

The banner features a stylized illustration of a landscape. At the top, a dark blue sky contains a black bridge with five white arches. Below the bridge is a green hillside with a white winding path. In the foreground, a blue river flows through a valley. The text 'HOUSEBURN VALLEY' is printed in white on a dark blue background.

**HOUSEBURN  
VALLEY**

**Urban Design  
Framework**



## FRAMEWORK

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### Appendix 1 Ouseburn Urban Design Analysis

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## FOREWORD

- i The purpose of the Supplementary Planning Document (SPD) is to inform potential developers of land use planning and transportation opportunities and constraints on the site. The guidance highlights the relevant policy considerations, statutory requirements and introduces design principles which must be addressed in the submission of a planning application for proposed development.
- ii In addition to this SPD, and in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004, a Draft Sustainability Appraisal and Draft Statement of Community Involvement have also been produced concurrently with this guidance.

# 1. INTRODUCTION

## 1.1 Context

This Design Framework forms an appendix to the Conservation Area Management Plan for the Lower Ouseburn Valley (adopted July 2004). These two documents form guidance that aims to contribute to and inform the physical regeneration of the Valley at all levels from policy to forward planning and decision making within the framework area. They also form part of the broader Regeneration Strategy for the Lower Ouseburn Valley (adopted February 2003). This is the principal document for future development and sets out a broad framework and vision for the regeneration of the Lower Ouseburn Valley, to create a thriving and sustainable urban village.

The framework supersedes any development briefs and/or guidance notes that have been produced for sites covered in this framework. This is to ensure a robust framework for guiding future development proposals.

## 1.2 Vision

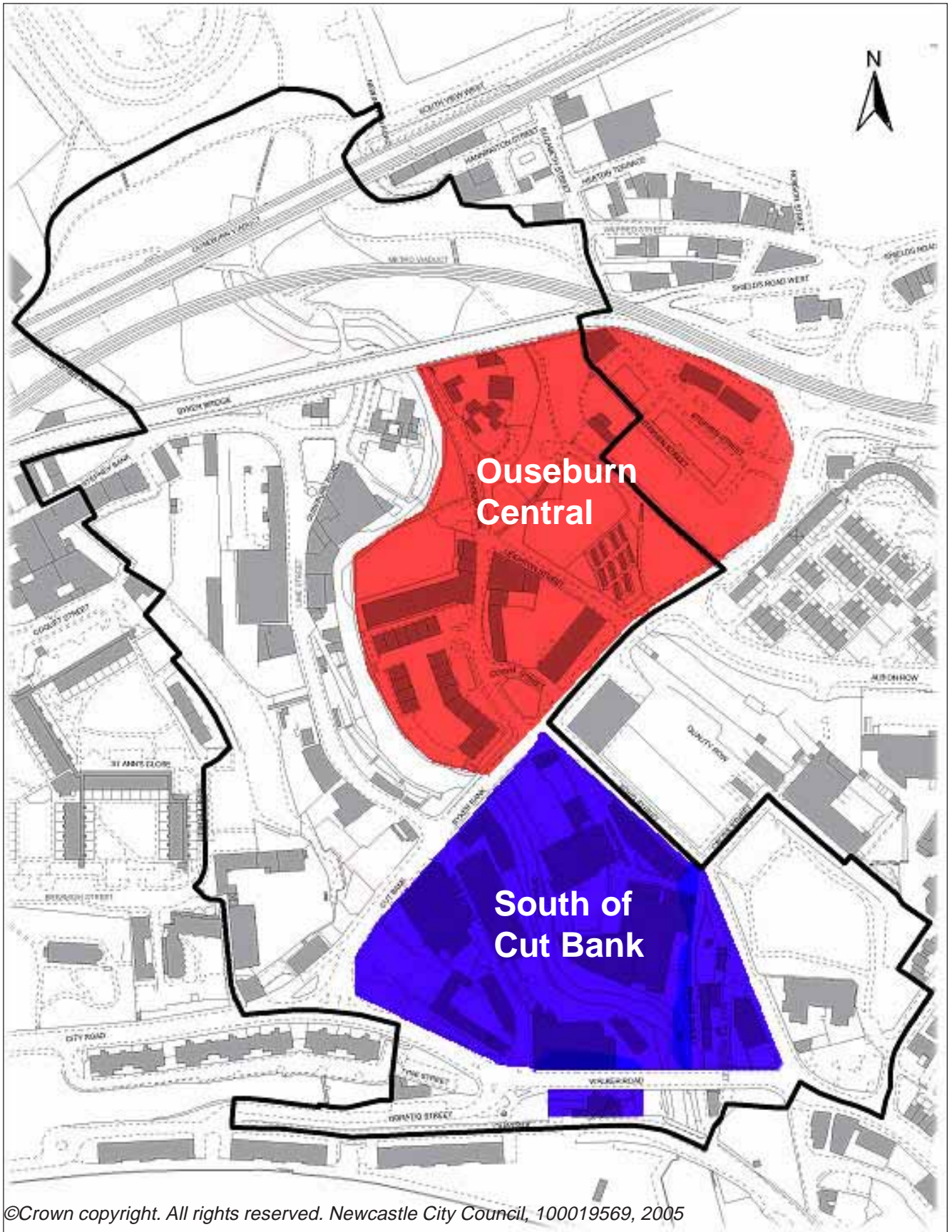
This document provides a framework for the physical and spatial regeneration of the Ouseburn, detailing design guidance to assist in the appropriate re/development within the Valley. The vision is to create an urban village that appeals to a cross-section of people; to attract families to live in the area, to provide resources to support the growth of existing businesses and to encourage new businesses to the area.

The aims of this detailed design guidance are:

- To set out the City Council's view on appropriate development;
- To respond in a consistent and co-ordinated manner to proposals for development within each sub-area [including individual development control decisions]; and,
- To form the basis for pre-application discussions and negotiations with land owners, agents and potential developers within the Lower Ouseburn Valley.

The City Council can use its role as local landowner within the Ouseburn and in its function as local planning authority, to contribute towards the regeneration aims set out in this framework.

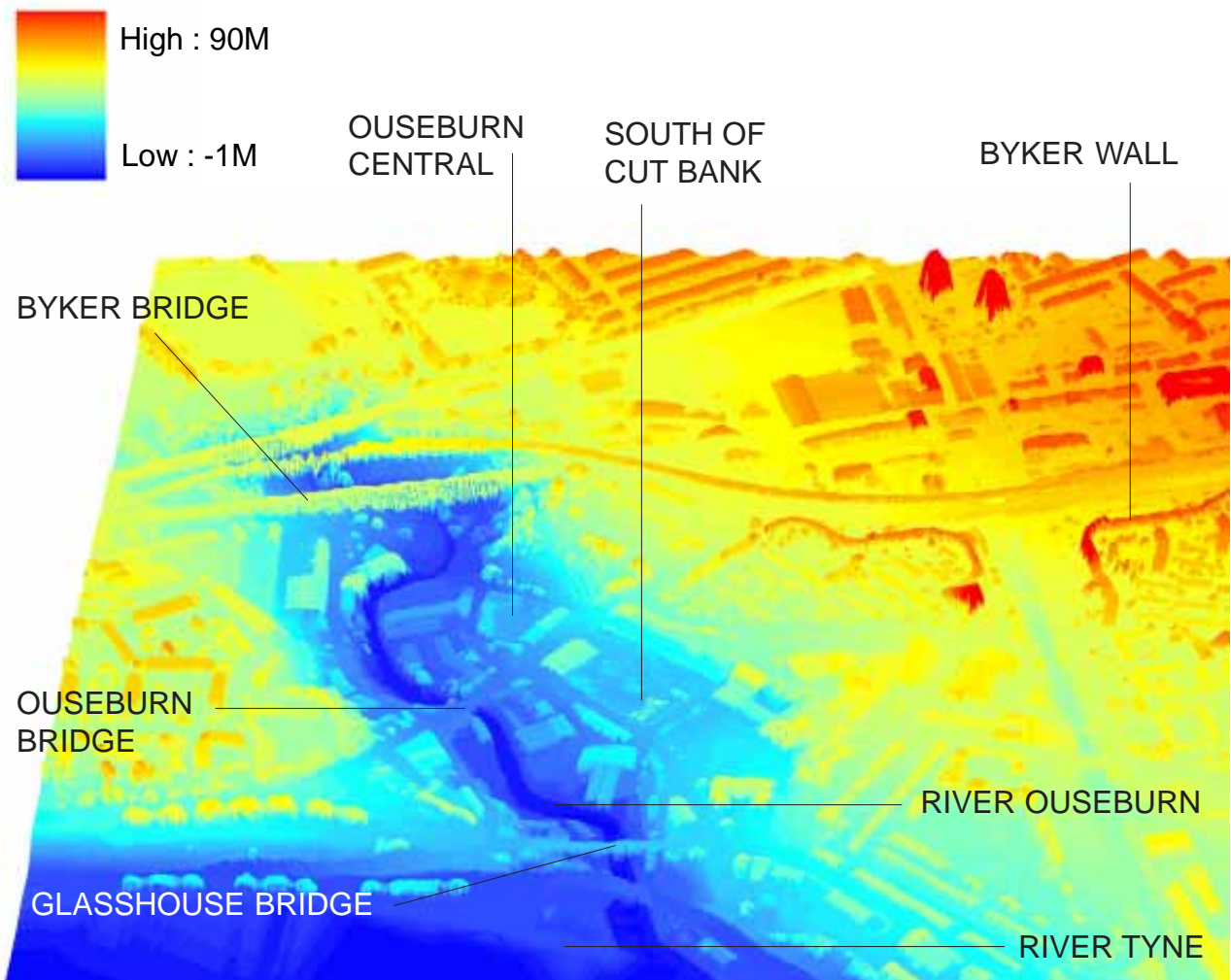
Diagram 1: Conservation Area boundary & 2 sub areas



### 1.3 Framework Area

The design framework covers two main areas – Central Ouseburn and South of Cut Bank, see diagram 1. These areas have been broken down into several sub-areas (diagram 2), based upon their location, physical character, patterns of ownership and associated time-scales for significant development.

