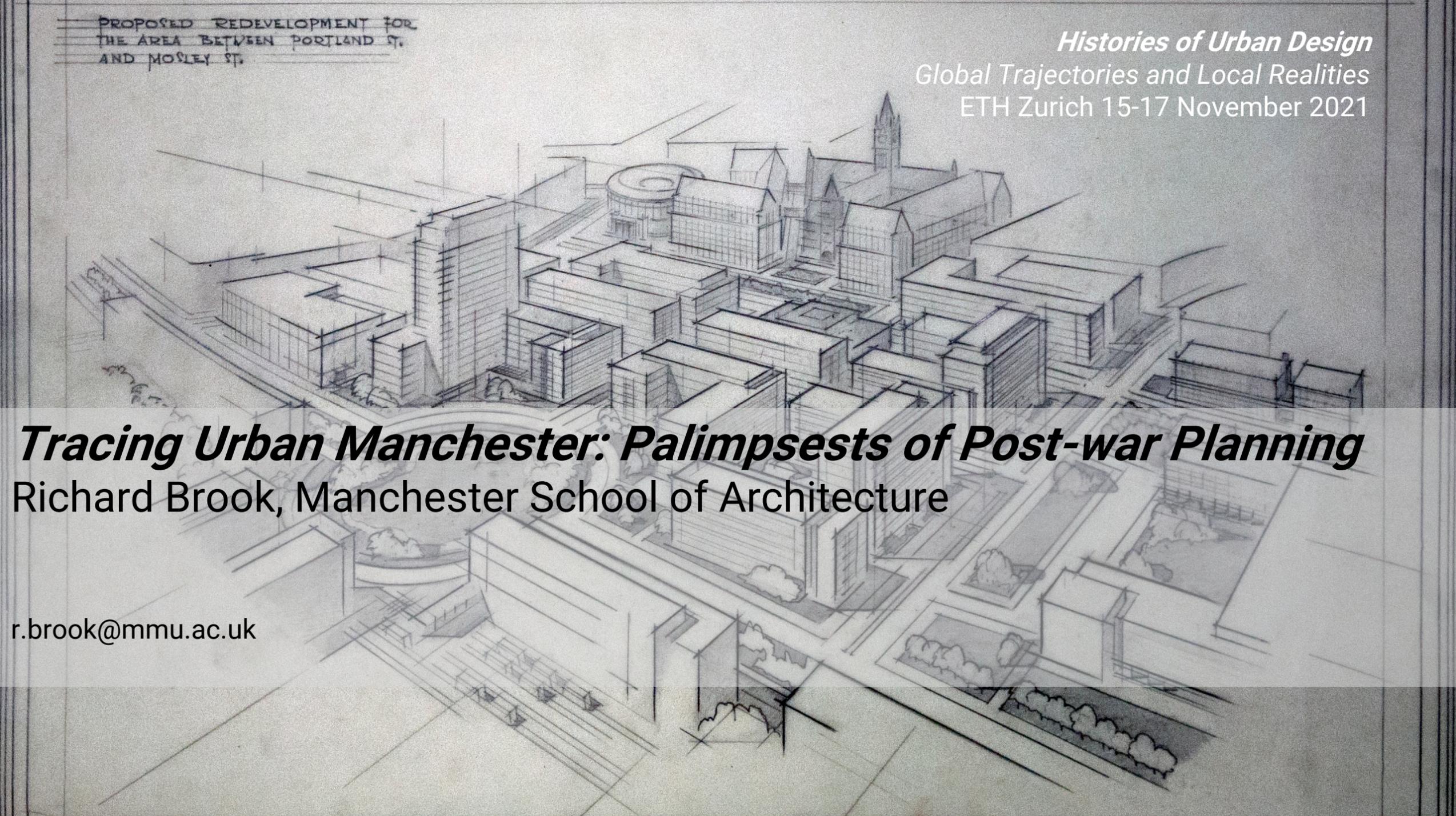


PROPOSED REDEVELOPMENT FOR
THE AREA BETWEEN PORTLAND ST.
AND MOSLEY ST.

Histories of Urban Design
Global Trajectories and Local Realities
ETH Zurich 15-17 November 2021

A detailed architectural sketch of a city redevelopment plan, showing a dense urban layout with various building footprints, streets, and green spaces. The sketch is rendered in a light, hand-drawn style with some shading to indicate depth and form. The buildings vary in height and shape, suggesting a mix of residential and commercial structures. The streets are shown as a network of lines, and there are some small trees and landscaping elements scattered throughout the plan.

Tracing Urban Manchester: Palimpsests of Post-war Planning
Richard Brook, Manchester School of Architecture

r.brook@mmu.ac.uk



The cover of the *City of Manchester Plan*, 1945. The stylised graphic implies all of the major features contained therein – a focus on the central zone as the hub of the region; the zoning of industry, housing and greenspace; a system of ring and radial roads to resolve transportation, supported by an existing railway network.

SOURCE: Scan from private collection



The cover of *Manchester City Centre Map*, 1967. A two-tone image of the 3D model used by the planners to communicate their design intentions for the city. High-rise development features prominently in the foreground and the horizon.

SOURCE: Scan from private collection

CITY OF MANCHESTER * CENTRAL AREA



Proposals for the central area for the 1945 Plan. The key features are the ring road, shown as a sequence of green boulevards; a new railway station, Trinity, to the north-east of the centre; a new processional route between the Town Hall and proposed law courts; and a rationalisation of the existing medieval grid pattern.

SOURCE: Nicholas, R. J. (1945) *City of Manchester Plan 1945* (Norwich: Jarrold & Sons Ltd.)



Plate from the 1945 Plan. The proposed new law courts are shown centre. To the upper right of the image, the largest building illustrated is the existing Sunlight House (Joseph Sunlight, 1932)
SOURCE: Nicholas, R. J. (1945) *City of Manchester Plan 1945* (Norwich: Jarrold & Sons Ltd.)

PROJECT FOR CENTRES OF CULTURE, EDUCATION & MEDICINE.



REFERENCE

- 1 CIVIC HALL
- 2 CITY ASSEMBLY HALL
- 3 CIVIC THEATRE
- 4 CONCERT HALL
- 5 LITTLE THEATRE
- 6 CENTRAL BATHS
- 7 BROADCASTING HOUSE
- 8 UNIVERSITY, MAIN BLOCK
- 9 " UNION etc.
- 10 " FACULTY OF ARTS
- 11 " ARTS LIBRARY
- 12 " DENTAL SCHOOL
- 13 " FACULTY OF SCIENCE
- 14 ROYAL COLLEGE OF MUSIC
- 15 UNIVERSITY EXTENSIONS
- 16 HOLY NAME R.C. CENTRE
- 17 MEDICAL SCHOOL
- 18 HALLS OF RESIDENCE
- 19 PHYSICAL EDUCATION CENTRE
- 20 WHITWORTH PARK EXTENSION
- 21 SCHOOL OF DOMESTIC ECONOMY
- 22 SCHOOL OF COMMERCE
- 23 INSTITUTE OF ADULT EDUCATION
- 24 SCHOOL OF ART
- 25 CENTRAL COUNTY COLLEGE
- 26 COLLEGE OF TECHNOLOGY
- 27 RECREATION AREA
- 28 MANCHESTER ROYAL INFIRMARY
- 29 M.R.I. EXTENSIONS
- 30 ROYAL EYE HOSPITAL
- 31 ST. MARY'S HOSPITAL
- 32 FURTHER HOSPITAL RESERVATION
- 33 NURSING COLLEGE

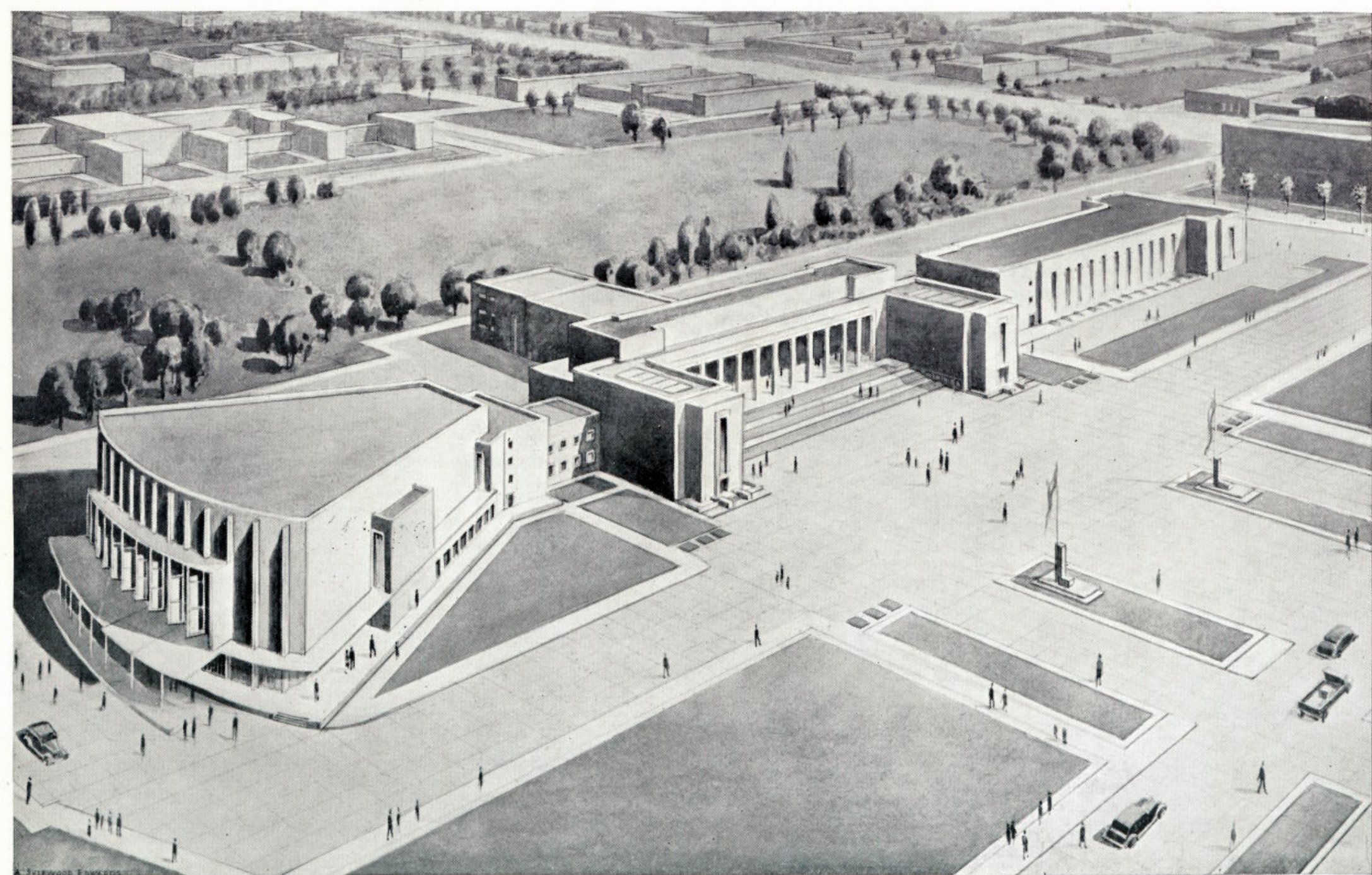


Project for the Centres of Culture, Education and Medicine, extract from the 1945 Plan. This masterplan, conceived jointly between G Noel Hill, City Architect, and Sir Hubert Worthington, considered the post-war expansion of the University, hospital and other civic provisions. Whilst the development did not proceed precisely in the manner established here, the setting out of its principal components was the framework for what followed.

