height of buildings with footprints less than 100m

This is to allow for a varied skyline and to create views. It is hoped that this will allow for additional landmarks to be created, making Hulme visible from a distance.

Public art and street furniture should give character and life to urban spaces

Adding emphasis to public spaces and squares with appropriate and high quality public art and street furniture, including statues and fountains, will be encouraged.

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Landmarks should visually punctuate Hulme's urban structure, providing orientation and a sense of place.

Vistas should create visual links within and outside the area.

Focal points should create a hierarchy of nodes of activity around which uses and people can congregate.

DEFINITION OF SPACE

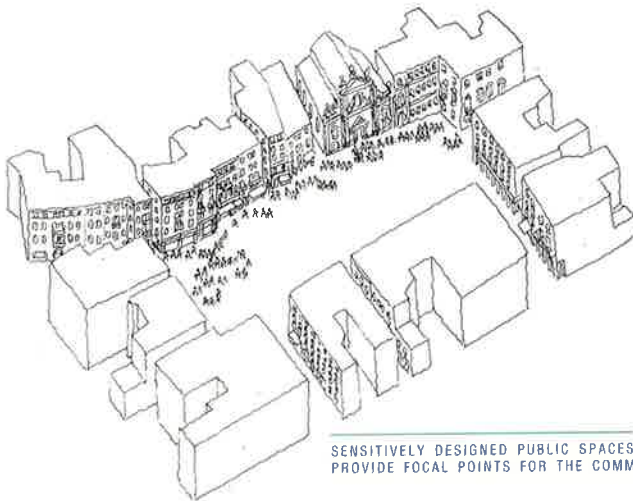
A high quality urban character is promoted by buildings which are scaled to suit the space which they are seeking to define. The scale and position of new buildings in Hulme should, therefore, relate to the geometry of the street.



INTENSE ENCLOSURE AT BUTLERS WHARF, LONDON.

Development should have a clearly defined building line to create a disciplined and largely unbroken urban edge

All buildings on a street should respect a common building line created by the primary front face of the building. Projections and setbacks from this line, such as bays, foyers and entrance halls, should only be for the purpose of creating emphasis.



SENSITIVELY DESIGNED PUBLIC SPACES PROVIDE FOCAL POINTS FOR THE COMMUNITY.

Where buildings are set back a significant distance from the street, they should have sufficient presence to contribute to that street

Such developments should be appropriately scaled to relate to the street and incorporate a suitable boundary treatment, such as railings, which contributes to the enclosure of the street and relates to the building line.



THE MORAVIAN SETTLEMENT IN ASHTON, WHERE TRADITIONAL STREETS HAVE CREATED A POPULAR AND SUCCESSFUL COMMUNITY.



There should be a clear definition between public and private space

The street creates this clear definition and maximises the 'ownership' by the community. All public open space should have a specific function. Ill-defined public open space should not be created and will not be adopted by the Council.

All streets, squares and parks should be clearly defined by appropriately scaled buildings and good quality trees

It is important to provide a strong degree of containment if public spaces are not to degenerate into ill-defined open space rather than places which foster community and activity. Gaps between buildings should not be so wide as to distract the eye from the major vista along the street.

Street elevations should be scaled to the proportions of the street

The front elevation should be appropriately scaled to the size of the space that it seeks to enclose. The character of an urban street is a function of the width between the buildings related to their height. The following ratios should be followed, measured from the building line: (see table, right)



DIAGRAM OF ENCLOSURE RATIO.

	Maximum	Minimum
Streets	1:2.5	1:1.5
Squares	1:5	1:4
Parks	1:10	1:7

GUIDELINES FOR ENCLOSURE RATIO

aspiration

Hulme will be characterised by attractive public streets and spaces defined by appropriately scaled buildings.

The appearance of the built environment is an important part of the community's identity. Hulme and its community has been blighted by the negative messages put out by its buildings. The impact of new building on the public realm should be given as much attention as the interior planning. The area should be visually interesting if people are to enjoy being there.



Existing buildings should be enhanced and emphasised to avoid the feeling that everything is the same age

All urban environments have a variety to them both in style and age. In order to achieve the latter, it is important that Hulme's retained buildings are sewn into a new urban fabric and given pride of place where possible and appropriate.

Large buildings should not overshadow or distort the scale of different streets

A street can be constituted of buildings of differing heights, but extremes (of a single storey building, say, adjacent to one of six storeys) should not occur.



THE USE OF EXISTING FEATURES, ART AND INNOVATIVE DESIGN CAN GIVE AREAS A DISTINCT IDENTITY.



GRANBY VILLAGE IN
CENTRAL MANCHESTER,
DEVELOPED BY WIMPEY
HOMES

Building design should respond to location

Solutions to corners should be as different and as strong as possible to give each intersection its own feeling. The hierarchy of the area should be reflected in the scale and importance of the buildings.