**Diagram 3: Topography of valley**



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#### **OUSEBURN CENTRAL**

- 1) Byker Buildings site
- 2) Foundary Lane site
- 3) Leighton Street site
- 4) Easterns Yard/Kelly Plant site
- 5) Public Realm

#### **SOUTH OF CUT BANK**

- 6) Dallas Carpets/Allen House site
- 7) Lower Steenbergs site
- 8) Heaney's/Ice Factory site
- 9) Hume Street/Ford Street site
- 10) Maling Street site



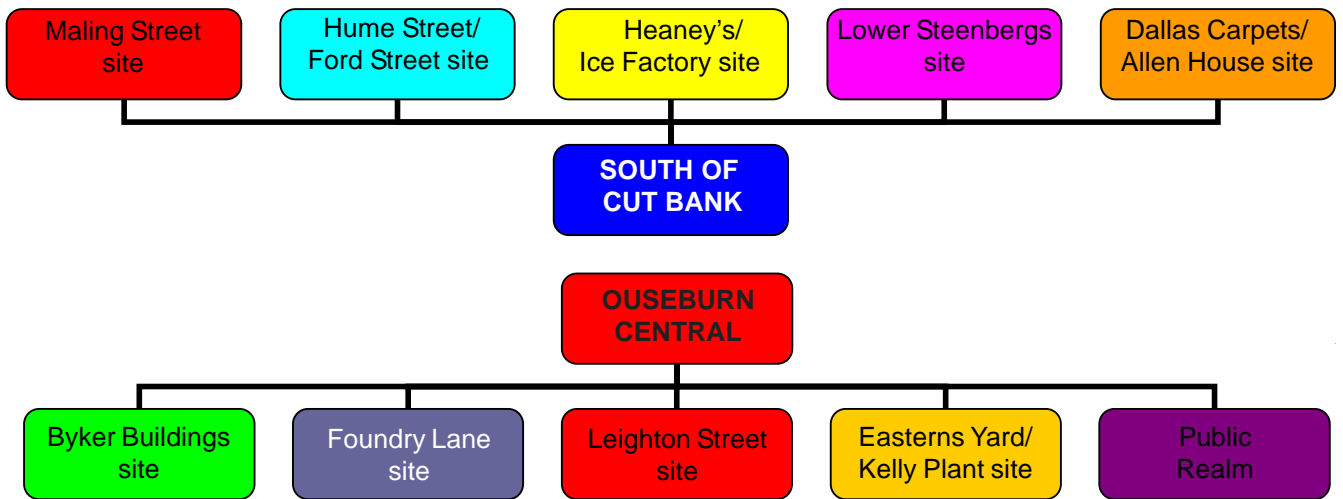
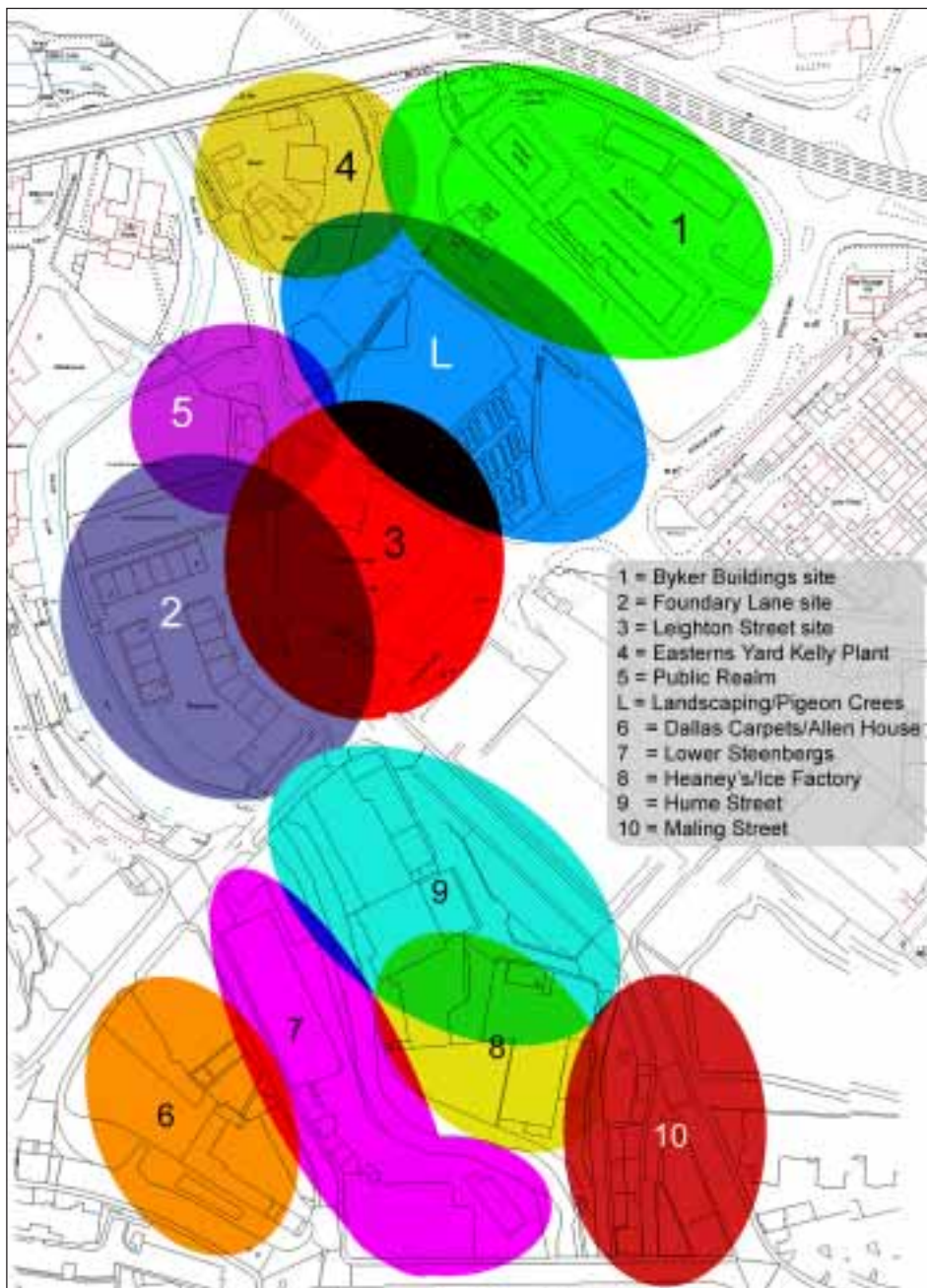


Diagram 2: Sub areas for Ouseburn Central & south of Cut Bank



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## 1.4 Structure

This document outlines the generic design principles consistent with the Character Statement and Conservation Area Management Plan and then details specific sub-area design principles for several key sites. These were developed from detailed analysis of the framework area based on the valleys history, the mix of uses and the physical form detailed in appendix 1.

## 2. THE WIDER FRAMEWORK

### 2.1 Development Plan

Although the majority of the area covered by this framework is classified as white land in Newcastle City Councils Unitary Development Plan (January, 1998), There are a number of policy designations which need to be considered when redeveloping the sites (Appendix 2):

- The majority of the area is identified as an Area for Industrial and Commercial Improvement (Policy ED4.1);
- The area known as Byker Buildings/Cumberland Arms PH is identified as an Action Area in association with Shields Road (Policy IM2).
- The open space between Foundry Lane and St James's Place is identified in Open Space (Policy OS1.3, OS1.6, OS4).
- This open space is also identified as Wildlife Corridor (Policy NC1.5, NC1.6).
- A recreational route is identified along Foundry Lane linking the Quayside with Jesmond Dene (Policy OS2) with a proposed route to the mouth of the Ouseburn (Policy OS2.2).
- The majority of the area, excluding Byker Buildings area is identified as a Conservation Area (Policy C3).
- The area is identified as an area of Archaeological Interest (Policy C4.1).

Other general policies of the UDP are outlined in Appendix 2, with recognition of National and regional policy.

### 2.2 Interim Planning Guidance for Release of Land for Housing

Newcastle-Gateshead Housing Market Renewal Pathfinder area, 'Bridging NewcastleGateshead' (BNG) set up in 2002 has a vision that by 2017 the housing market in the area will be revitalised, strong and stable, fully integrated with the renaissance of the region. Any development proposal will need to be consistent with this vision and the objectives of BNG and therefore developers are advised to consider their proposals within the context of Policies H1 and H2 of the Council's 'Revised Interim Planning Guidance on the Release of Land for Housing', approved at Executive October 2004 (see appendix 2) and against which all proposals for new housing development of 10 or more units are to be assessed.

In this respect, the area the Framework covers is found within the Ouseburn Conservation Area which is given exception under Criterion 4 of IPG Policy H2. The area performs well when assessed against Policy H2, criterion 4, being previously developed land and supporting the vision for mixed use developments.

## 2.3 'The Regeneration Strategy for the Lower Ouseburn Valley'

The Regeneration Strategy for the Lower Ouseburn Valley was approved in January 2003 following detailed public consultation. This Strategy was approved as a guide for development briefs, and where appropriate the strategy provides detailed guidance to supplement the policies contained in the statutory Unitary Development Plan (UDP, 1998).

The Strategy has been developed around the Urban Village Concept based on a mixed use approach, reflecting the existing mixed use nature of the valley. The Urban Village Concept encourages diversity of development and lifestyles and seeks to achieve a sustainable approach to future development.

Sustainability is key to the successful regeneration of the area. This is evident at all levels from the mixed use vision that aims to reduce transport demands to an emphasis upon sustainability in design and the promotion of eco-homes 'very good' standards alongside the desire for innovation.

## 2.4 Conservation Area

The Regeneration Strategy was instrumental in the designation of the Lower Ouseburn Valley Conservation Area in October 2000 as a way of protecting and enhancing the best of the built and natural environment. The area the design framework covers is contiguous with the Conservation Area boundary, with the addition of the Byker Buildings area (diagram 1).

### ● Character Statement

In association with the Conservation Area designation a Character Statement was prepared and formally adopted in 2000 as Supplementary Planning Guidance. This provides an assessment of what the character and appearance of the Conservation Area is what the key issues are, what the opportunities for preservation and/or enhancement are and those elements which detract from the area. The purpose is to provide a benchmark for assessing the impact of development proposals on the character and appearance of the Conservation Area.

### ● Conservation Area Management Plan (CAMP)

CAMP was formally adopted as Supplementary Planning Guidance on 2 July 2004 as the next step after the character statement and provides guidance through policy statements to assist in the preservation and enhancement of and future development within the Conservation Area.

## 2.5 Ouseburn Parking and Accessibility (OPAS)

The OPAS undertaken by an independent consultant. Published in February 2003. The study has been formally adopted by the Council as a material consideration. The aim of the study is to identify the improvements required to increase accessibility by all modes of travel to ensure that the development potential of the Valley is realised and successful regeneration

is achieved. Additionally, the associated proposed development contribution model was approved by Cabinet in 2003.