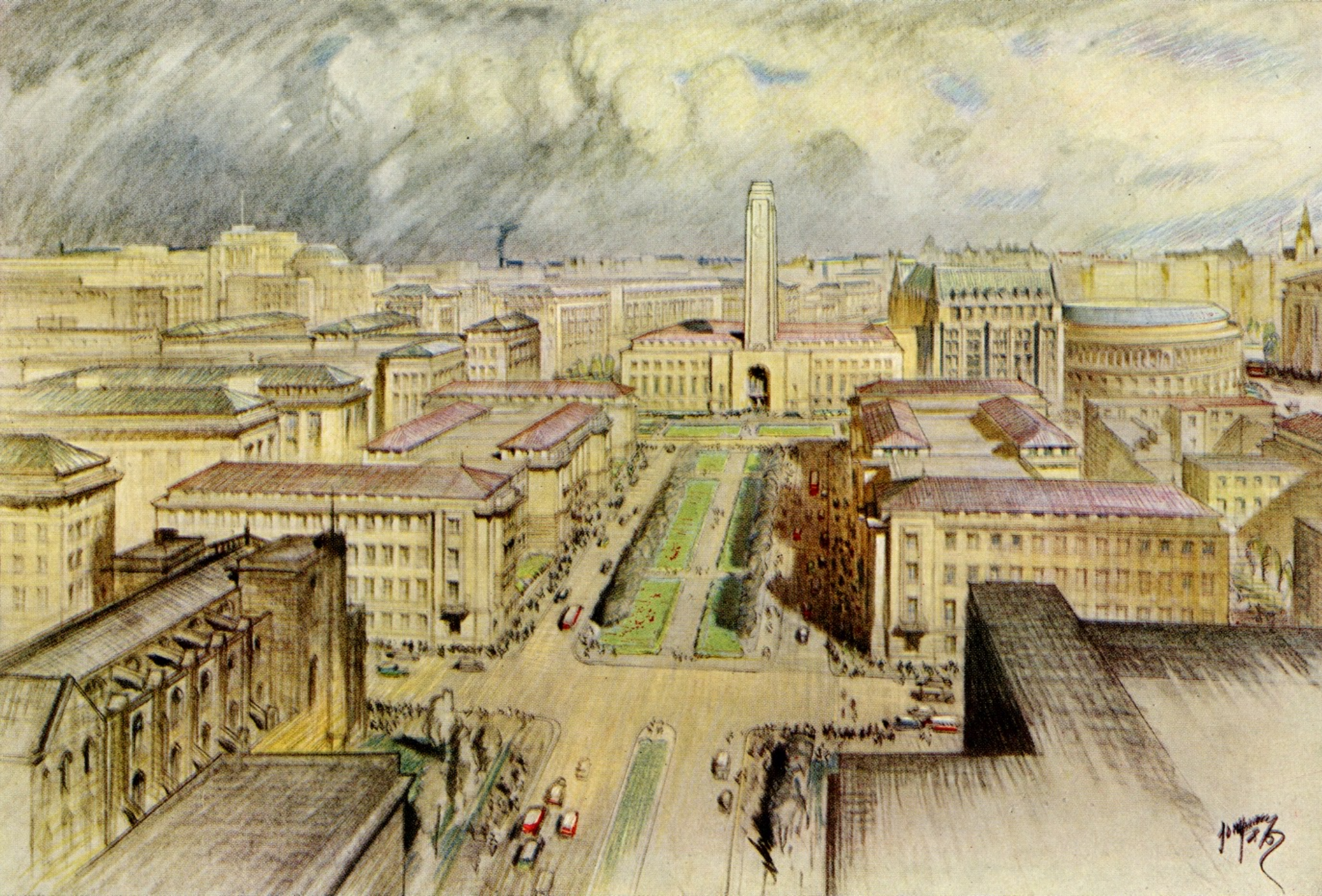
SOURCE: Nicholas, R. J. (1945) *City of Manchester Plan 1945* (Norwich: Jarrold & Sons Ltd.)

SCALE OF FEET

0 500 1000 2000



Proposed new concert hall and civic centre designed by G. Noel-Hill. Extract from the 1945 Plan. Intended as a terminus to the north-south axis of Oxford Road.
SOURCE: Nicholas, R. J. (1945) *City of Manchester Plan 1945* (Norwich: Jarrold & Sons Ltd.)



Proposed boulevard and new Town Hall (centre). Extract from the 1945 Plan. The new Town Hall was intended to replace Alfred Waterhouse's Gothic Revival masterpiece (1868-78), now a Grade I listed building. It is indicative of the sentiment towards the Victorian city in 1945.
SOURCE: Nicholas, R. J. (1945) *City of Manchester Plan 1945* (Norwich: Jarrold & Sons Ltd.)



Manchester 2045 AD. Extract from the 1945 Plan. With few exceptions, the city is seen here as entirely remodelled, yet the existing street pattern never fully erased by modernist principles. The lack of preservation of the warehouses and mills that defined the Victorian city highlights the forward looking consensus, despite the slightly fanciful status of these proposals.

SOURCE: Nicholas, R. J. (1945) *City of Manchester Plan 1945* (Norwich: Jarrold & Sons Ltd.)



Major Highways, Parks and Parkways. Extract from the 1945 Plan. Here, as with the cover image, the shape of the borough is seen in its elongated form. The adjacent boroughs of Salford and Stretford to the west, were crucial in the delivery of this ambitious post-war highway arrangement. Only partially constructed as illustrated here, the plan nonetheless reflects much of how the city is now accessed and traversed.

SOURCE: Nicholas, R. J. (1945) *City of Manchester Plan 1945* (Norwich: Jarrold & Sons Ltd.)

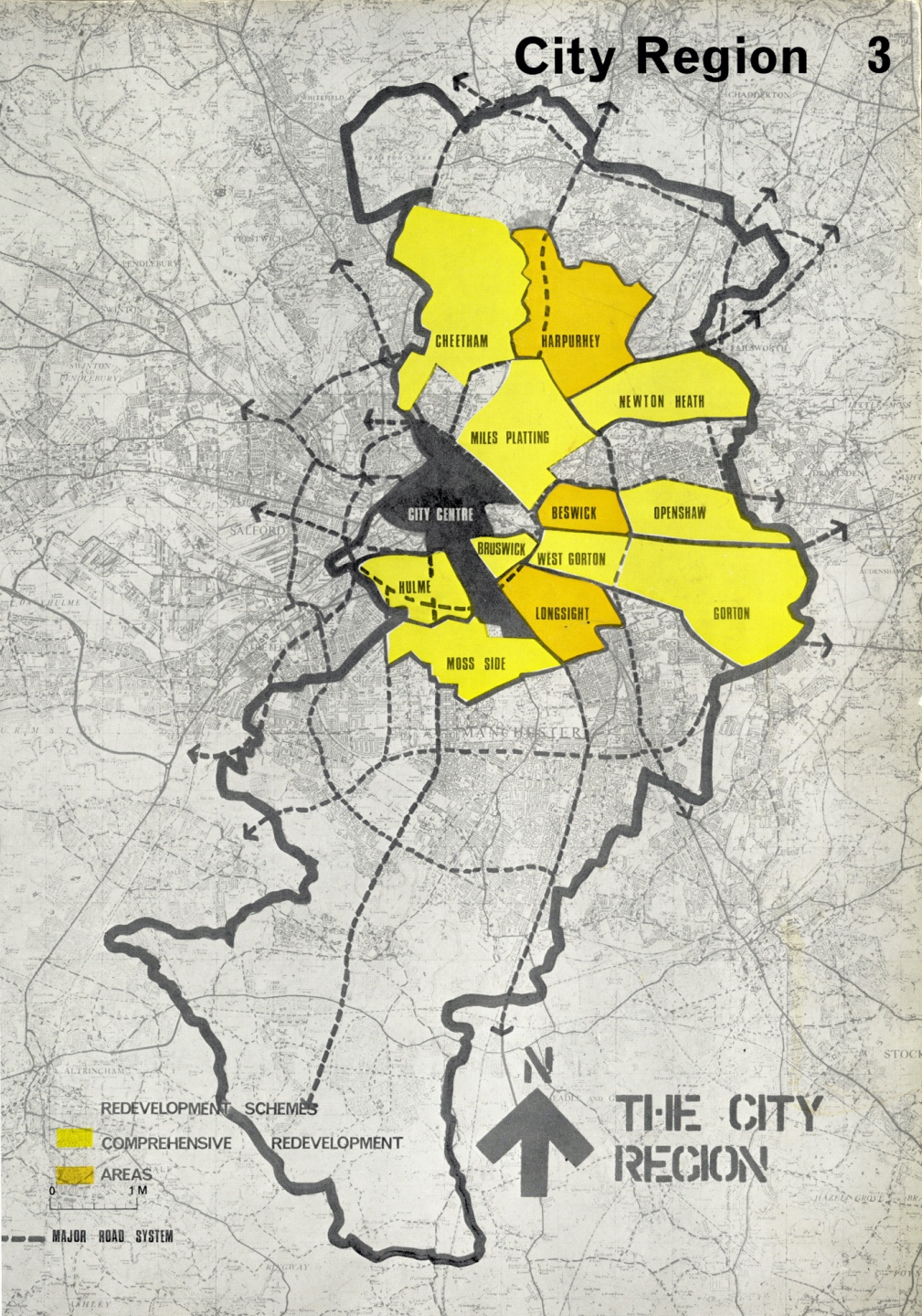
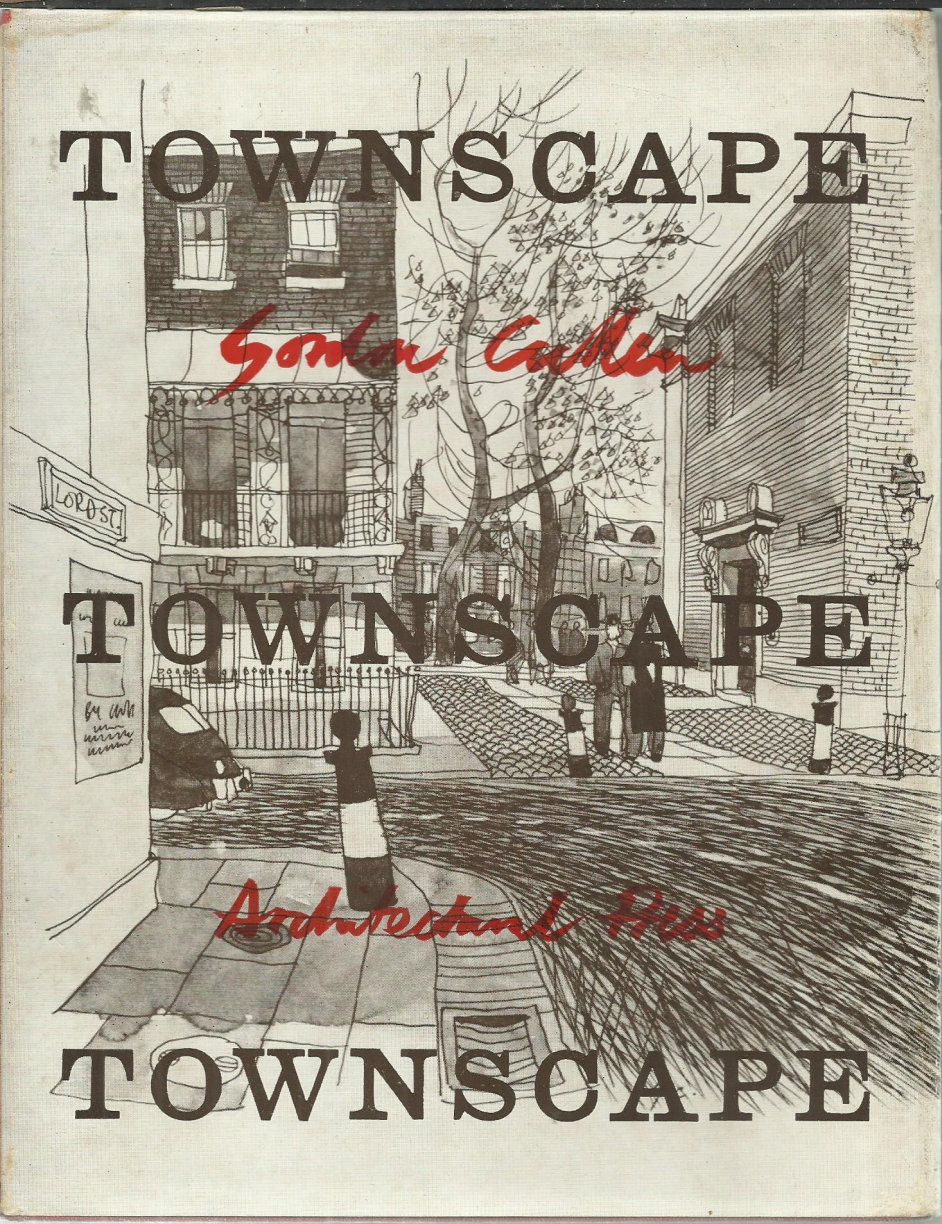
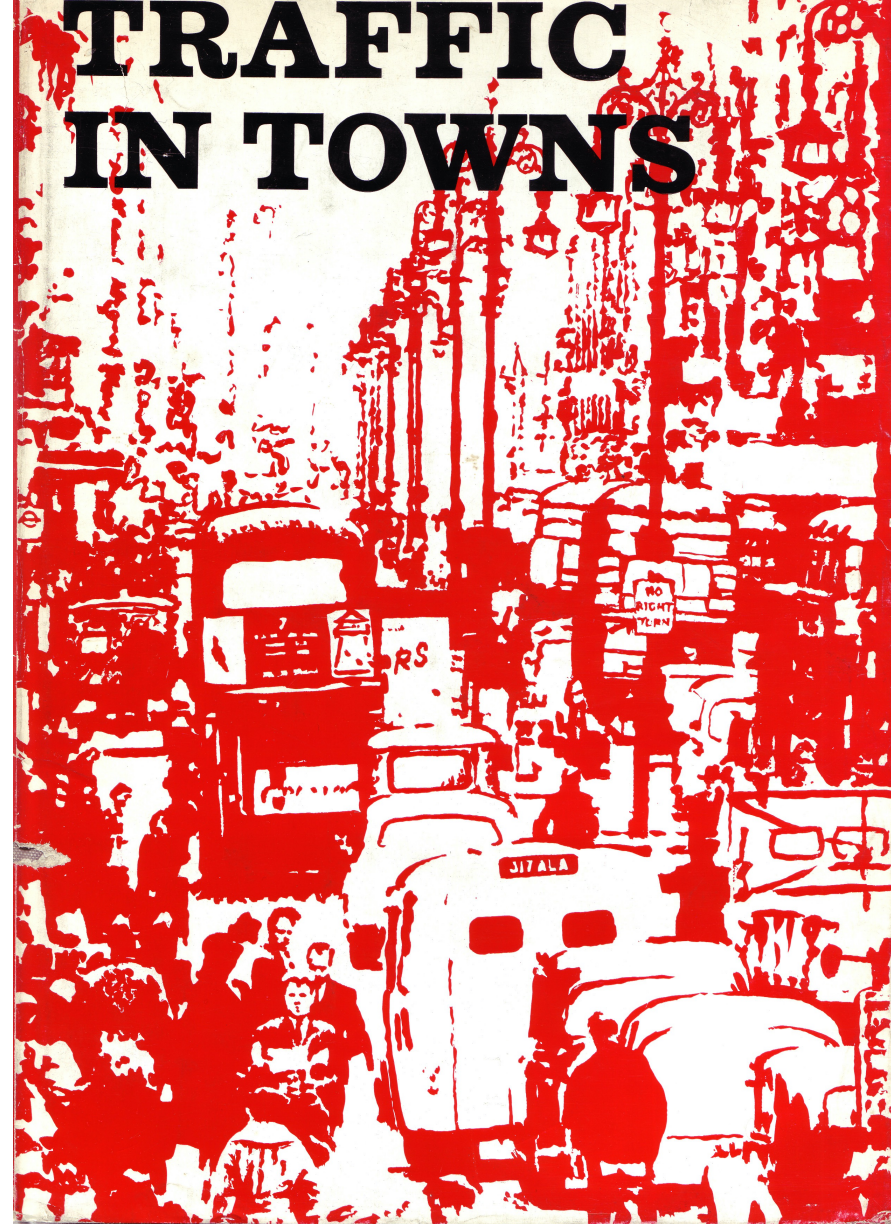