The use of different building materials and finishes is encouraged

While brick is considered the standard building material for buildings affordable to the majority of the citizens of Manchester, developers are encouraged to consider the use of other materials of appropriate urbanity and endurance.

Diversity of design solutions is encouraged

Individual expression and variety in architectural style is encouraged. If design is of a sufficiently high standard, it will transcend mere fashion and create richness and diversity. The redevelopment of Hulme will promote a high quality environment that is both in the vanguard of contemporary design and yet is also cognisant of the architectural tradition in the city.



PARISIAN CAFÉ DESIGNED BY PHILIPPE STARCK.

aspiration

Diversity should be created in both building use and form to create an urban area with a strong identity which adds to the identity of the city.

Whilst the city is a constant, the building is a variable - a sustainable city should allow change and renewal without total redevelopment. Hulme should seek to meet its current needs without compromising the ability of future generations both in Hulme and the rest of the city to meet their needs. It should contribute as much to the city environmentally as it does economically and socially, and should recognise a responsibility to minimise the harm that it causes to the local and global environment. Energy-efficient homes will also reduce fuel bills, releasing income to be spent in local shops and leisure facilities, thus benefiting both residents and local business.

"Decisions taken today on the design of buildings and structures will have an impact well into the next century."

sustainable development
the uk strategy HMSO jan 1994

Non-housing development should be designed with sufficient flexibility to enable change of use without major refurbishment works.

Buildings with single uses that cannot be adapted are likely to fall empty after those uses have moved on, blighting their surroundings.

New buildings should be designed for ease of maintenance and with a view to refurbishment in 50-60 years time

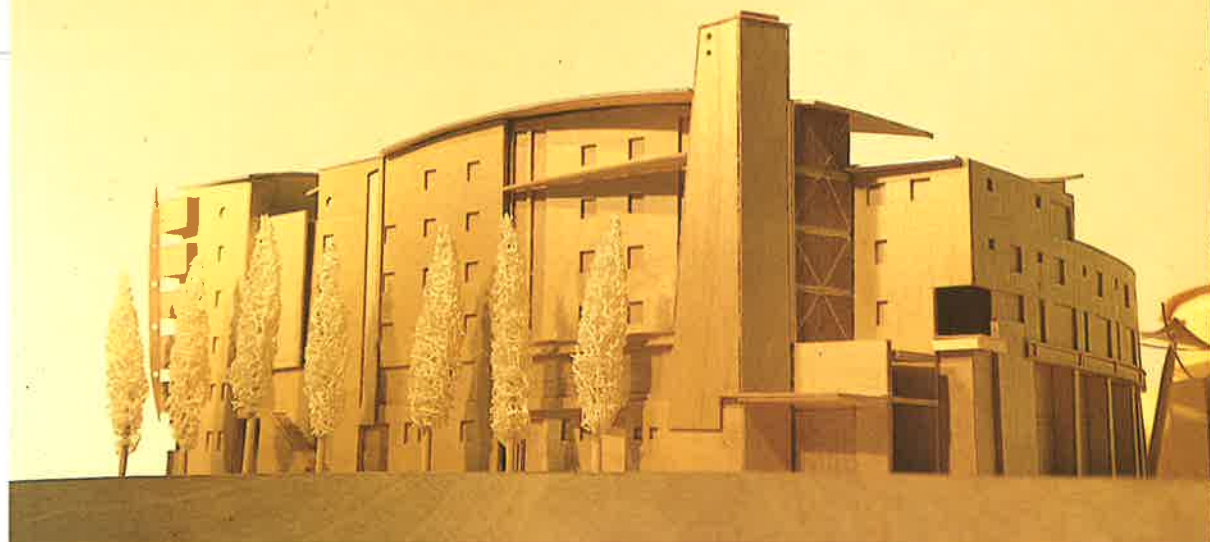
In Hulme we should build for the future so that the area does not have to be redeveloped again in 20 years time. By taking account of maintenance and future refurbishment, it should be possible to ensure that new buildings have a long term future.

New developments should cater for the retention of as much of the existing tree stock as is possible and streets and squares should incorporate street trees wherever appropriate

If it is not possible to retain mature trees, measures to move them should be examined. New developments will seat themselves more easily into their surroundings if the surrounding trees are mature. The street tree is an important element of the urban fabric and can soften the hard edges of an urban environment.



HOMES FOR CHANGE,
AN ENVIRONMENTAL
AWARD WINNING
SCHEME IN HULME.



Care should be taken to consider the maintenance burden of public open space

Open space should be designed to encourage the community to take responsibility for maintenance. On the whole, small pieces of open space without a function will not be adopted by the public authority.