## 2.6 Additional considerations

In addition, the following documents are relevant and need to be considered in tandem:

- **The Tyne Gorge Study** was completed in January 2003 by independent consultants on behalf of Newcastle City Council, Gateshead Metropolitan Borough Council, English Heritage and CABI. The study provides guidelines for the development of the Tyne Gorge. The study has no formal status but is recognised as an advisory, background document to inform subsequent decision-making for new development along the Tyne Gorge.
- **ORIS, Ouseburn River Improvement Strategy** was finalised in August 2001. It was approved by Cabinet for developer contributions in 2003.
- **The Parks and Greenspace Strategy** (launched in April 2004) provides detailed guidance on the management of open spaces and seeks to obtain developer contributions towards the cost of maintaining the open space and public realm. It is intended that this is formally adopted by the Council as Supplementary Planning Guidance.
- **Your Wildlife – the Newcastle Biodiversity Action Plan (NBAP)** was launched in 2001 and approved by Cabinet as Corporate Council Policy and supplementary planning guidance (SPG) in 2003. The NBAP aims to increase wildlife resources throughout the City.

## 2.7 Developer Contributions

Policies IM6 and IM7 provide for circumstances when the Council may seek to enter into planning obligations with developers to meet the infrastructure or other consequential needs of the development. The targeting of public resources in urban regeneration is often crucial in order to maximise the leverage of private sector investment and overcome market failures in the provision of capital for complex renewal projects. A percentage of the funding for the public realm, improvements to the Ouseburn, improving open spaces, accessibility and safety etc will be financed from sources such as European Funding and the City Council using its own Corporate Resource Pool to invest it in the area. However this investment will not be sufficient to achieve the aspirations of the Framework and accordingly developers will be expected, where appropriate to contribute to resolving the problems. A developer contribution model was approved by Newcastle City Councils Cabinet on the 19 March 2003.

## 3 STRATEGIC DESIGN PRINCIPLES

### 3.1 Generic Design Principles

The generic design principles laid out below build on the principles of new build development referred to in the Conservation Area Management Plan. The approach to regeneration in the Lower Ouseburn Valley will seek to enhance the existing character of the area. It should be influenced by the importance of the local topography, the nature of incremental changes and the existing form of development. They arise from this layered analysis of the Lower Ouseburn Valley. These are to be applied to all of the identified sub-areas.

- The scale and form of development should reflect and where appropriate enhance the impact of the local topography and the strong sense of enclosure established within the valley.
- Larger structures and large development footprints should be avoided. Typically the depth of any individual developments should be limited to 15m to 17m maximum in depth, a depth of development that allows for natural light.
- Development plots should be based upon clear pedestrian routes and public realm rather than existing patterns of land ownership.
- There should be a variety and mix of uses provided by a range of different development plots and building footprints.
- There should be mixed uses across each individual sub-area and within larger individual development blocks – seeking a variety of ground floor uses in key locations that provide day and evening activity. In line with the aims of the Regeneration Strategy and the Interim Housing Policy, (as mentioned in paragraph 2.2 and 2.3).
- Activity and security must be strengthened and encouraged by appropriate residential development and the detailed treatment of access points, balconies and windows to maximise the level of natural surveillance in public and semi-private / communal areas.
- Seek to minimise the levels of on-site operational car-parking by taking a flexible approach to parking standards, providing shared parking areas, as underlined in the Ouseburn Parking and Accessibility Study. Surface parking should be discouraged and where underground or under-croft parking is included in proposals, these should not negatively impact on active ground floor uses and street frontages, having regard to PPG16.
- There must be a legible river frontage and access to the riverside walkway along the Ouseburn, defined by public uses, access points to properties and architectural treatment. This should be provided at street level by clear and un-interrupted sight lines, as examined in the Ouseburn Parking and Accessibility Study. Active frontages and uses concentrated in new public areas to reinforce legibility and activity. This could include retail units and cafes/restaurants where commercial activities can extend into the pavements and public spaces.

- The creative use of lighting should reinforce pedestrian routes and connections to principal public buildings and commercial premises.
- Sensitivity in scale and massing. This should ensure that existing structures and building elements that act as orientation points in the valley remain dominant in height. Detailed guidance of the appropriate scale and massing of individual areas is contained in the sub-area sections.
- The retention and creative reuse of properties that add to the character of the Conservation Area.
- New development should be of a consistent high quality. There is the potential for a strong contemporary architectural treatment; using a limited palette of external materials; that provides a contrasting approach in style, form and materials to historical industrial structures. There should also be a consistent approach to the level of architectural detailing throughout the Lower Ouseburn Valley.
- Sustainability - At a strategic level this can be influenced by seeking to maximise the use of south facing elevations for views, articulating the building facades with balcony features and evaluation of the use of passive and/or solar energy. Preference should also be given to construction materials that are recovered, recycled, renewable and/or low in embodied energy.
- Buildings in context - Permission for new development which does not respect and/or complements the scale and form of the Conservation Area will be refused. New development must seek to preserve or enhance the character or appearance of the Conservation Area, as established by the character statement. New development must also have regard to the wider setting of the Valley and the values placed on open space and views in to and out of the Valley.

### 3.2 Preparation of a design statement

It is necessary for all significant developments in the Lower Ouseburn Valley to include a design statement with the application as referred to in PPG1 Annex A. A design statement will set out in a clear and concise fashion, the design principles and the underlying evidence and policy justification on which the development is based. While there is no statutory guidance on the detail expected in individual design statements in England and Wales, some guidance on the content and structure of a design statement can be found in Planning Advice Note 68 (Scottish Office). The statement should be prepared in advance of a formal planning application and used as a basis for on-going pre-application discussion with the Local Planning Authority.

The design statement should include a combination of illustrative and written material. The suggested structure for the design statement is set out below.

- **Background information** - Applicant, agents and contact details. This section could include the client brief(s) for the potential development site, where they exist. This should include the written instruction and/or verbal instructions for the design approach to address building, space and access design.

- **Site Details** - Current site ownership boundaries, ownership of adjacent sites where known and areas of adopted highway within and adjacent to the application site. Location plan with proposed development located within the wider geographical context (suggest suitable scale at 1:1250). History of site if known.
- **Site Analysis** - Site topography, orientation, photographic survey of site, constraints and opportunities and any supporting concept drawings.
- **Design Principles** - A short written statement setting out the design principles adopted by the proposed development. This should contain the context for the schemes set within its policy framework at a number of policy levels including
  - 1) national, regional guidance and suggested best practice;
  - 2) a response to Unitary Development Plan or adopted Area Development Framework policies, including the Interim Housing Policy; and
  - 3) Supplementary Planning Guidance and detailed response to locally specific planning guidance, including the Ouseburn Regeneration Strategy and the Lower Ouseburn Conservation Area Management Plan and the sub-area design guidance. This should also include supporting three-dimensional illustrative material that shows the site within its wider context.
- **Detailed Design Elements** - an explanation of the proposed development in relation to the additional detailed design issues in respect of materials and performance. A detailed explanation of the proposed development – context; streets, spaces and public realm; landscape. This is likely to include statements on
  - 1) sustainability (reference to SAP rating approach to determining eco-homes standard and requirement for independent assessment, including forecast and record to changes made in response to this forecast SAP rating);
  - 2) safety and security (including references to ‘design our crime’);
  - 3) scale and mix; and
  - 4) details and materials.

In addition to the statutory requirements for the formal planning application, the design statement should include a range of explanatory drawings and illustrations; such as artist impressions, photomontages,

CAD/VR images; to explain the three dimensional qualities of the proposal. The level of detail within the design statement will reflect the complexity and scale of development. The description and illustrative analysis of site and surrounding context should include the use of photographs and analytical drawings in plan and three dimensional form. This supporting illustrative material should be in colour and should show the proposed development in its immediate context.

## 4 SUB AREA DESIGN PRINCIPLES FOR MALING STREET



The design principles for the Maling Street sub-area are laid out below.

- Development should provide 'active' frontage at street level, especially on the western elevation, in order to encourage people to use the pedestrian route along the Ouseburn. Active frontage would maximise the number of direct access points from property onto pavement.
- Making use of existing local features such as the retention of the wall running along Back Maling Street and the stairs linking this street to Maling Street should be encouraged.
- Opportunity to enhance legibility and security on the existing stairs connecting Maling Street to the back street. The stairs should become wider at the riverside street with a direct sight-line to back of Maling Street to increase accessibility. Properties adjacent to stairs should provide direct access and overlooking onto this pedestrian route.
- All properties should be double-fronted, providing access onto the riverside walkway / Maling Street with dual access provided along Back Maling Street.
- The principal north/south route running from Foundry Lane to Ford Street should be reinforced by a strong frontage adding definition to this route. All development should have a building line to back of pavement.



- There should be variety in the scale and form of the development in a manner that encourages a level of mixed uses.
- Development should provide new 'flexible' business units, with flexible units at ground level in terms of height. Typically this height should range between 3.5m and 4.5m to allow for possible variation in uses over time between commercial, leisure or alternative uses.
- Creation of new orientation point to improve legibility along Foundry Lane/Ford Street to complement existing landmarks identified in the area such as the Quayside Business Development School and the chimney at Maynard's Toffee Factory. This should be reinforced through creative lighting throughout the Lower Ouseburn Valley.
- Development should not detract from the setting of the key views identified in the Analysis section of this framework. Sight-lines should work with routes in order to assist with the permeability of the site.
- The height of any new development should enhance the character of the Lower Ouseburn Valley. The eaves height of the City Road Garage building will provide the maximum height set for the Maling Street site in terms of scale and massing. Building heights along Maling Street therefore should not surpass 18m from the front of the street. They should help accentuate the local topography of the land but also respect the surrounding landmarks to assist in creating legible spaces and points for orientation.
- Corner treatments should assist in adding definition and reinforcing a strong sense of enclosure along principle routes in and around the area. The south east corner of the Ince building which combines a number of street access points has potential to accommodate a development of greater height; conceivably at 25m. Any point over 18m will act as a new point of orientation along the north/south routes in the valley to increase legibility and will be assessed against key viewpoints along this route.
- There is potential for a green extension from the Ballast Hill (former non-conformist burial ground) to the fig trees at the edge of Maling Street down to the mouth of the Ouseburn working with principle routes adding further definition to the building line and adding permeability to the area.
- Potential development site for mixed use / atelier units based upon zero energy 'urban loft farm' concept. Units should provide a minimum of 3 separate pedestrian access points onto the stairs from the development and significant number of overlooking windows from upper storeys on both the south and north facing elevations. Scale and massing should step up and reinforce the significance of the local topography. Loss of site greenspace mitigated by 'green roof' as integral to the design approach.