Illustration that shows the full extent of areas under detailed planning and design in the 1960s. More so than the proposals of 1945, each of the areas shown here were actually reconstructed after 1960. The planners worked closely with the Housing Department and the City Architect's Department in addressing development comprehensively and at a range of scales.
SOURCE: Manchester Housing Development Group (1967) *Urban Renewal Manchester* (Manchester: Manchester Corporation Housing Committee)



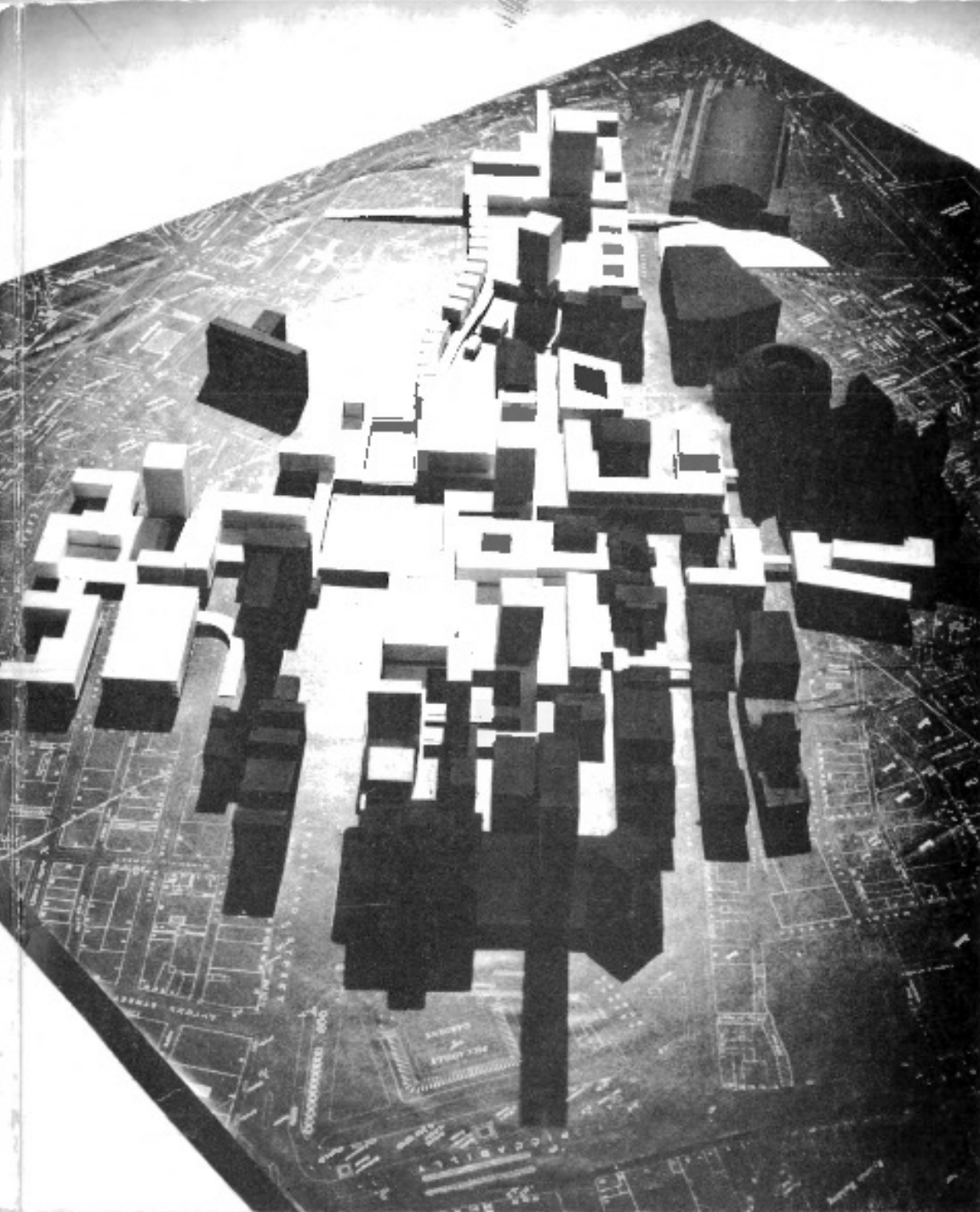
Cover of Gordon Cullen's *Townscape*.

SOURCE: Scan from private collection. Cullen, G. (1961) *The Concise Townscape* (London: Architectural Press)



Cover of Colin Buchanan's *Traffic in Towns*.

SOURCE: Scan from private collection. Buchanan, C. (1963) *Traffic in towns: a study of the long-term problems of traffic in urban areas* (London: HMSO).



Manchester Corporation

City Planning Department

**The first published Report of the
City Planning Officer, 1964-65.**

The cover image is an early
iteration of the advisory scheme for
the Mosley Street Comprehensive
Development Area.

SOURCE: Millar, J.S. (1965)

Manchester Corporation. City

Planning Department 1964-65

(Manchester: City of Manchester)

Report of the City Planning Officer
J. S. Millar, B.Arch., M.T.P.I., A.R.I.B.A.

1964-65



Plan showing the interrelationship of the 5 central CDAs and proposed extents of pedestrianisation (red).
SOURCE: Millar, J.S. (1968) City and borough of Manchester: city centre map, 1967 (Manchester: City Planning Department).








Model on public display in the foyer of the Planning Department c.1966. To the right of the image, the board reads: 'THE DESIGN PROCESS. A working model showing the Advisory Schemes and proposals for the City Centre, Higher Education Precinct and inner residential areas. A 3 dimensional approach is essential in evolving a strategy and structure for the city.'

SOURCE: Manchester Archives+. Town Hall Photographer's Collection.

Locational Strategy

5

-  Outer Parks
-  Terminal Parks
-  Inner Parks
-  Primary Roads
-  Car Park Links

Strategy for car parking around the edges of the city centre. Car parks at the end of all the major radial routes were intended to alleviate motor vehicle congestion in the new centre and to help in the with pedestrianisation.

SOURCE: Manchester Corporation (1967) *Joint report on car parking in central Manchester* (Manchester: City of Manchester). Copy held by MMU Library Local Studies Collection.