High quality landscaping is encouraged and urban nature conservation measures should be considered where possible

Hulme should be developed as a green urban area with elements such as courtyards, roof gardens, balconies and window boxes exploited to their full potential.

All developments should have sufficient refuse storage space for segregated waste collection

Domestic waste is becoming an ever increasing burden in major cities. It is likely that by the time the redevelopment is completed, segregated collection will be in place in Manchester and will be mandatory.

All new housing should attain 'good' on the BREEAM scale

The Building Research Establishment Environmental Assessment Method of assessing the environmental impact of new housing, taking account of CO₂ emissions, the use of sustainable materials, water conservation and the avoidance of materials which are harmful or emit CFCs and HCFCs is commended.

New homes should achieve the highest possible National Home Energy Rating; no less than 8

It is vital that heating bills remain within the reach of ordinary people.

aspiration

Hulme should be built for the future and should take on the concept of sustainable redevelopment.

The internal structure of all urban areas is based upon an interconnected set of hierarchies. Uses, buildings, streets and open spaces all have a hierarchy developed over time, reflecting the democratic organisation of the area. These hierarchies are the basis for planning and design and must be clearly recognisable. The most important hierarchy, from which all others are derived, is the hierarchy of streets.

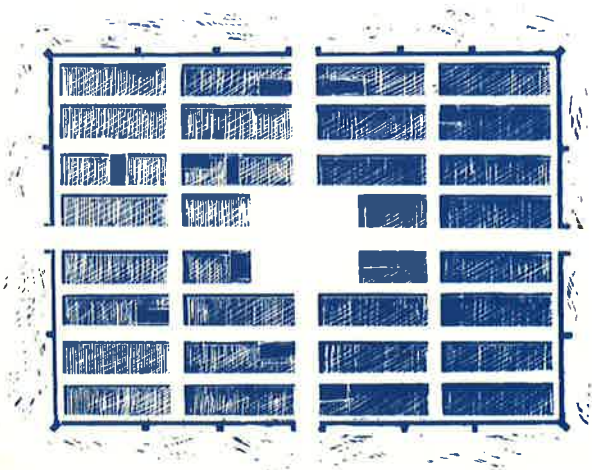
Main streets are the major thoroughfares whilst quiet residential streets are the focus of small communities. It is important that the scale of buildings reflects this hierarchy and this Design Guide is therefore organised on the basis of a hierarchy of streets with differing intensities of urban character.

Existing primary network (Mancunian Way, Princess Road)

These are the significant existing arterial routes that both make Hulme so accessible and play a divisive role. They will continue to provide free and easy movement of traffic, but work to mitigate their isolating effects will be undertaken wherever possible.

High Streets (eg Stretford Road)

These will be the main thoroughfares in Hulme but designed to limit traffic speed and prioritise pedestrian safety. They will be the "shop front" of the new Hulme and will therefore be subject to the most rigorous urban principles. The width of the street (measured from the building lines) should be approximately 21m and all buildings should be at least 4 storeys. All cornerblocks should be closed and emphasised and the street should contain a variety of uses. Residential accommodation on the ground floor should be avoided wherever other uses are available.



HISTORIC PLANNED TOWNS WERE BASED UPON A RIGID HIERARCHY OF STREETS.



ATTRACTIVE URBAN STREETS
IN EDINBURGH.

Secondary Streets

(eg Royce Road)

These streets will provide the major circulation routes within Hulme. They should be 17.5m wide (between building lines) and most buildings should be at least 3 storeys.

Residential Streets (tertiary)

These streets are not primary circulation routes and therefore will not be seen by most people passing through the area. They can therefore be designed in a less rigorously urban character. They should be no more than 15.5m wide (between building lines) and be predominantly two or three storeys. The requirement to close all corners will be relaxed where necessary.



GLASGOW'S MERCHANT CITY

Private areas are encouraged to create security within the blocks

Back streets and courtyards can provide for private and communal activities that are inappropriate for the street, such as vehicle maintenance and play.

These should be separated from the street by gates.