## 4.1 Ince Building

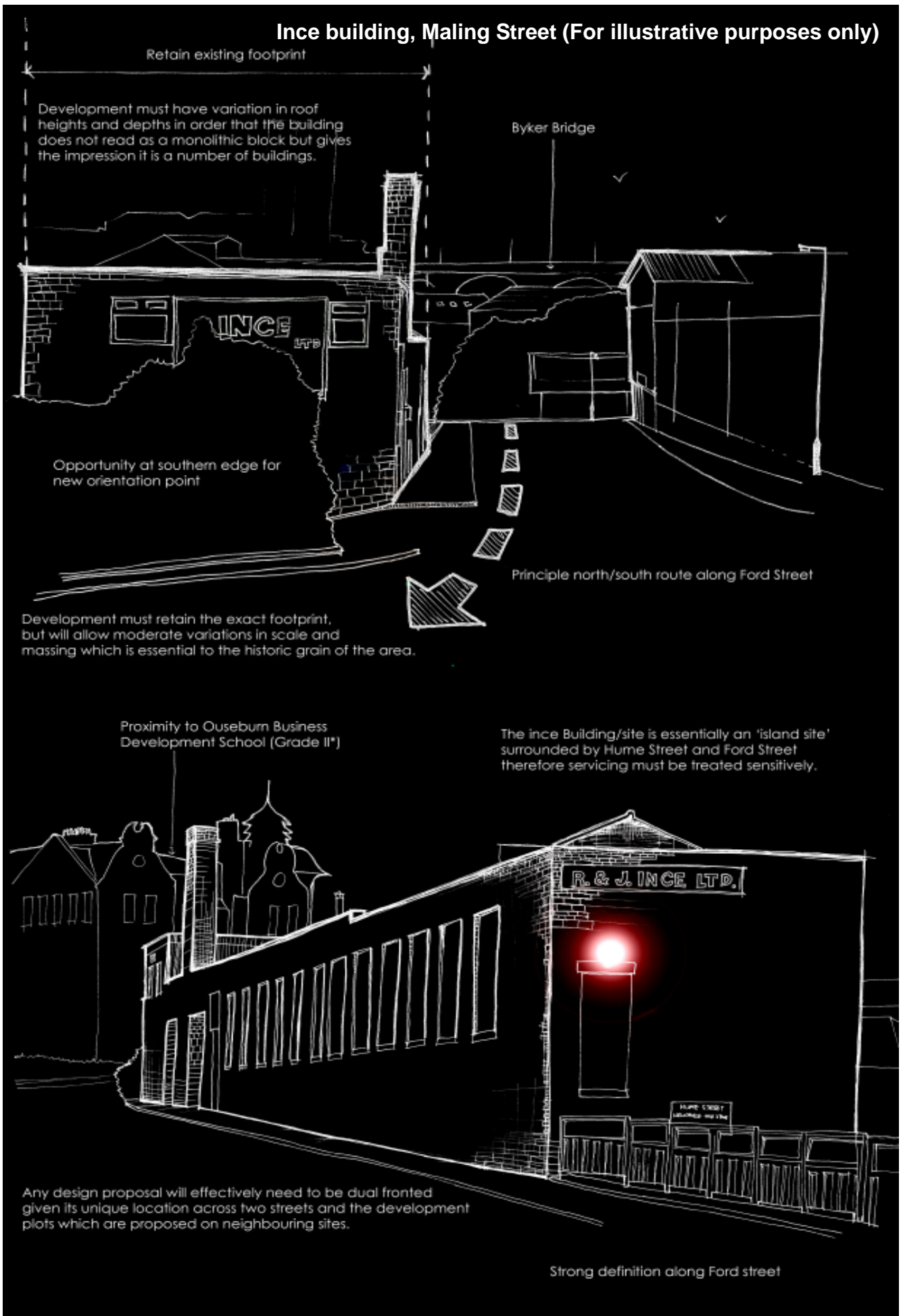
The Ince Building adds strong definition to the north/south routes from Leighton Street to Ford Street. The footprint of the Ince building, together with its existing scale and massing are important to the character and appearance of the conservation area and a strong reflection of the historic grain of the area.

The Ince Building appears to be in a reasonable condition and its retention is welcome. However, should demolition and redevelopment be proposed a structural report would be required to support/provide evidence for demolition. This should set out why the building could not be converted to new uses based on its structural condition and what the implications of the structural condition are in terms of repair etc.

Any proposal for the development of a new building on this site must respond to the specific design criteria set out in the design statement (section 4) in order to fully justify the scheme. The replacement building must have a significant, positive impact on the character and appearance of the conservation area.

The following points are to be applied to either the redevelopment of the existing building or the design of a replacement scheme,

- Development must retain the exact footprint, but will allow moderate variations in scale and massing which is essential to the historic grain of the area.
- There is an opportunity at the southern edge of the site for a new orientation point with an innovative corner feature for greater legibility.
- Any design proposal will effectively need to be dual fronted given its unique location across the two streets and the developments plots which are proposed on neighbouring sites.
- The Ince Building/site is fundamentally an 'island' site surrounded by Hume Street and Ford Street therefore servicing must be treated sensitively.
- In terms of ground level treatment this should not be a 'dead frontage'. There should be a legible access to and along the Ouseburn defined by public uses, access points to properties and architectural treatment. This should be treated at street level by clear and uninterrupted sight lines, as examined in the Ouseburn Parking and Accessibility Study.
- Design should look to incorporate greater light penetration to internal parts of the building through some form of atrium design as a response to the depth of the building/plot between Ford Street and Maling Street.
- Development must have variation in roof heights and depths in order that the building does not read as a monolithic block but gives the impression it is a number of buildings.
- Where possible designs should look to maximise the use of southern elevations for views, articulating the buildings facades and maximising the opportunity for passive solar energy/gain.



Potential balcony area overlooking green network

Urban lofts

Progressive variation in storey height

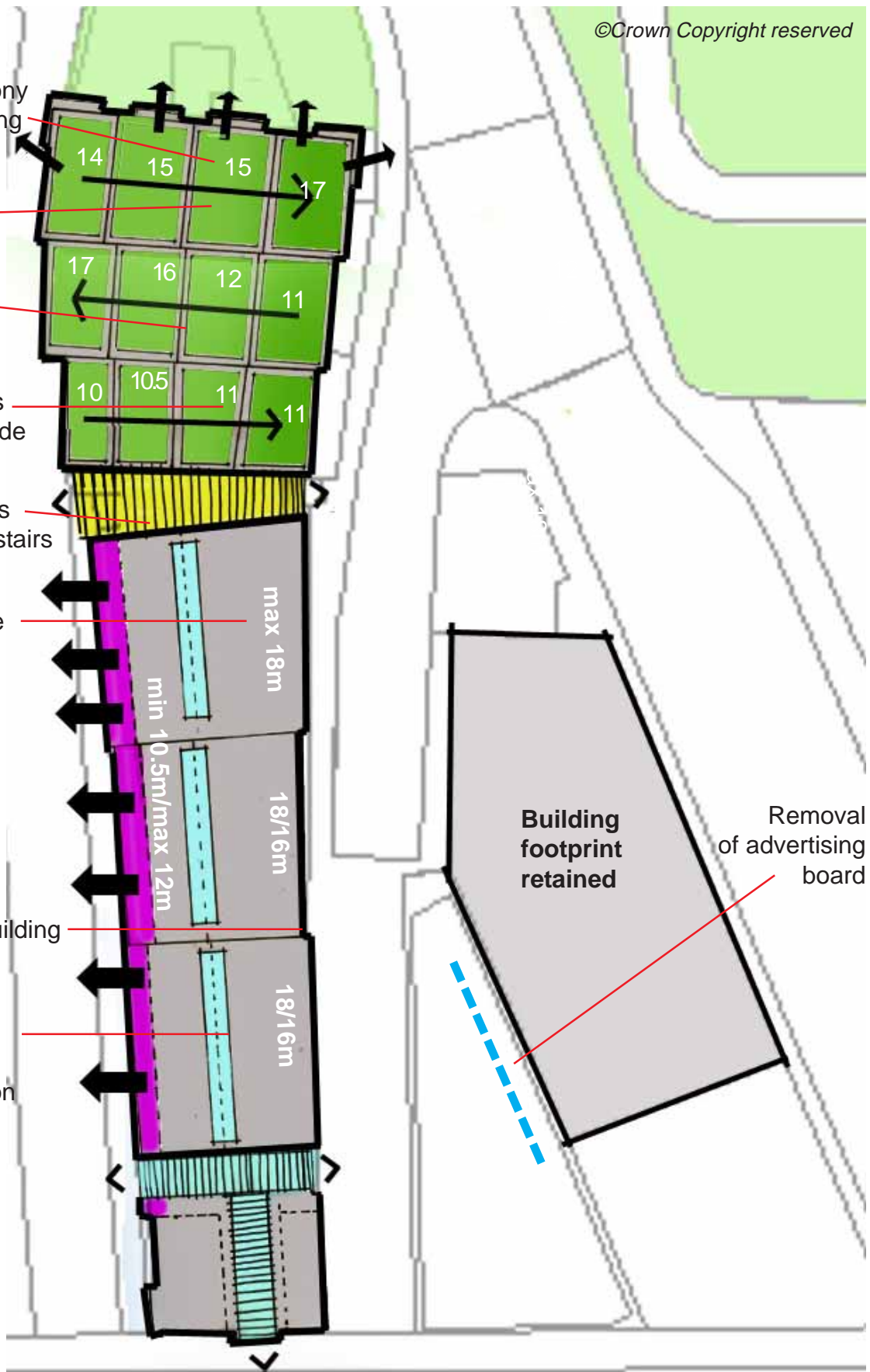
Widened stairs towards riverside walkway