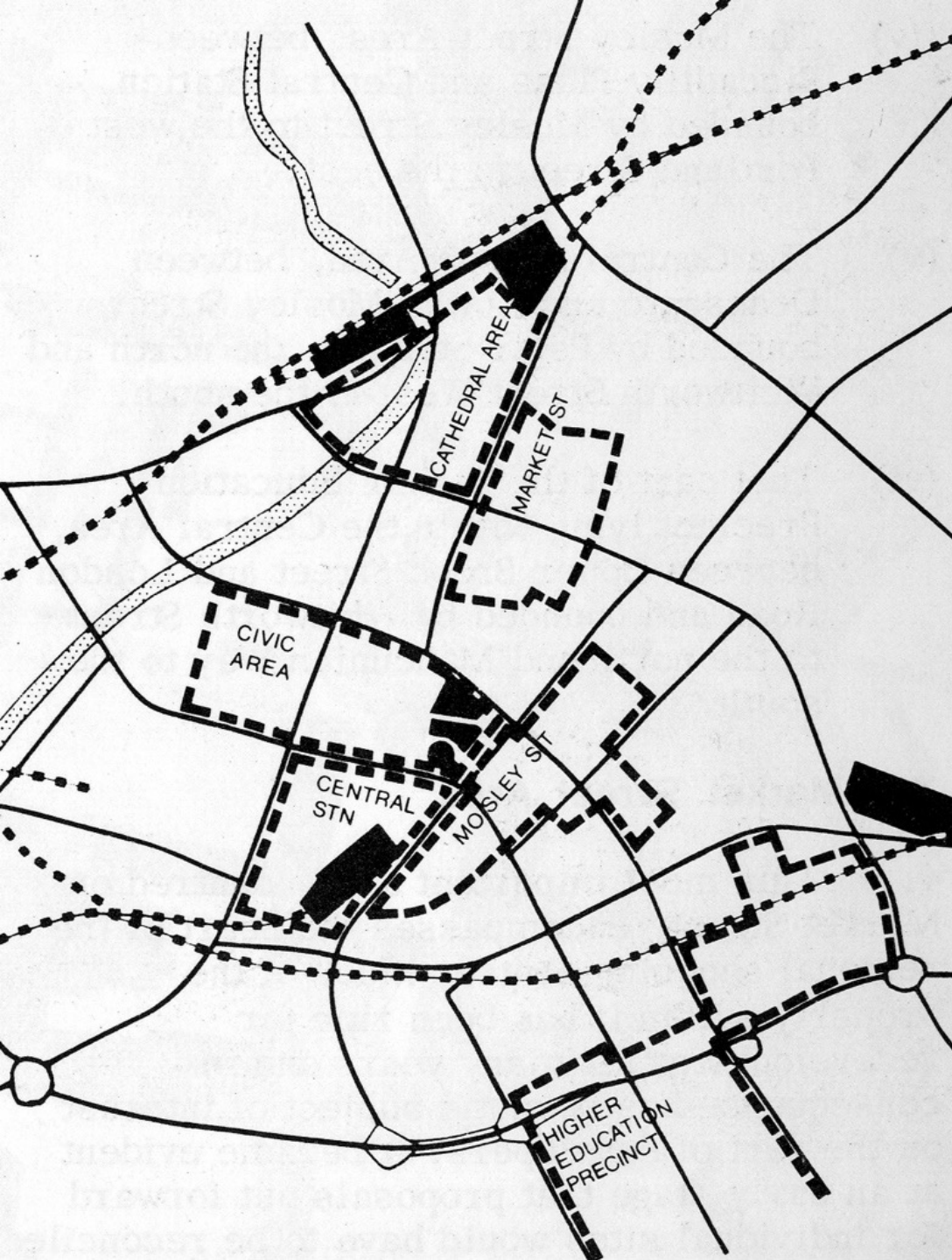
feet 0 500 1500





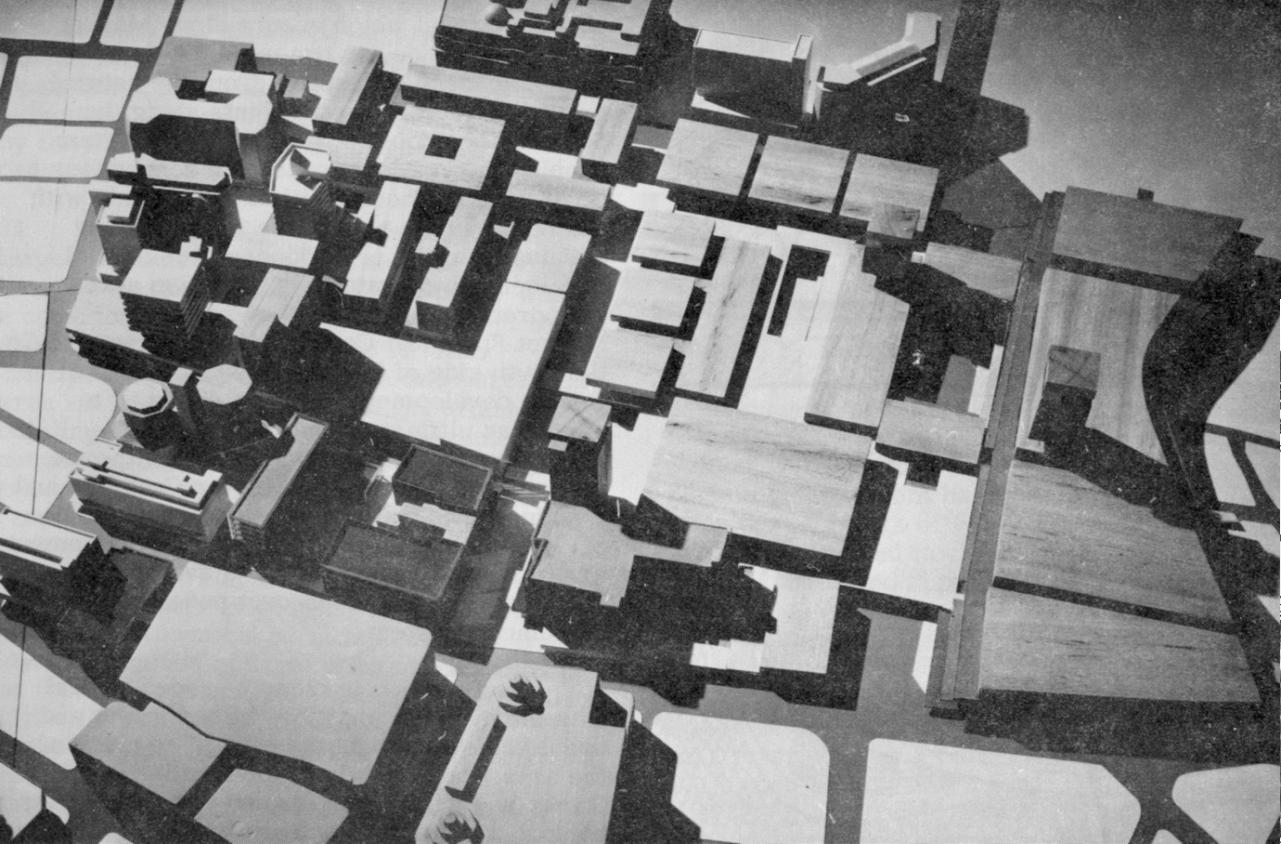
Model of the proposed ring road and multi-storey car parks. This image shows the multi-layered proposals for the ring road as imagined in 1966. Huge swathes of built fabric would have to be destroyed to deliver this infrastructure. A combination of factors meant that it was never delivered as seen here, but was eventually closed as a circuit in 2004.

SOURCE: Manchester Archives+. Town Hall Photographer's Collection.



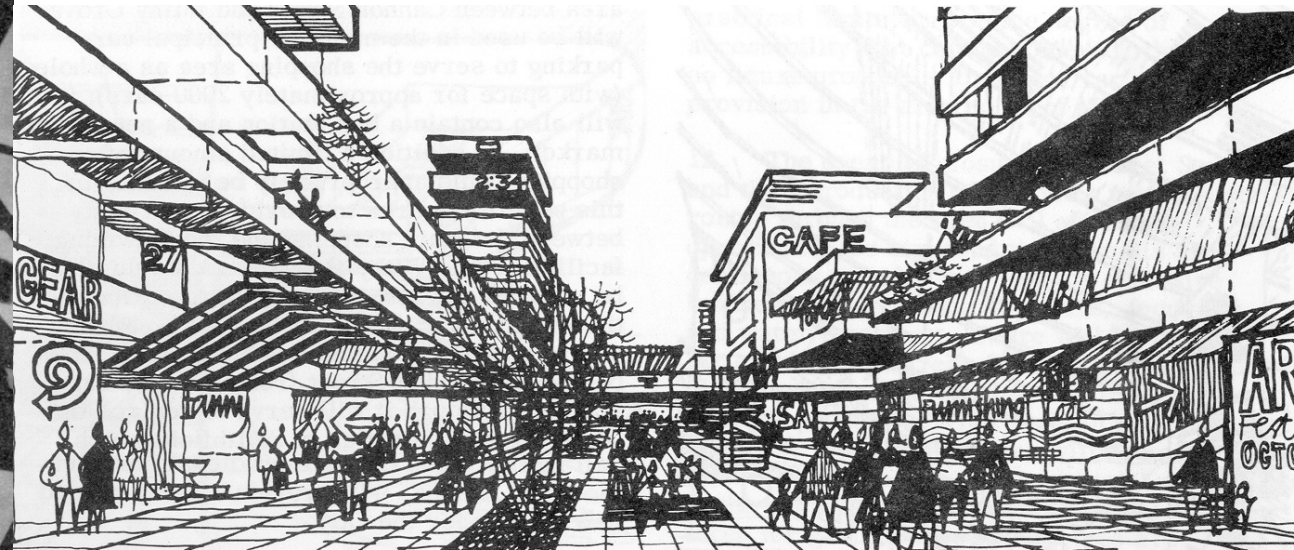
The 6 Comprehensive Development Areas, 1967. The CDA, alongside compulsory purchase orders, was the single most important tool at the hand of planners to enable coordinated and large scale development, seen as crucial at the time. In reality much of the demand was being driven by private sector developers who had their own 'designs' on the commercialisation of the city centre. It was not unusual for public-private partnerships to drive redevelopment in this way at this scale, even in Labour administrated local authorities.

SOURCE: Millar, J.S. (1967) *Manchester Corporation. City Planning Department 1965-67* (Manchester: City of Manchester)

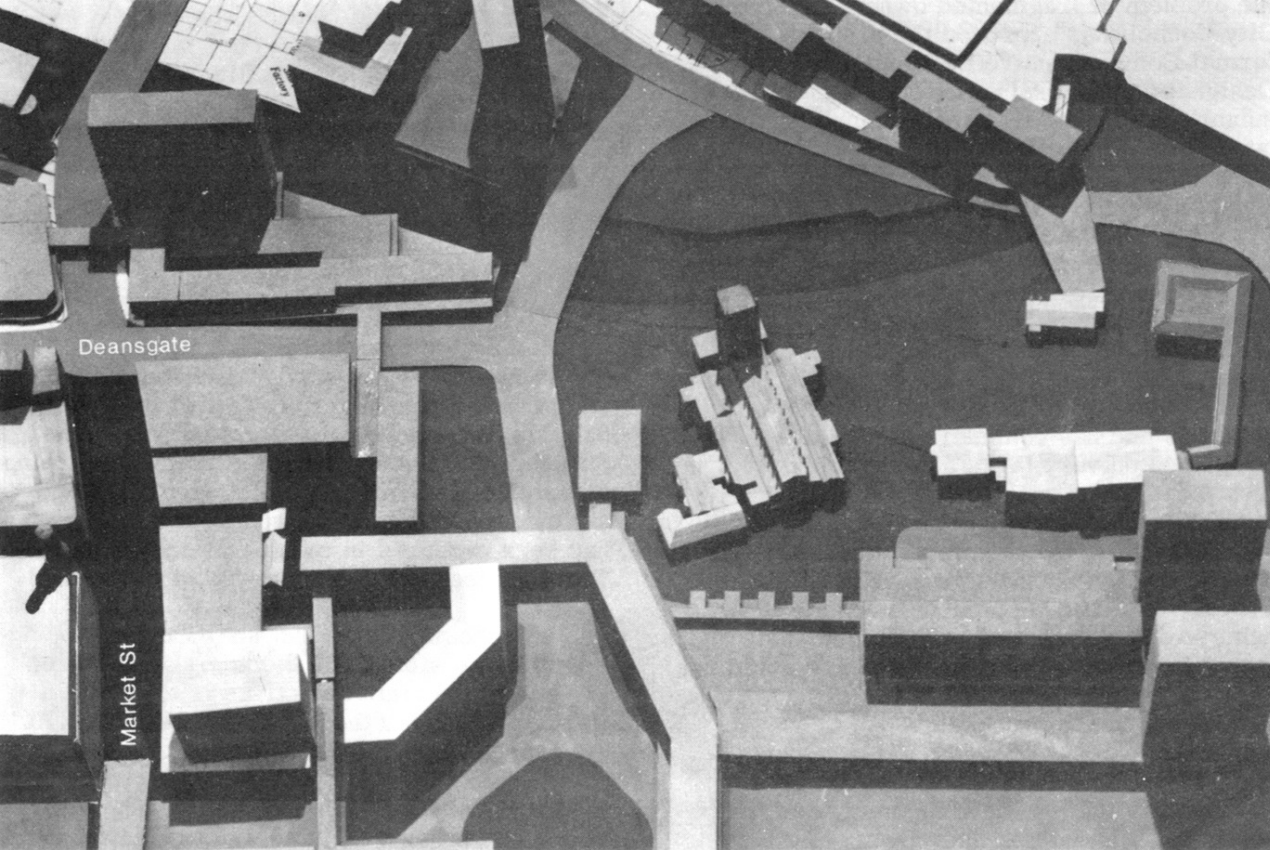


Advisory Scheme model for the Market Street CDA.