aspiration

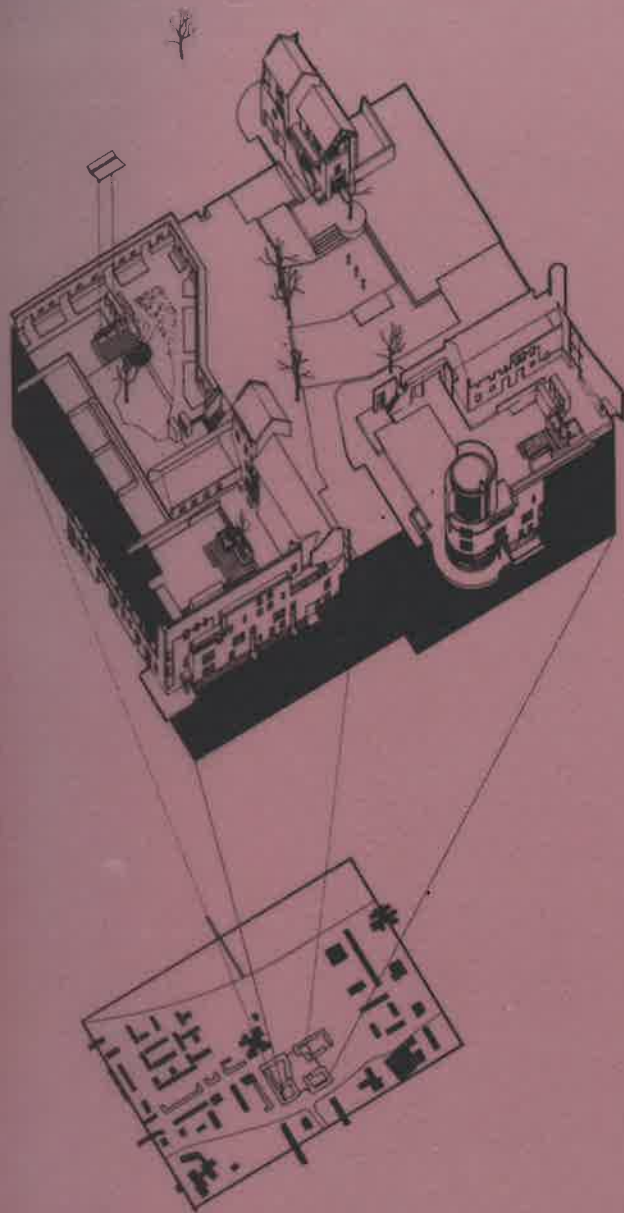
Hulme should contain a recognisable hierarchy of streets.

These should form a structure within which a hierarchy of buildings and uses can fit in a logical and democratic pattern

TECHNICAL SUMMARY

	High Streets	Secondary Streets	Residential Streets (Tertiary)	FURTHER INFORMATION
Recommended distance between building lines	21m max	17.5m max	15.5m max	Landmarks Vistas & Focal Points, Definition of Space, Hierachy pp 26-27; 28-29; 34-35
Recommended building height to eaves/parapet	9m	7.6m	5.8m	Landmarks Vistas & Focal Points, Hierachy pp 26-27; 34-35
Number of storeys on foot-prints over 100m ² (min-max)	4 - 6	3 - 5	2 - 3	Landmarks Vistas & Focal Points, Definition of Space, Hierachy pp 26-27; 28-29; 34-35
Carriageway width	10m max	7m	6m	Definition of Space pp 28-29
Min. footway width	2.5m (3m outside schools and community buildings)	1.8m	1.8m	Permeability pp 22-23
Cycle lane where appropriate	2m	2m	Within carriageway	Permeability pp 22-23
Additional margin for street trees where appropriate	1.2m	1.2m	1.2m	Routes and Transport, Landmarks Vistas & Focal Points pp 24-25; 26-27
Design speed limit	30mph	30mph	<20mph	Permeability pp 22-23
Kerb radii (lowest applies on junctions between types)	10m ⁺	6m ⁺	3m with pavement crossings	Routes and Transport pp 24-25
Visibility splays (max height of obstruction 1m)	2.4m x 70m ⁺	2m x 60m ⁺	2m x 33m	Routes and Transport, Definition of Space pp 24-25; 28-29
Min. distance between junctions onto street (any type)	60m on same side 30m on opposite side	60m 30m	30m 15m	Routes and Transport, Definition of Space pp 24-25; 28-29
Crossroads	other street clearly identified as minor link, otherwise with lights	other street clearly defined as minor link, otherwise with lights	With calming measures	Permeability, Routes and Transport pp 22-23; 24-25
% of frontage complying with enclosure rates	90%	80%	60%	Landmarks Vistas & Focal Points, Definition of Space pp 26-27; 28-29

⁺ Subject to individual schemes



PHOTOGRAPHS

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7, 8, 10, 11, 13, 16, 19, 20, 24,
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26

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PAUL TOMLIN

16, 33

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9

ANNE WORTHINGTON

6, 21, 32

MANCHESTER CITY COUNCIL

24

MILLS BEAUMONT LEAVEY

33

ILLUSTRATIONS

IAN BEAUMONT

13

JO BERRIDGE

15

PHILIP JONES

24

RICHARD REID

22, 28

DAVID RUDLIN

INSIDE COVER MAP, 20, 23, 28, 29, 34

MILLS BEAUMONT LEAVEY

16, 22, 23

NORTH BRITISH

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15

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