3 access points onto widened stairs

Active frontage

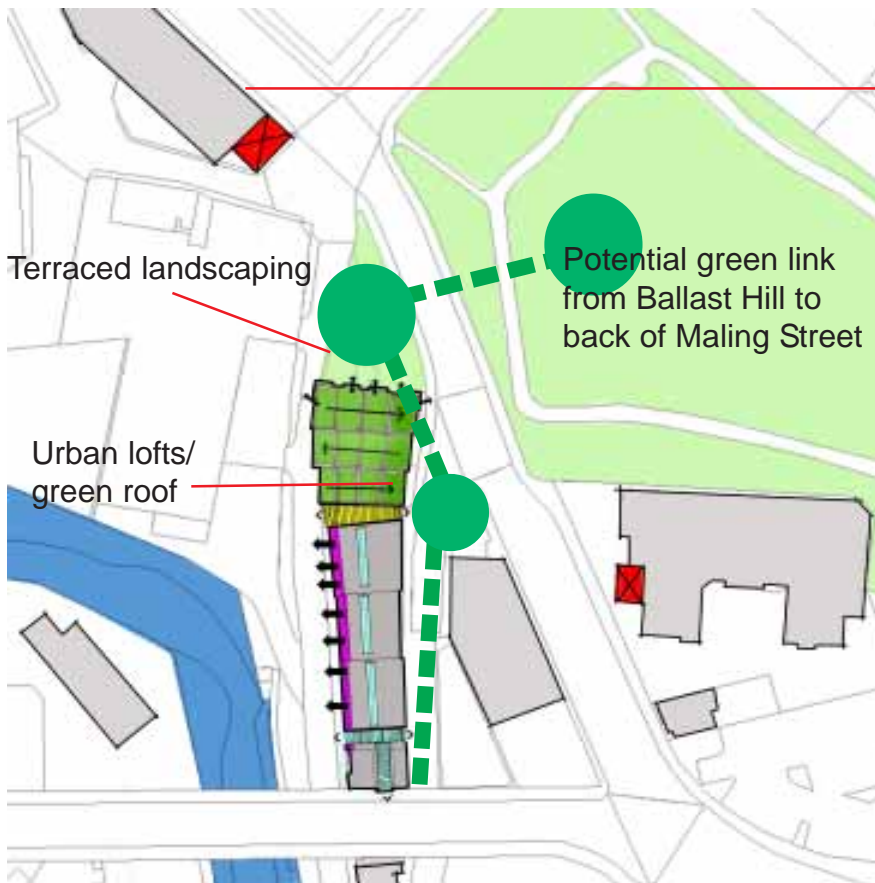
Glass/stairs building

Light wells for greater natural light penetration



Glasshouse Bridge

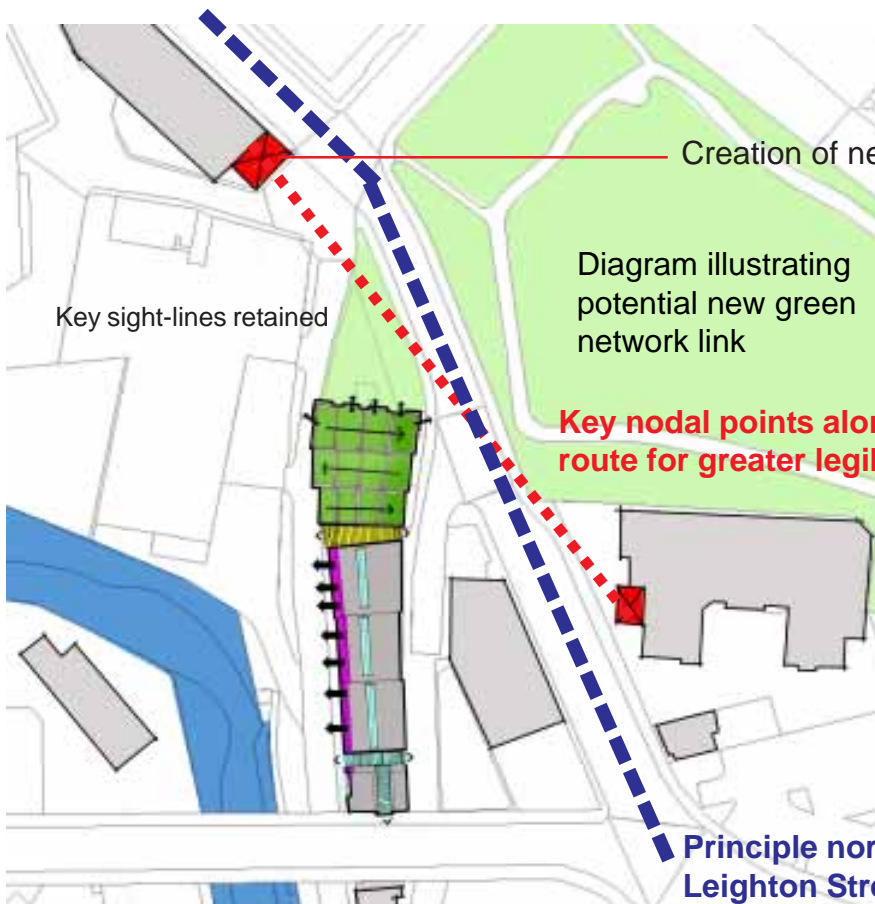
**Illustration of potential option for site in more detail**



Strong definition to primary route keeping original building line

### Illustrations of opportunities for greater legibility

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Creation of new point of orientation

Diagram illustrating potential new green network link

Key nodal points along route for greater legibility

Principle north/south route Leighton Street/Ford Street

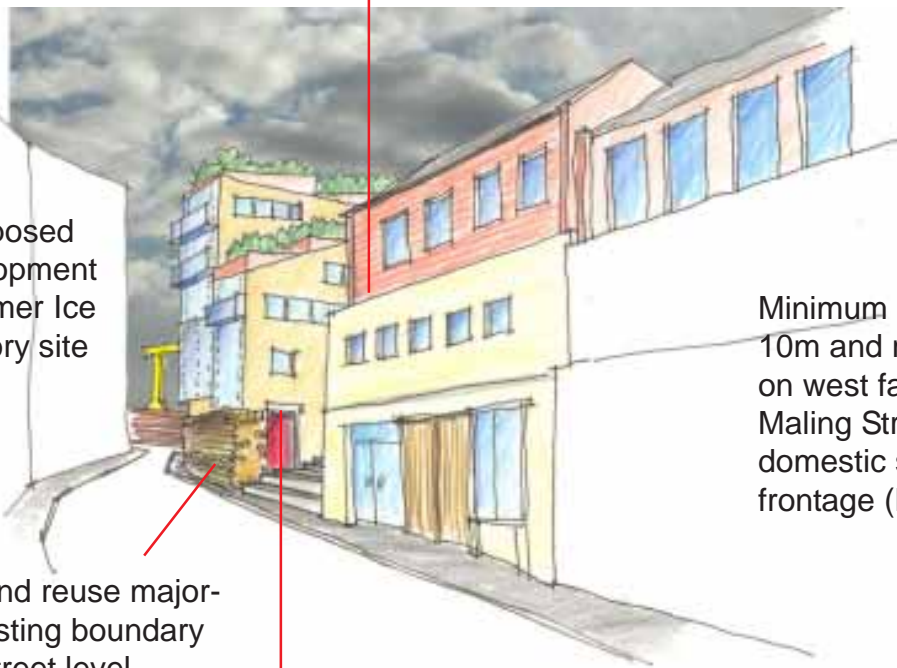
Bill Heaney site



The following are illustrations of potential design opportunities

Set back of upper storeys to make the stairs more visible and legible

Provision of new 'flexible' business and possible atelier units. These should provide a building line at the back of pavement and an 'active' frontage at street level.



Proposed development of former Ice Factory site

Minimum height of building 10m and maximum height 12m on west facing elevation onto Maling Street. Typically with domestic scale width to street frontage (Maximum 12m).

Retain and reuse majority of existing boundary wall at street level

Minimum floor to ceiling height at street level 3.8m with significant glazing to allow for maximum level of natural light penetration.

Retain and widened stairs [minimum of 2.4m and typically 3.5m width between retaining buildings / structures.

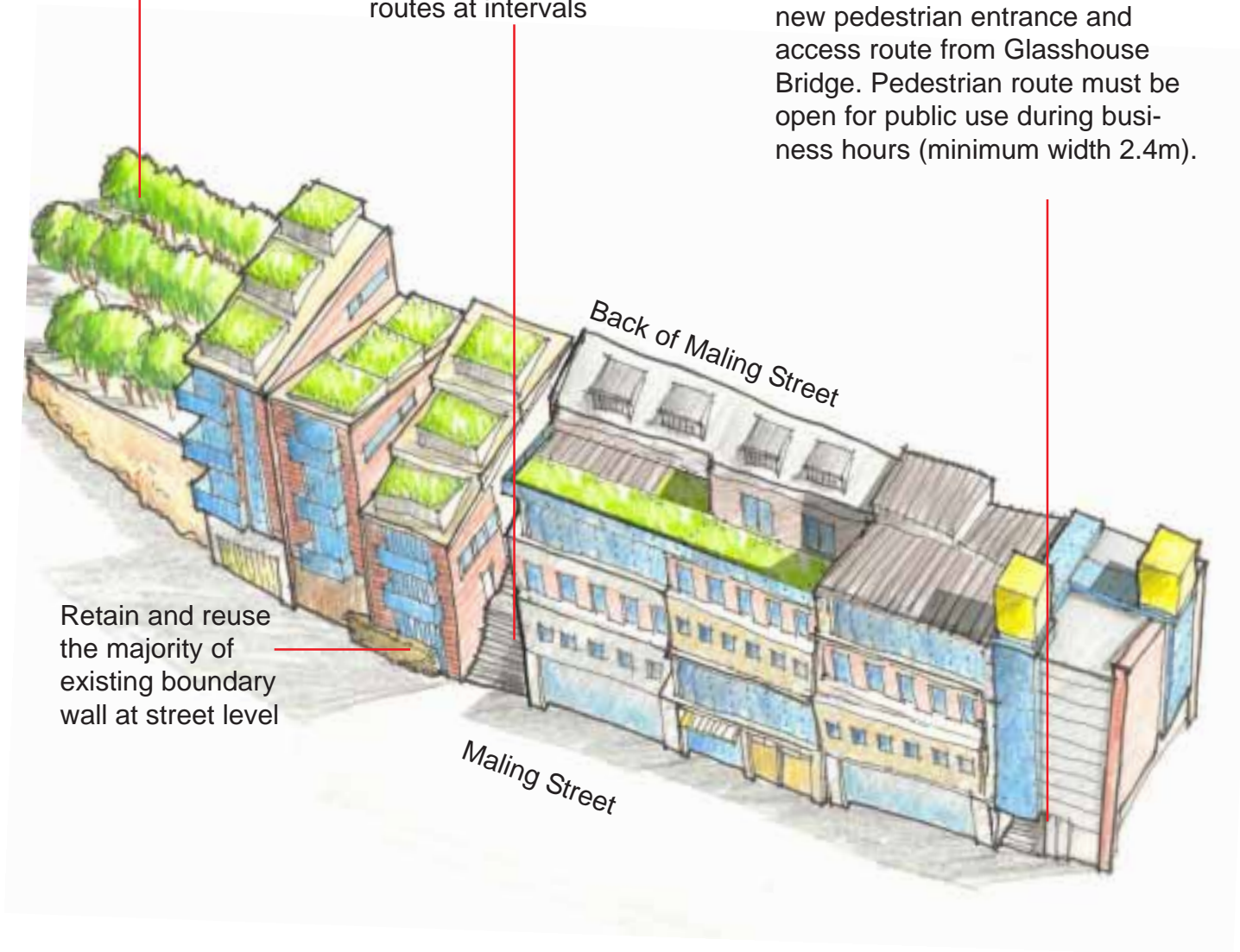
**For illustrative purposes only**

### Maling Street (For illustrative purposes only)

Retention of existing fig tree at entrance along Maling Street

Width of stairs extended out to Maling Street with potential internal access routes at intervals

New 'stairs' to connect Maling Street with Back Maling Street and new pedestrian entrance and access route from Glasshouse Bridge. Pedestrian route must be open for public use during business hours (minimum width 2.4m).