SOURCE: Millar, J.S. (1968) City and borough of Manchester: city centre map, 1967
(Manchester: City Planning Department)

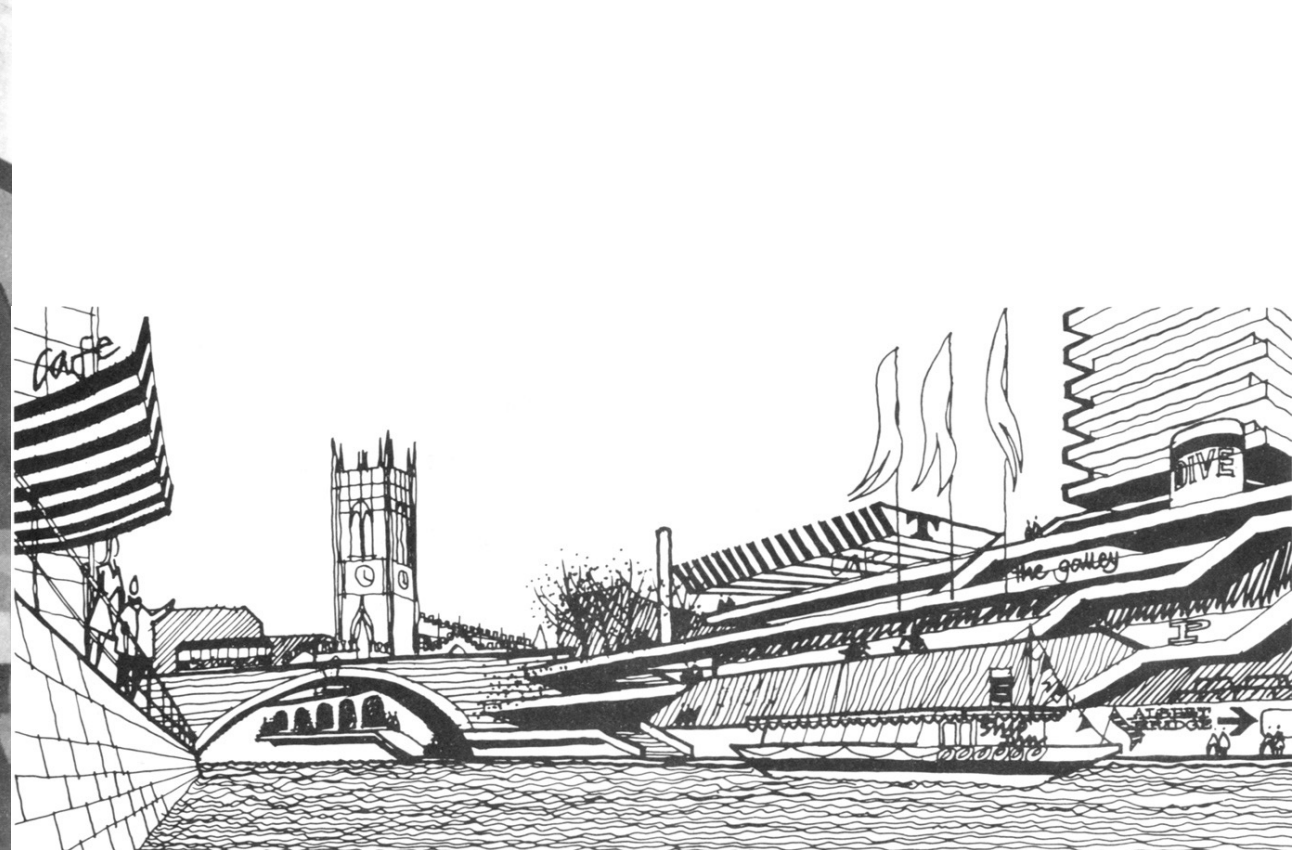


Sketch of the Advisory Scheme for the Market Street CDA.

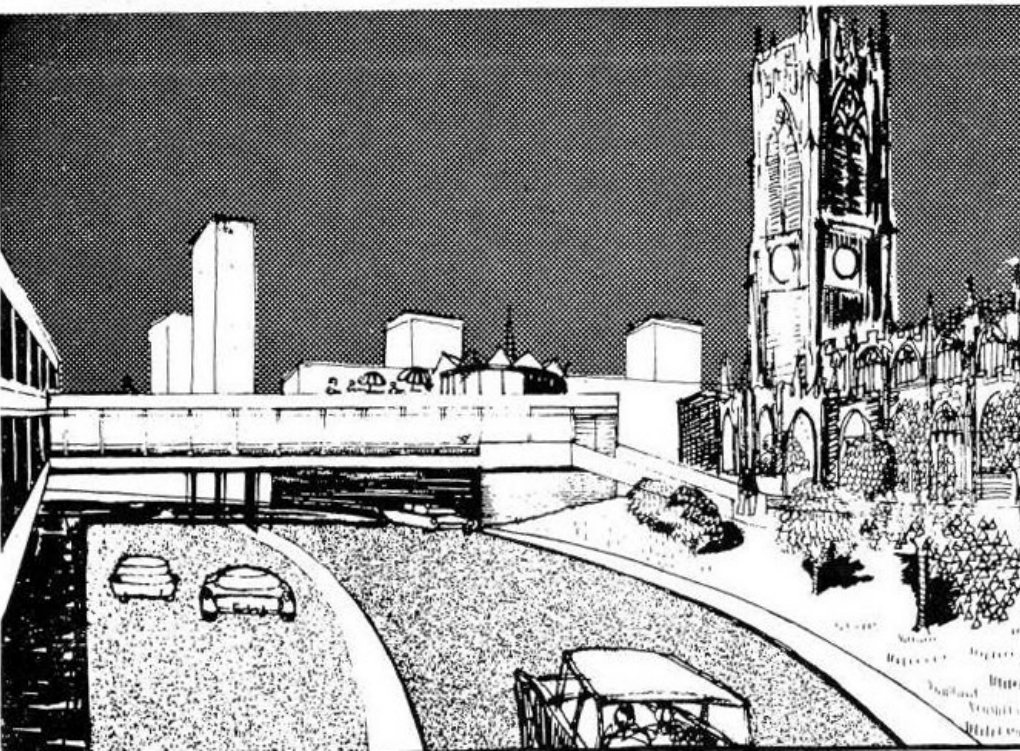
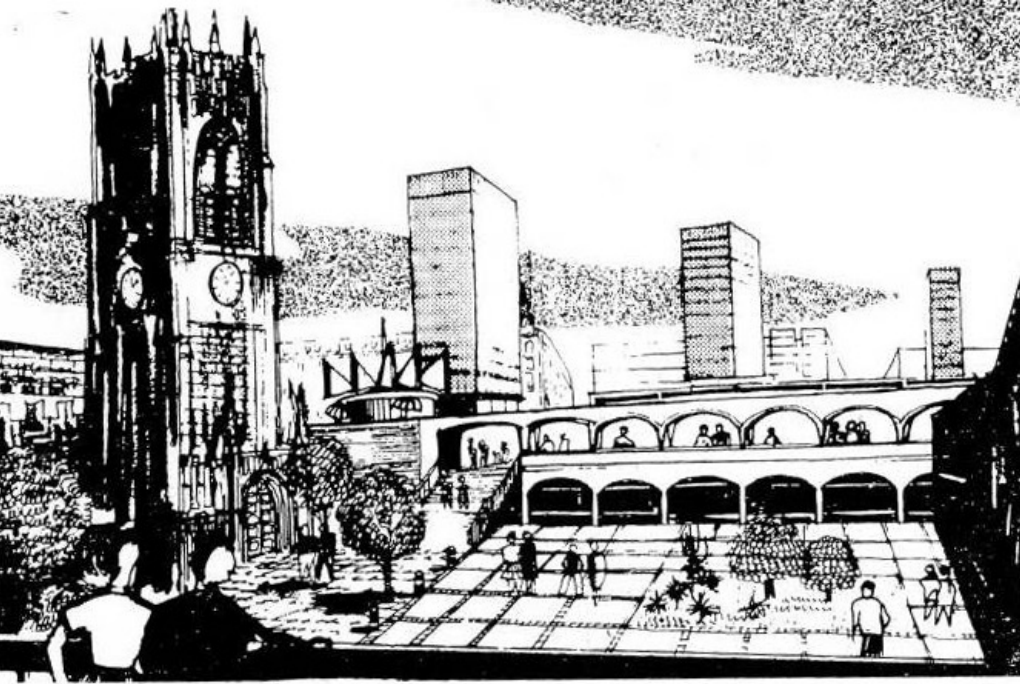


Advisory Scheme model for the Cathedral CDA.

SOURCE: Millar, J.S. (1968) City and borough of Manchester: city centre map, 1967
(Manchester: City Planning Department)