Retain and reuse the majority of existing boundary wall at street level

**Maling Street (For illustrative purposes only)**

Storage units along Maling Street

Beer garden of Tyne PH under the arches



Glasshouse Bridge

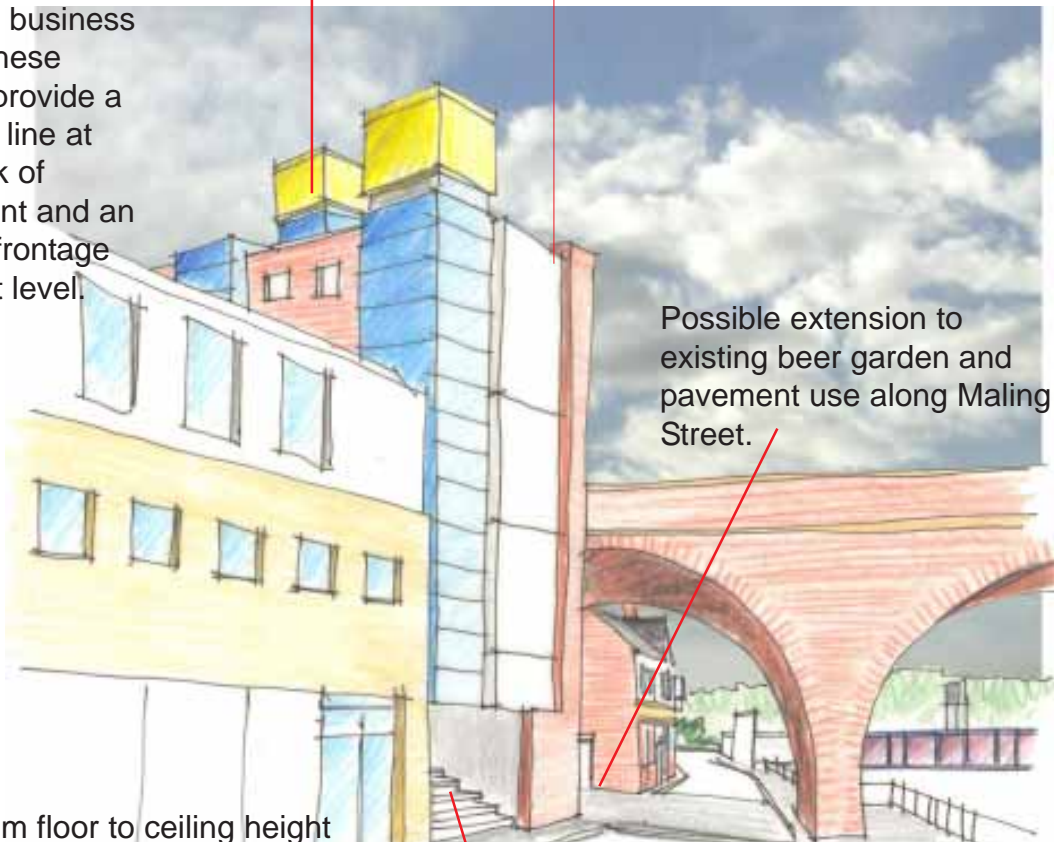
Tyne Public House

Start of pedestrian walkway

Legible and public circulation routes to link Glasshouse Bridge with Maling Street and Back Maling Street.

Highly visible and contrasting southern elevation frontage onto Glasshouse Bridge.

Provision of new 'flexible' business units. These should provide a building line at the back of pavement and an 'active' frontage at street level.



Possible extension to existing beer garden and pavement use along Maling Street.

(Minimum floor to ceiling height at street level 3.8m. Minimum height of building 10m and maximum height 12m). Typically with domestic scale width to street frontage (Maximum 12m).

New 'stairs' to connect Maling Street with Back Maling Street and new pedestrian entrance and access route from Glasshouse Bridge. Pedestrian route must be open for public use during business hours (minimum width 2.4m).

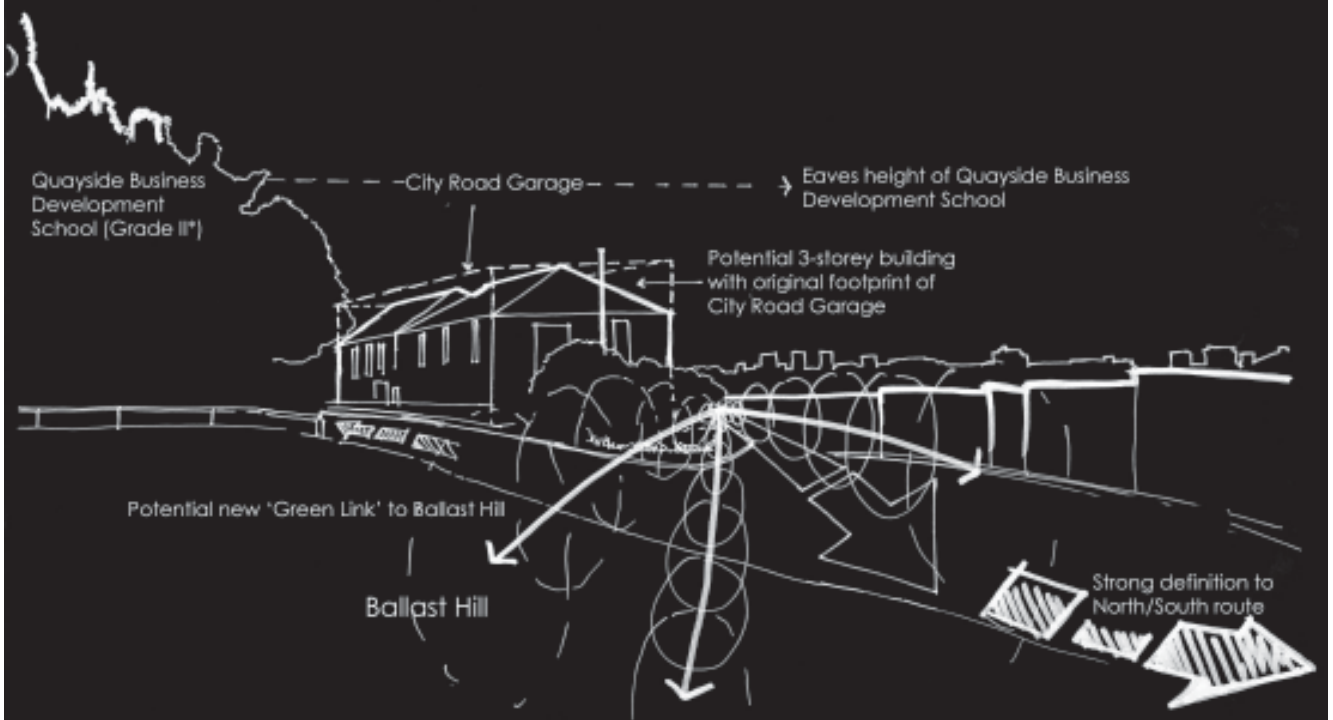


## CITY ROAD GARAGE, MALING STREET.

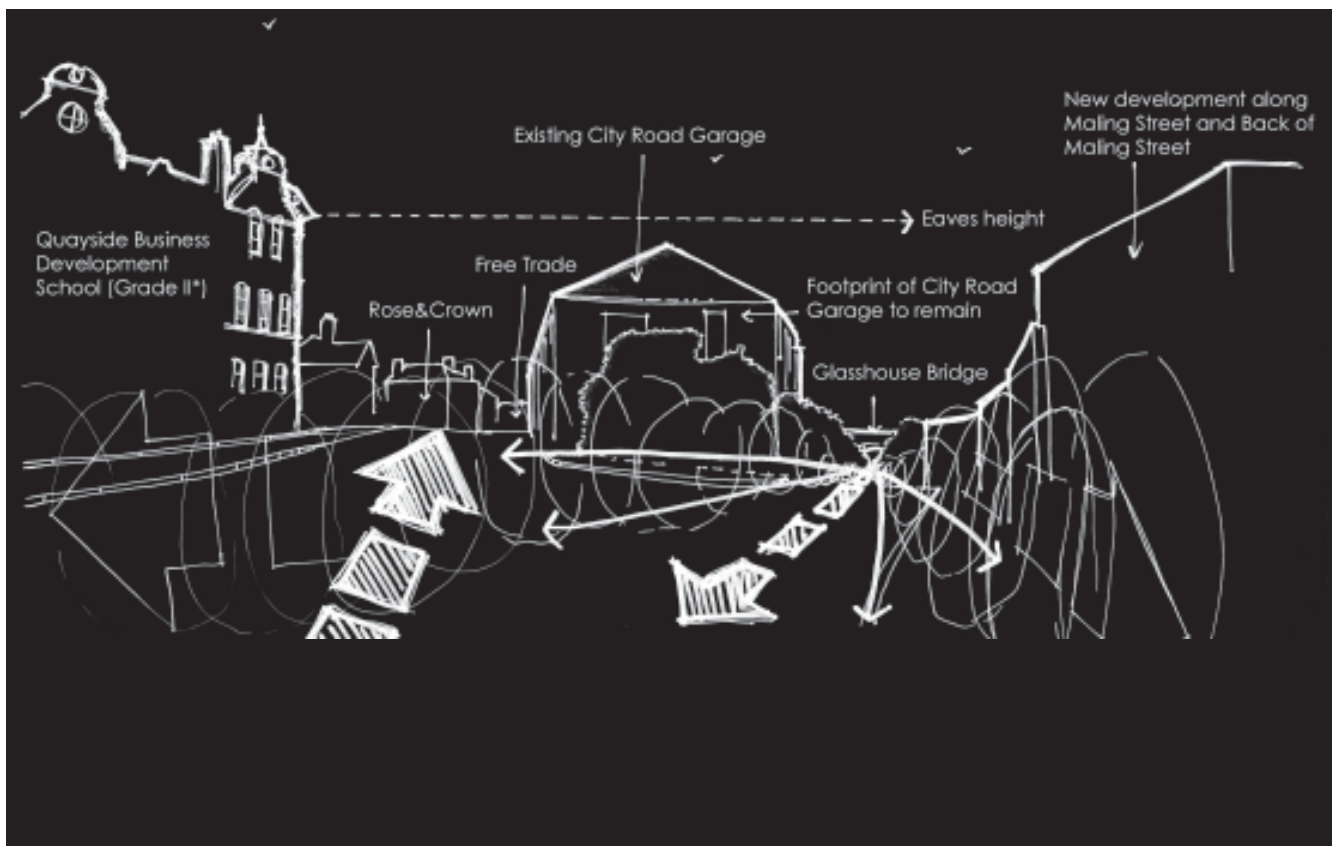
The following diagram is an illustrative tool used to help understand the design principles for Maling Street. This includes the City Road Garage site and shows the close proximity to the Quayside Business Development School which is listed Grade II\*.