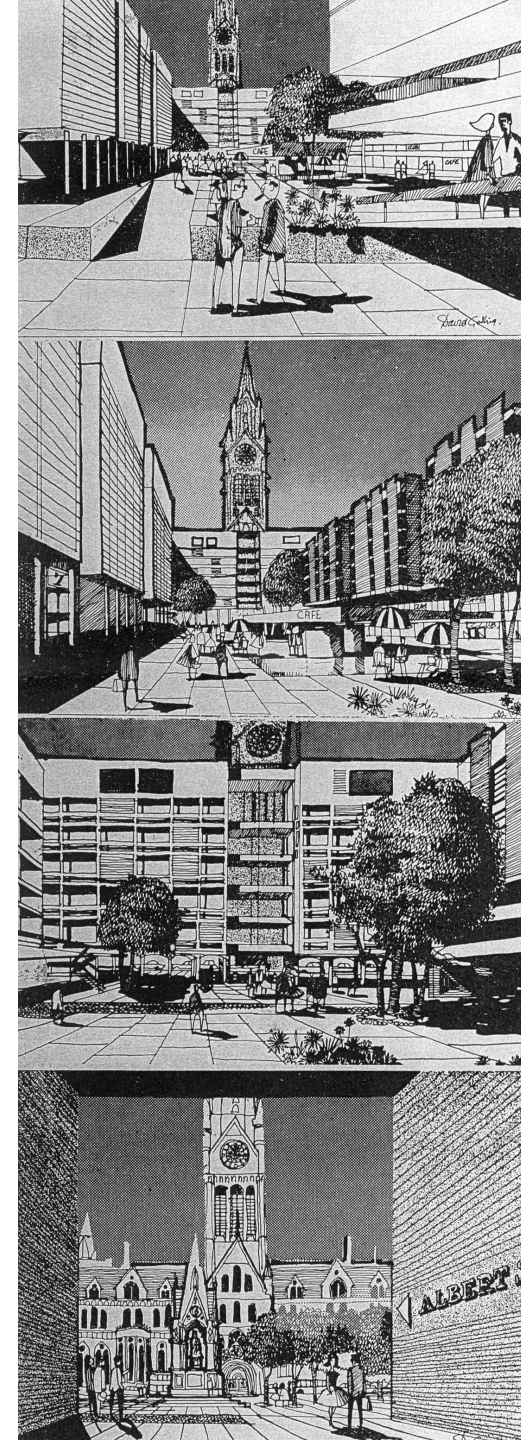
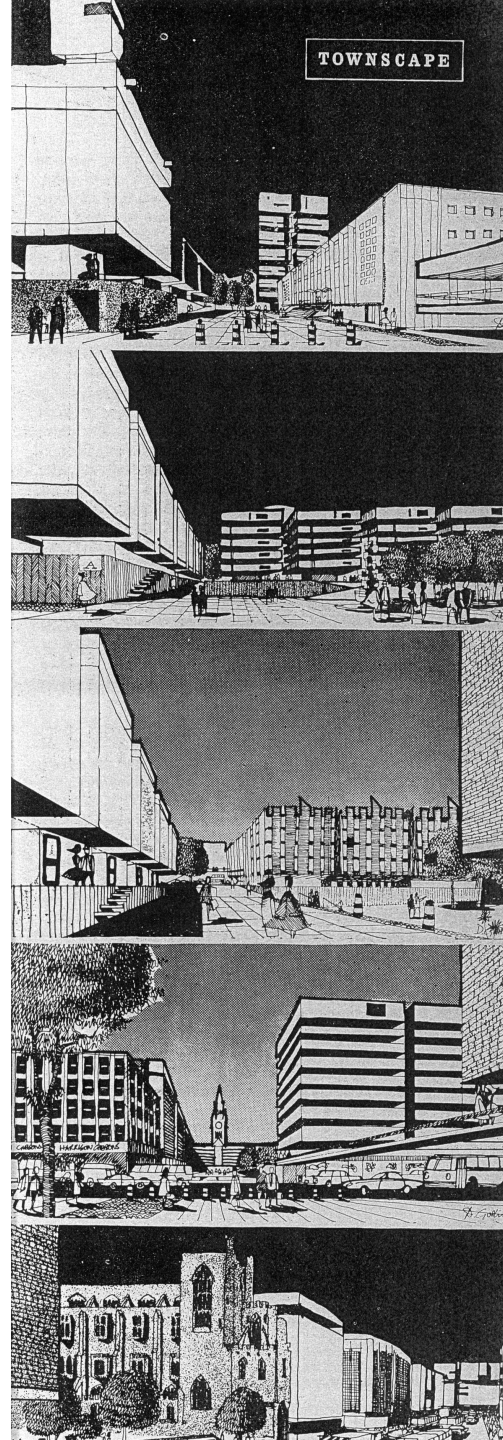
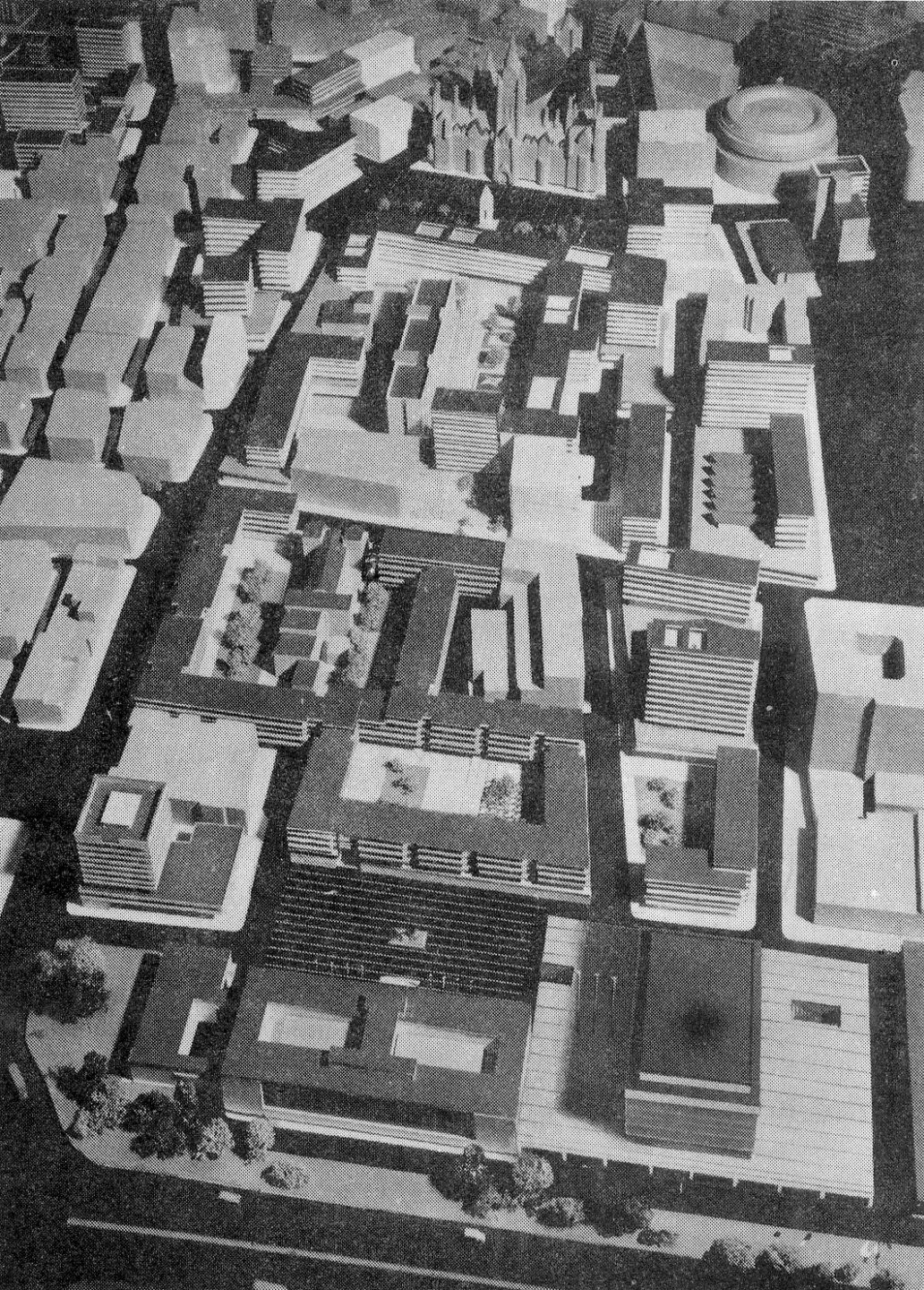


Sketch of the Advisory Scheme for the Cathedral CDA.

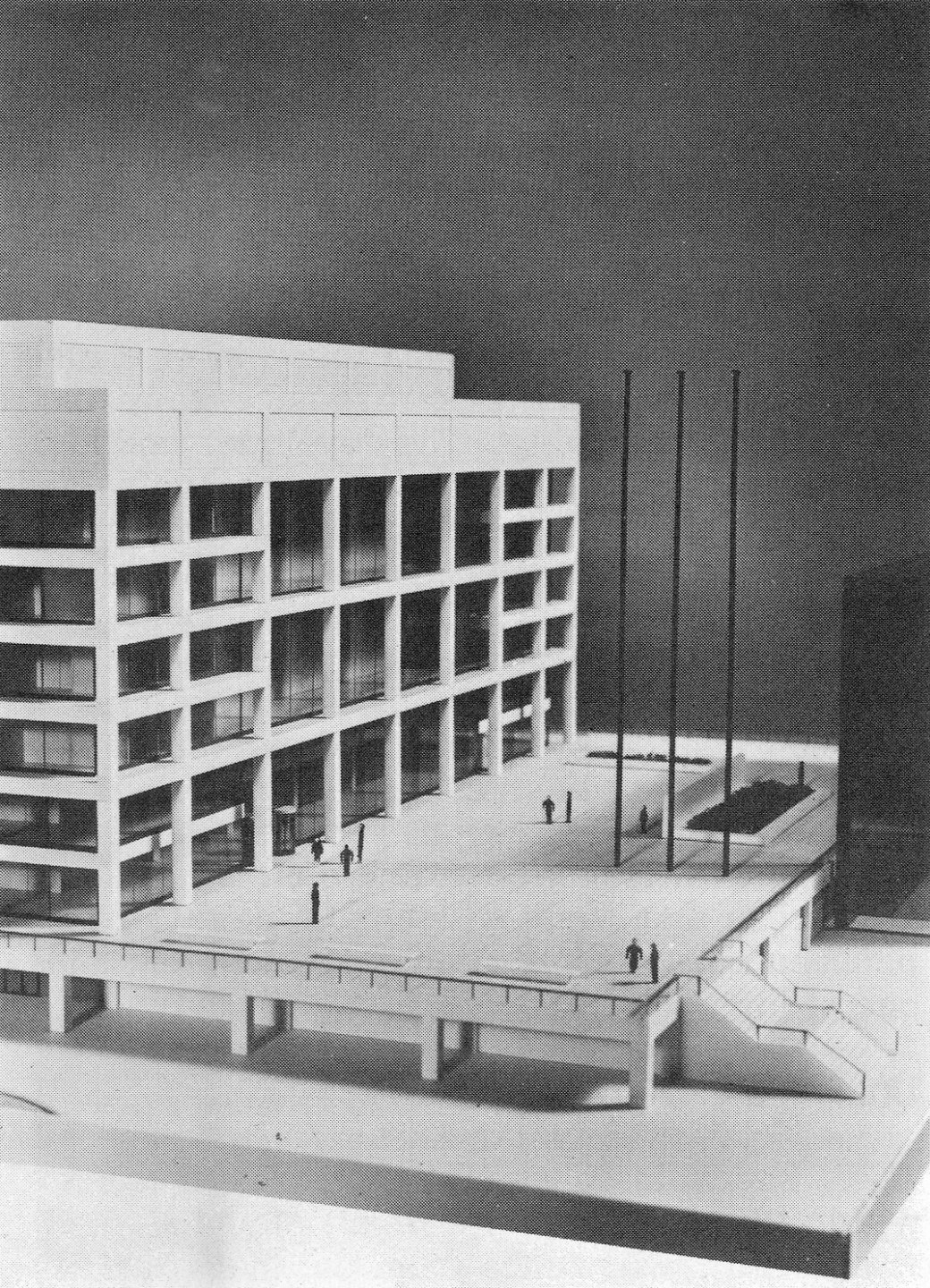


First person perspective sketches in the manner of Gordon Cullen of the Cathedral CDA. There was seemingly no irony in the proposed contrast between the pedestrian plaza and its civic colonnade and the adjacent dual carriageway!

SOURCE: *The Builder*, 15 May 1964, p1012



Advisory Scheme model (LEFT) for the Civic CDA and the 'serial vision' for the Civic CDA, sketches by David Gosling.
 SOURCE: Interbuild, July 1962, p.12-15.