The City Road Garage is of no real architectural merit however its footprint is important as it helps define the principle north/south route along Ford Street and the back of Maling Street under the arches of Glasshouse Bridge. The building itself is 2 storey with a pitched roof however there may be scope for a new building to be incorporated on the existing footprint which complements the adjacent listed building.

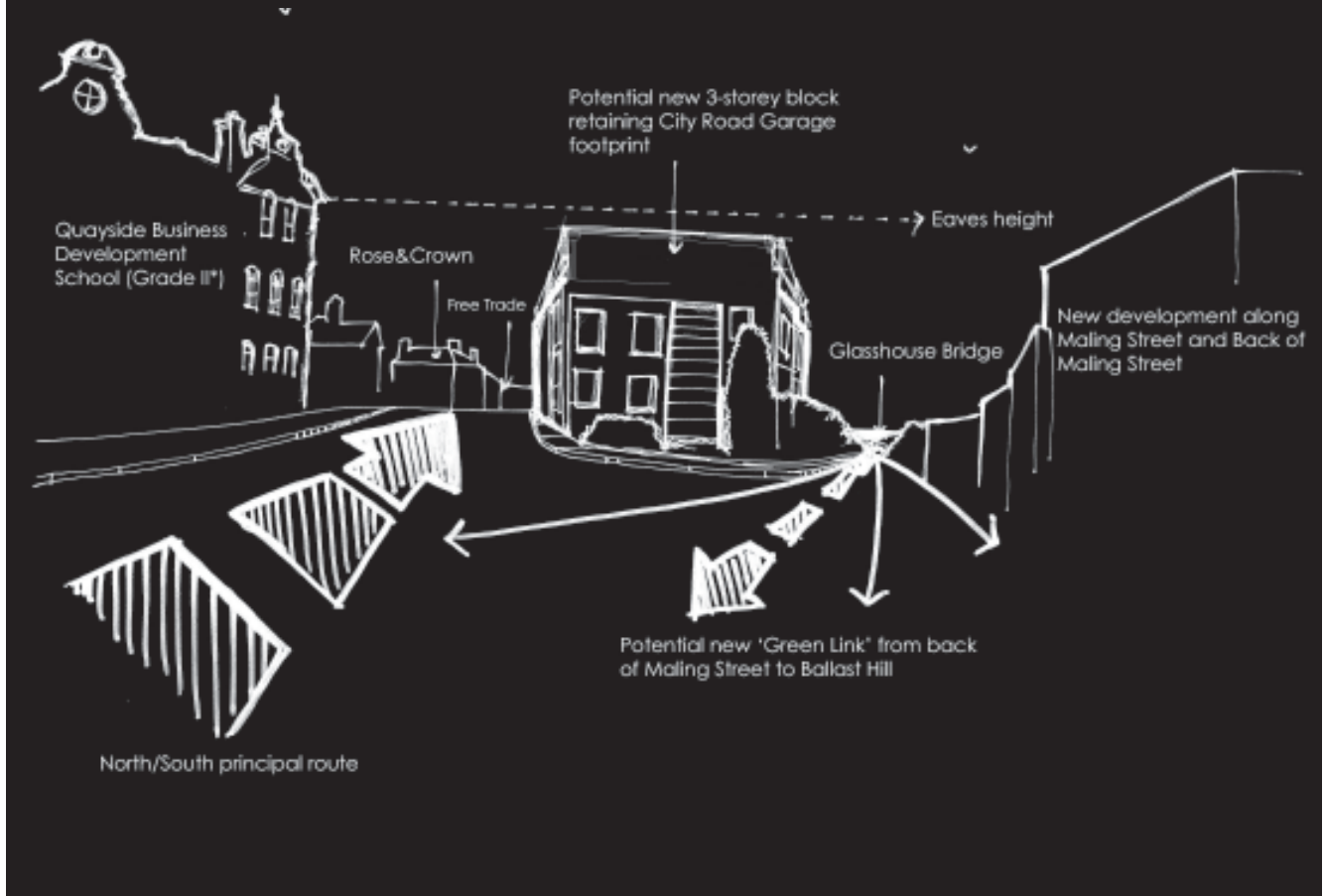
The fundamental principles here are to show the connection to Ballast Hill from the back of Maling Street, the importance of the definition for the north/south route and also to show the relationship with the listed school in terms of its closeness to the eaves of the Quayside Business Development School tower.



City Road Garage, Maling Street (For illustrative purposes only)

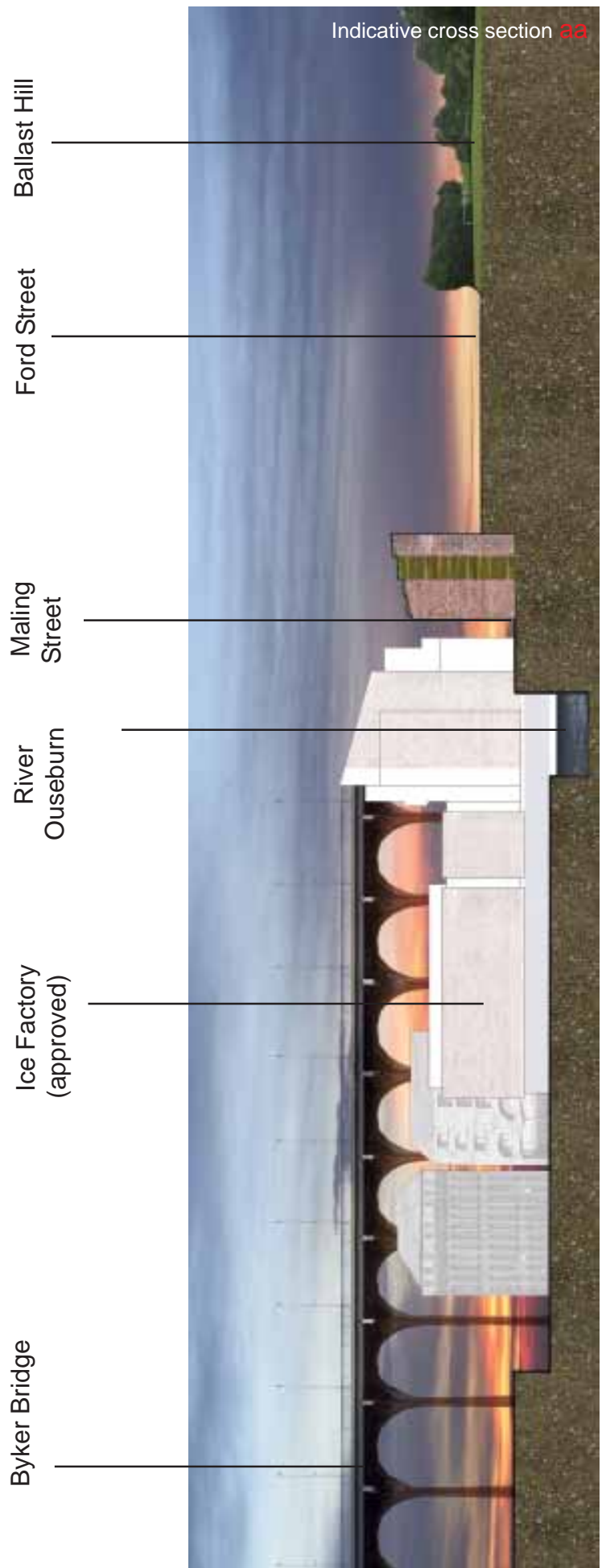
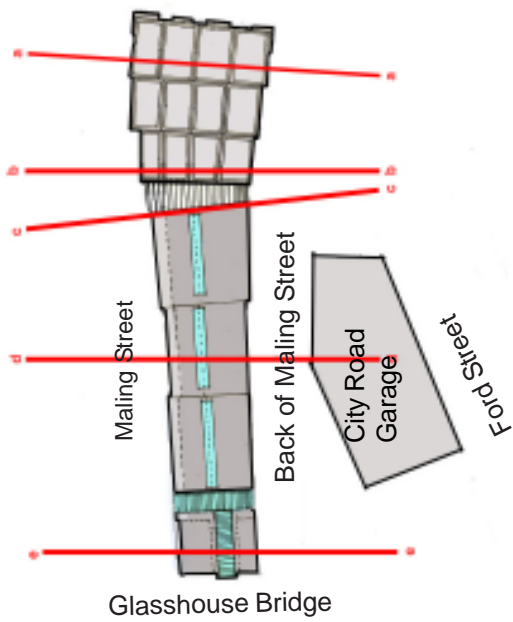