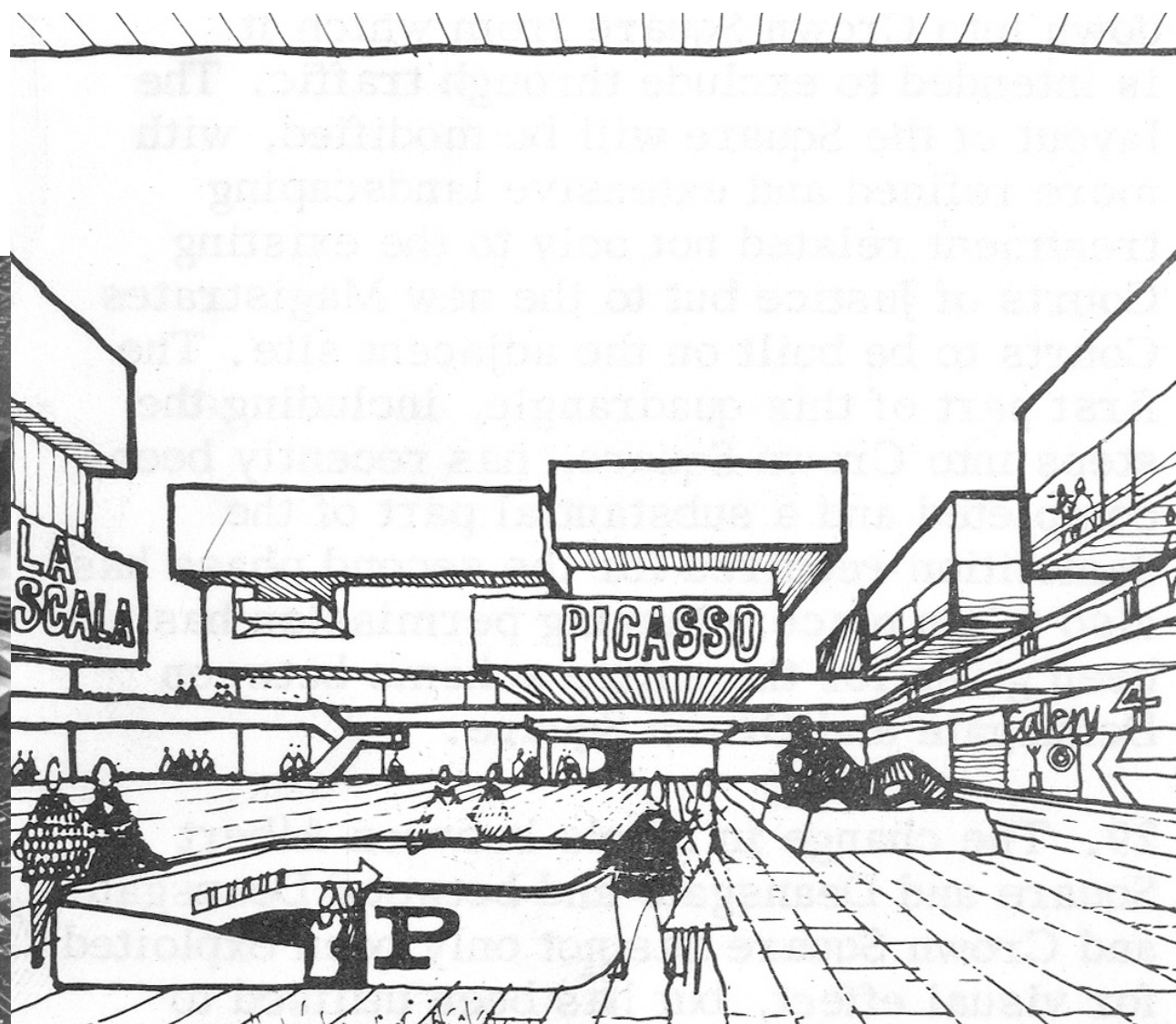


Model of proposed Magistrates' Court, Yorke Rosenberg Mardall. Completed 1971

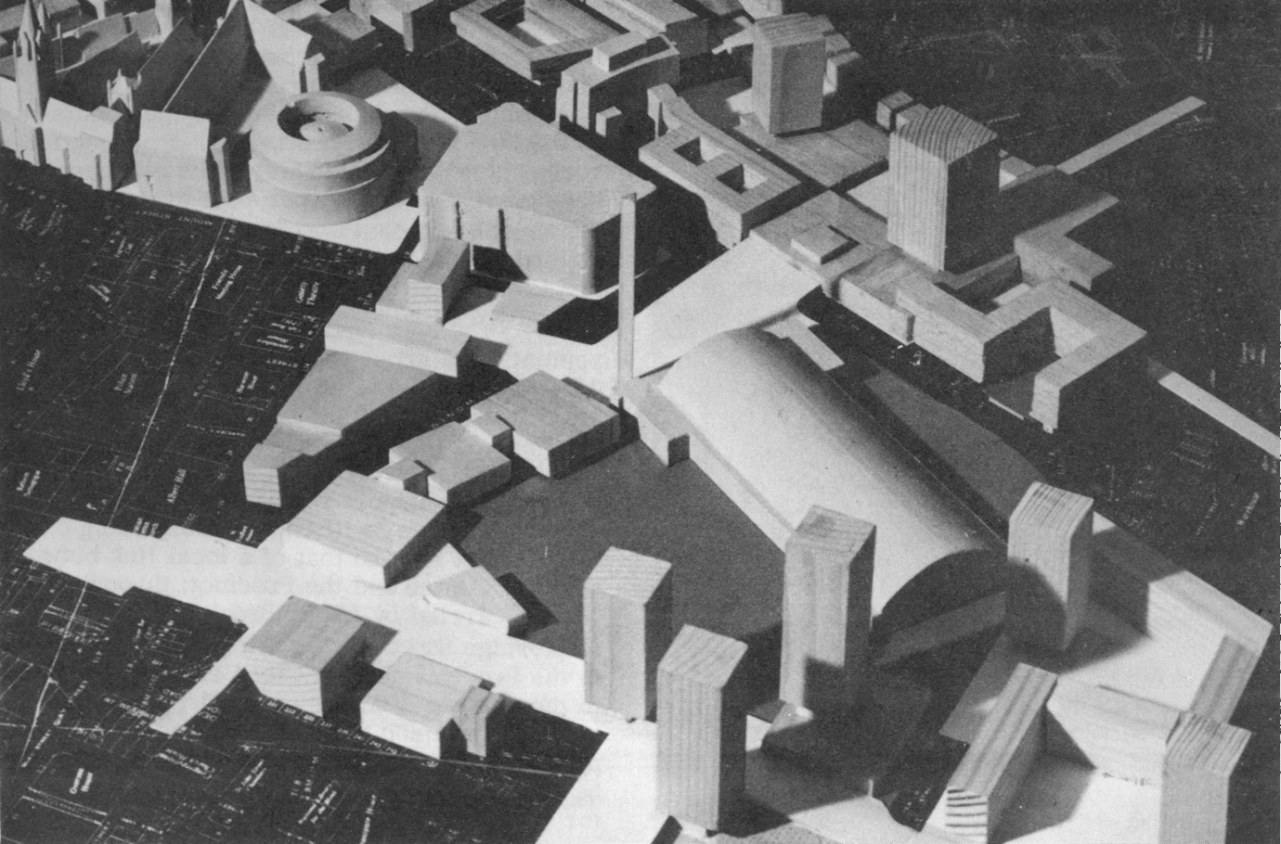
SOURCE: Millar, J.S. (1968) City and borough of Manchester: city centre map, 1967 (Manchester: City Planning Department)



Advisory Scheme model for the Mosley Street CDA.
 SOURCE: Millar, J.S. (1968) City and borough of Manchester: city centre map, 1967
 (Manchester: City Planning Department)

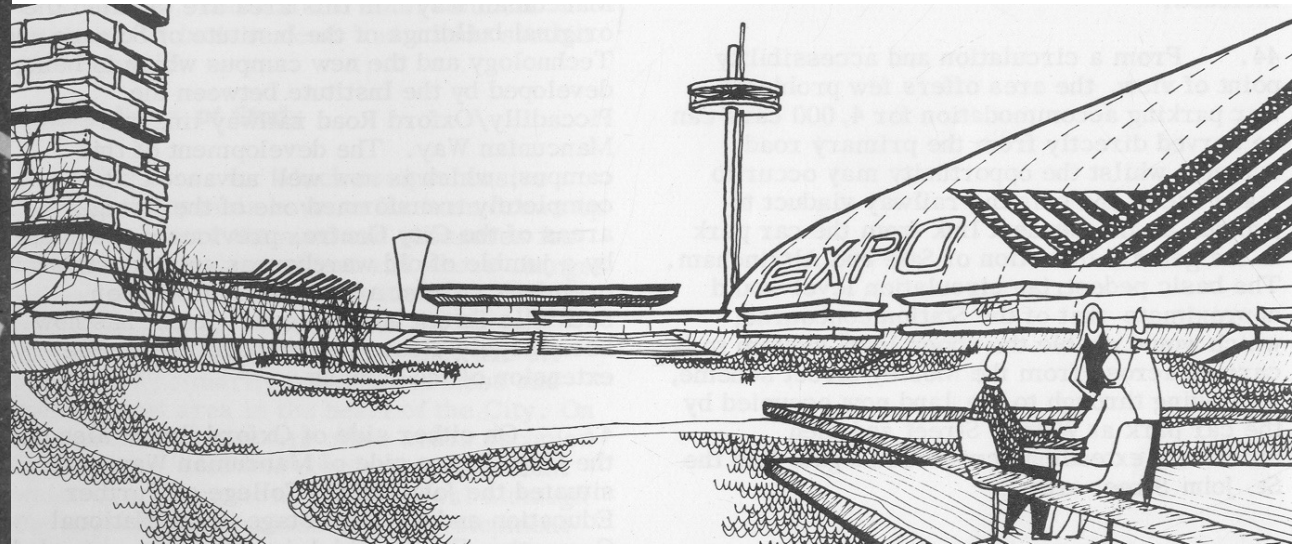


Sketch of the Advisory Scheme for the Mosley Street CDA.



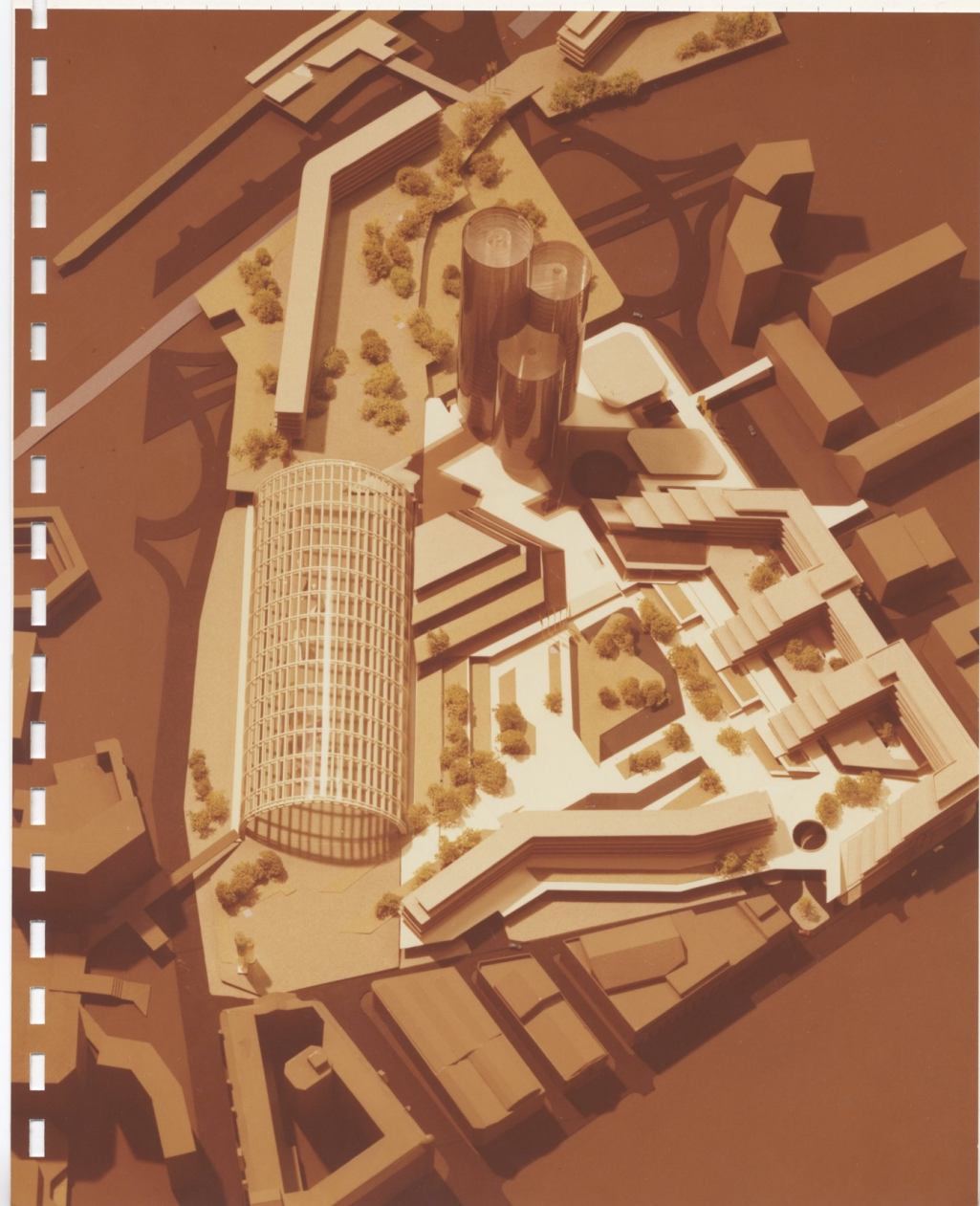
Advisory Scheme model for the Central Station CDA.

SOURCE: Millar, J.S. (1968) City and borough of Manchester: city centre map, 1967
(Manchester: City Planning Department)

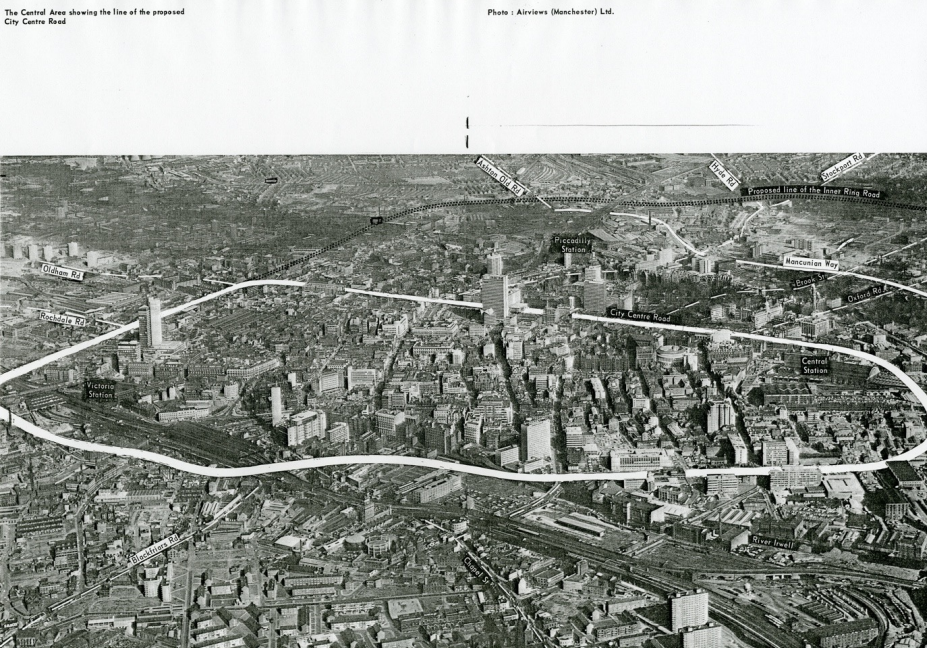


Sketch of the Advisory Scheme for the Central Station CDA.

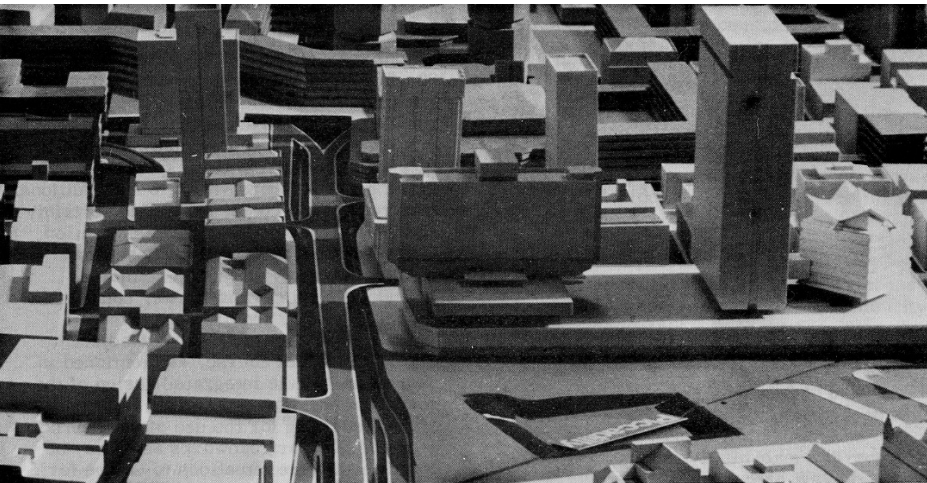
client ENGLISH & CONTINENTAL PROPERTY CO LTD
project CENTRAL STATION REDEVELOPMENT, MANCHESTER
value £55 million size completed 1974



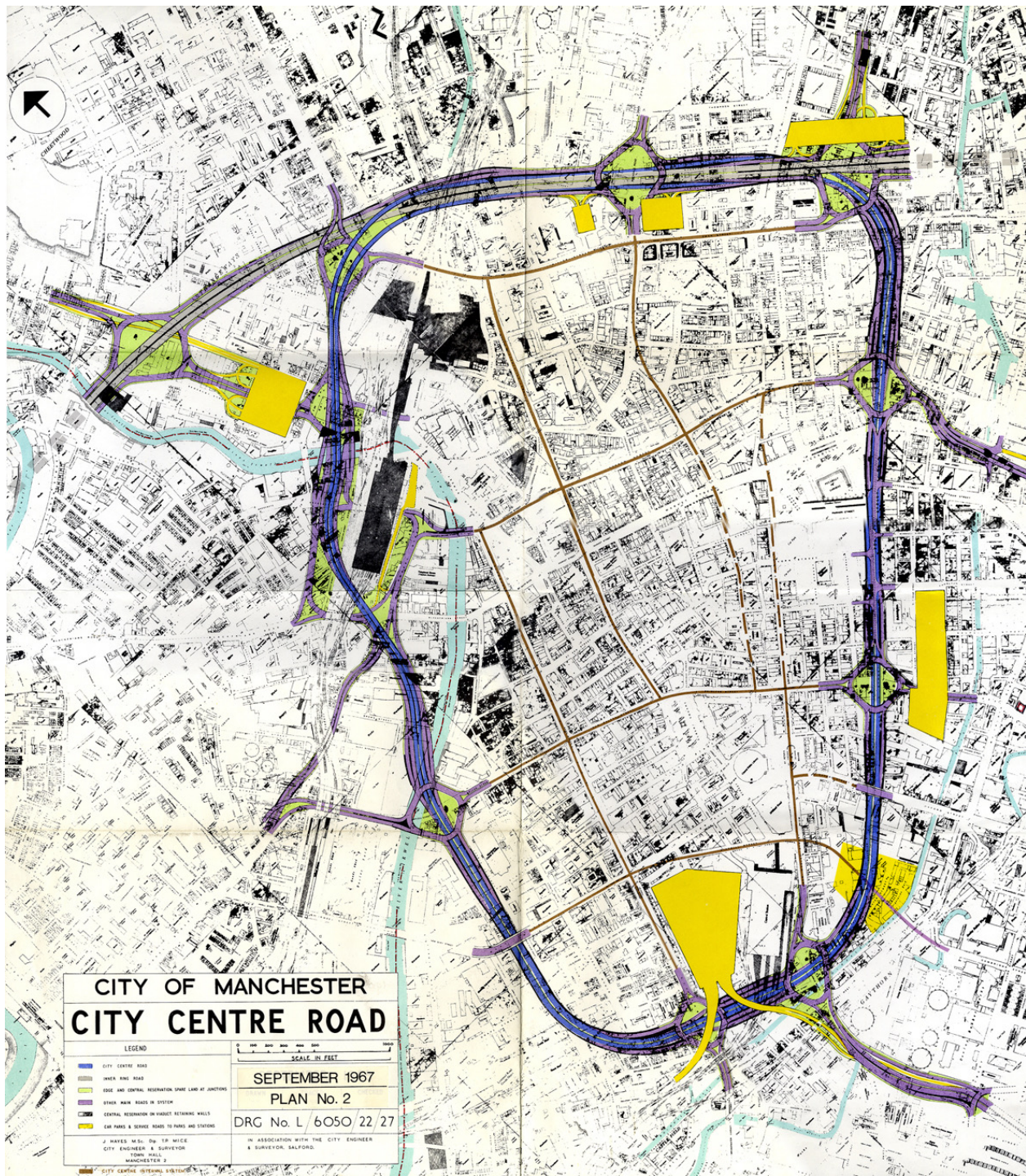
Planning approved scheme for Central Station CDA, Cruickshank and Seward, 1974. The proposed highway planning is picked out in dark brown paper and would serve the exhibition hall, offices and hotel. The main elements of this proposal – retained station hall, public square and tower – were realised in phases to others' designs between 1980 and 2006.
SOURCE: Cruickshank & Seward Archive. MMU Special Collections



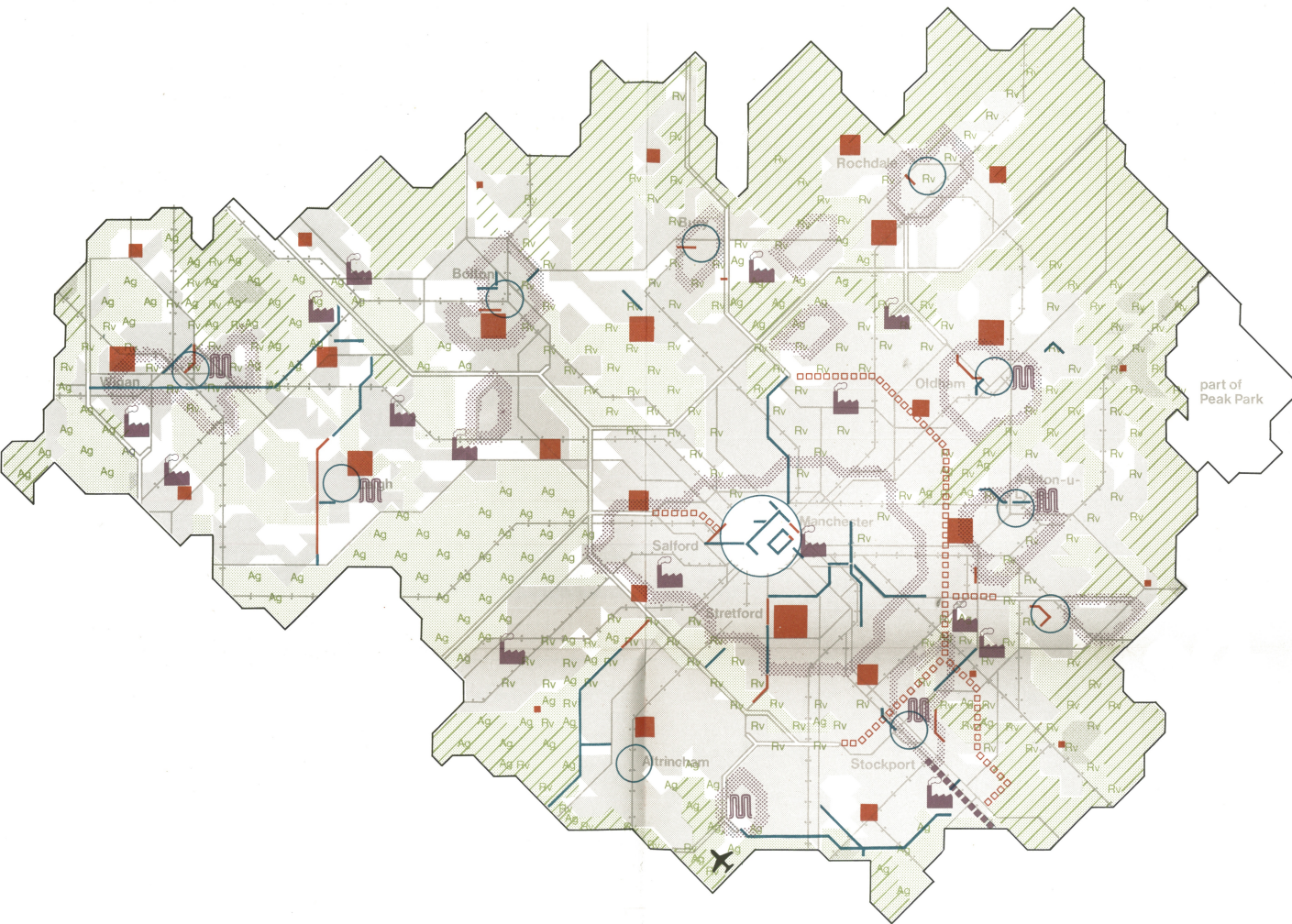
Proposed route of the inner ring road superimposed on an aerial photograph of Manchester, c. 1966.



The multi-layered ring road system and its relationship to new development along Portland Street. Distributor roads would serve high level pedestrian environments, in this case the Piccadilly Plaza Hotel. The hotel was built, but not the road.



Revised and expanded route of the City Centre Road, 1967.
SOURCE: Hayes, J., City Engineer (1968)
Manchester City Centre Road
(Manchester: City of Manchester Corporation)



Strategic diagram of Greater Manchester County level planning policy, 1979.

SOURCE: Greater Manchester Council. (1979) *Greater Manchester County Structure Plan, Written Statement* (Manchester: Greater Manchester Council)

Key diagram