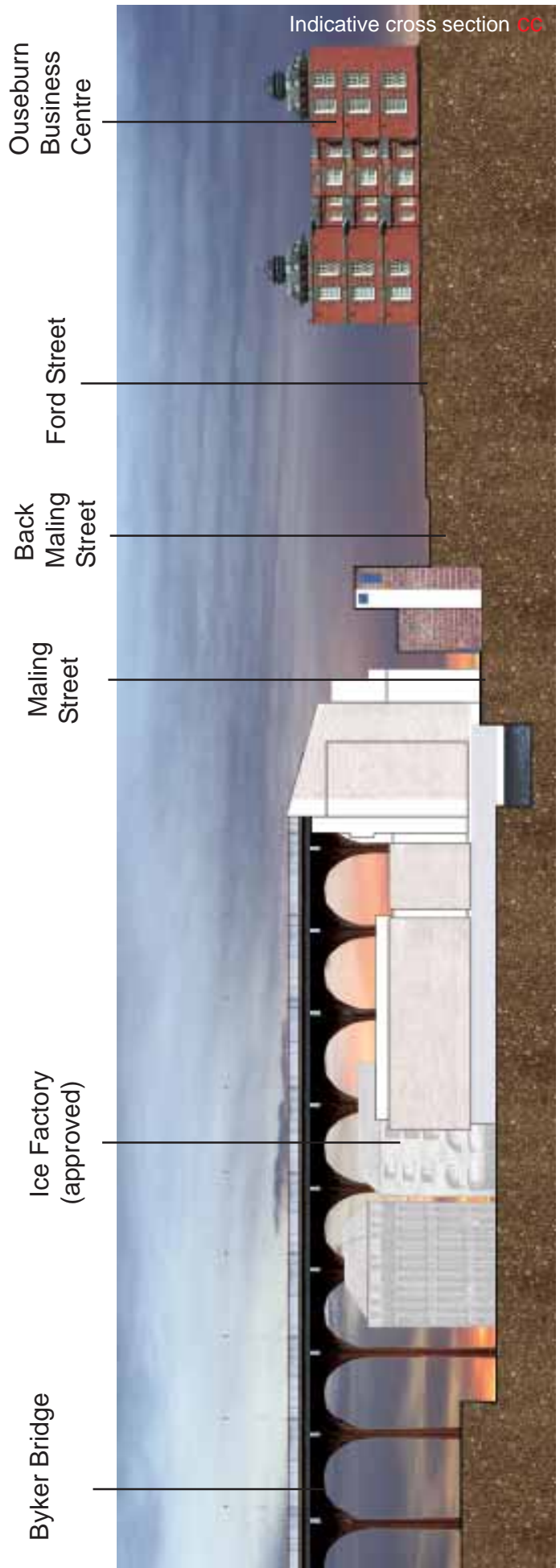
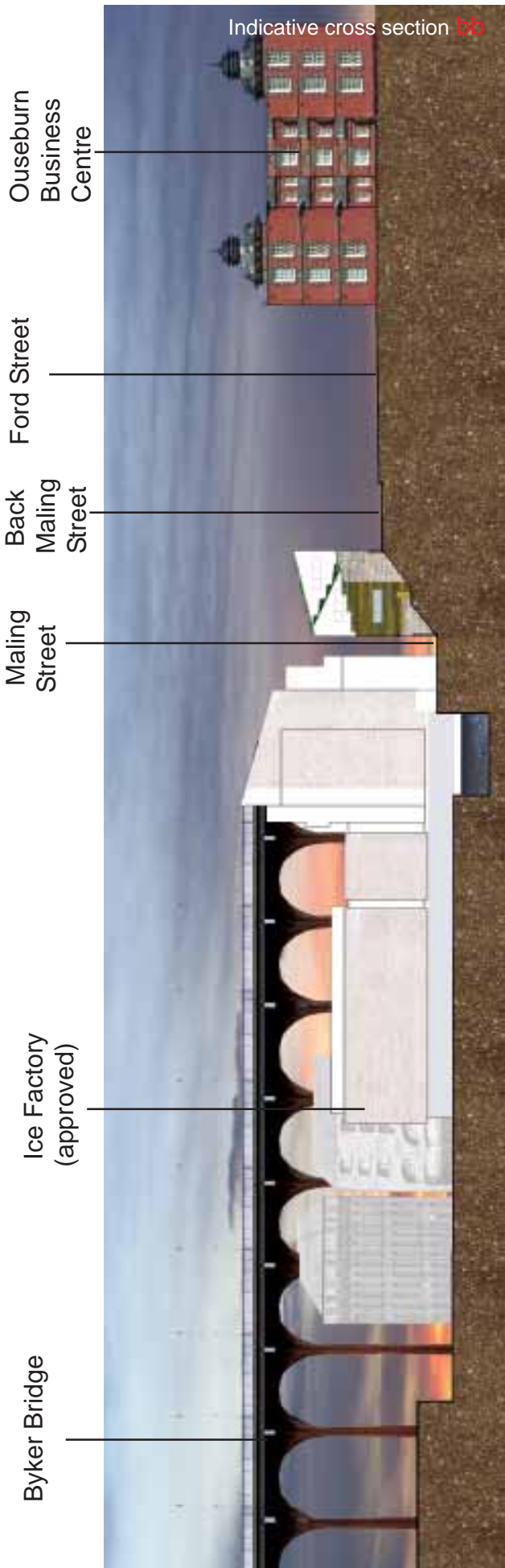
City Road Garage, Maling Street (For illustrative purposes only)

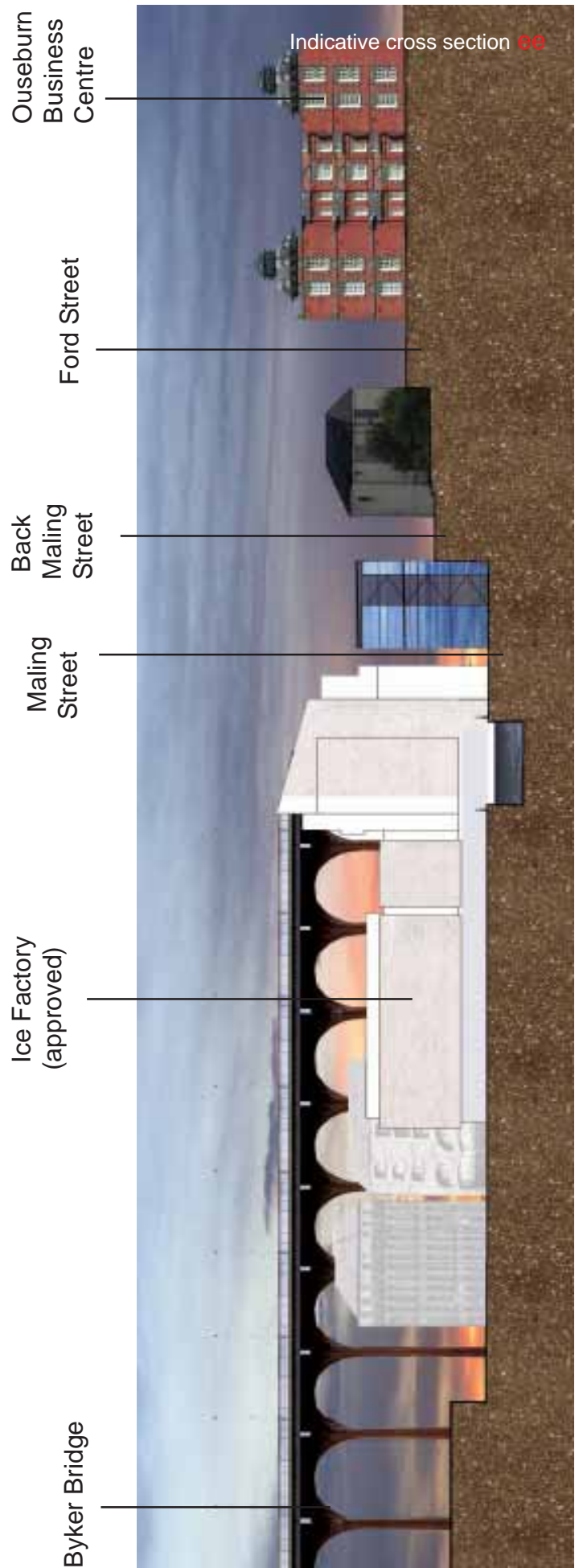
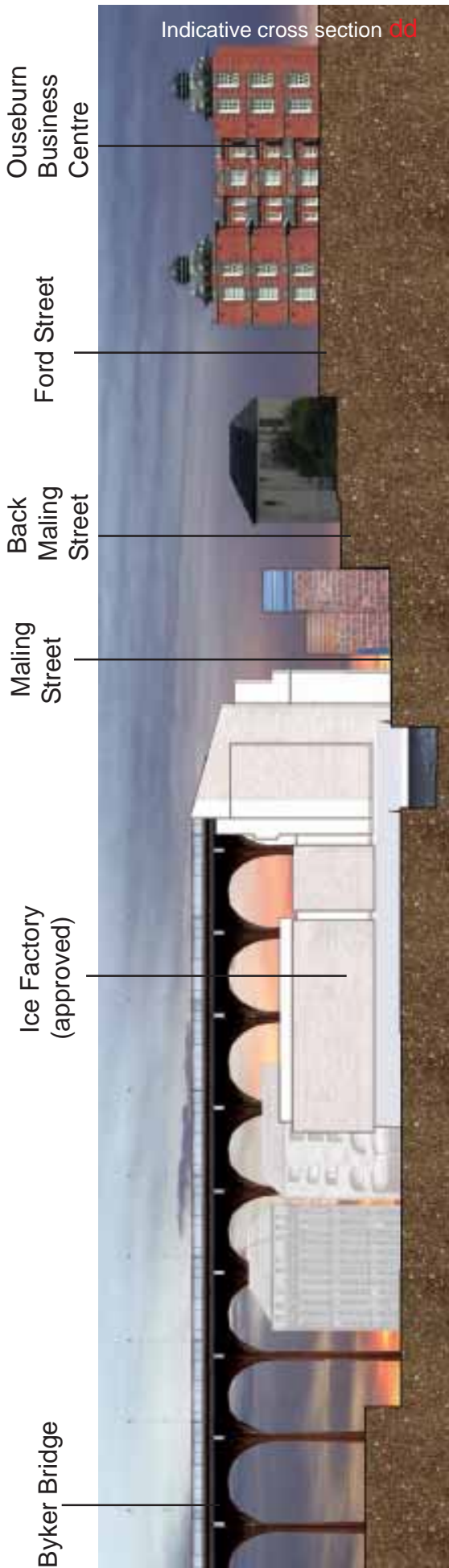


Indicative cross sections

Indicative cross sections,  
City Road Garage, Maling Street  
(For illustrative purposes only)







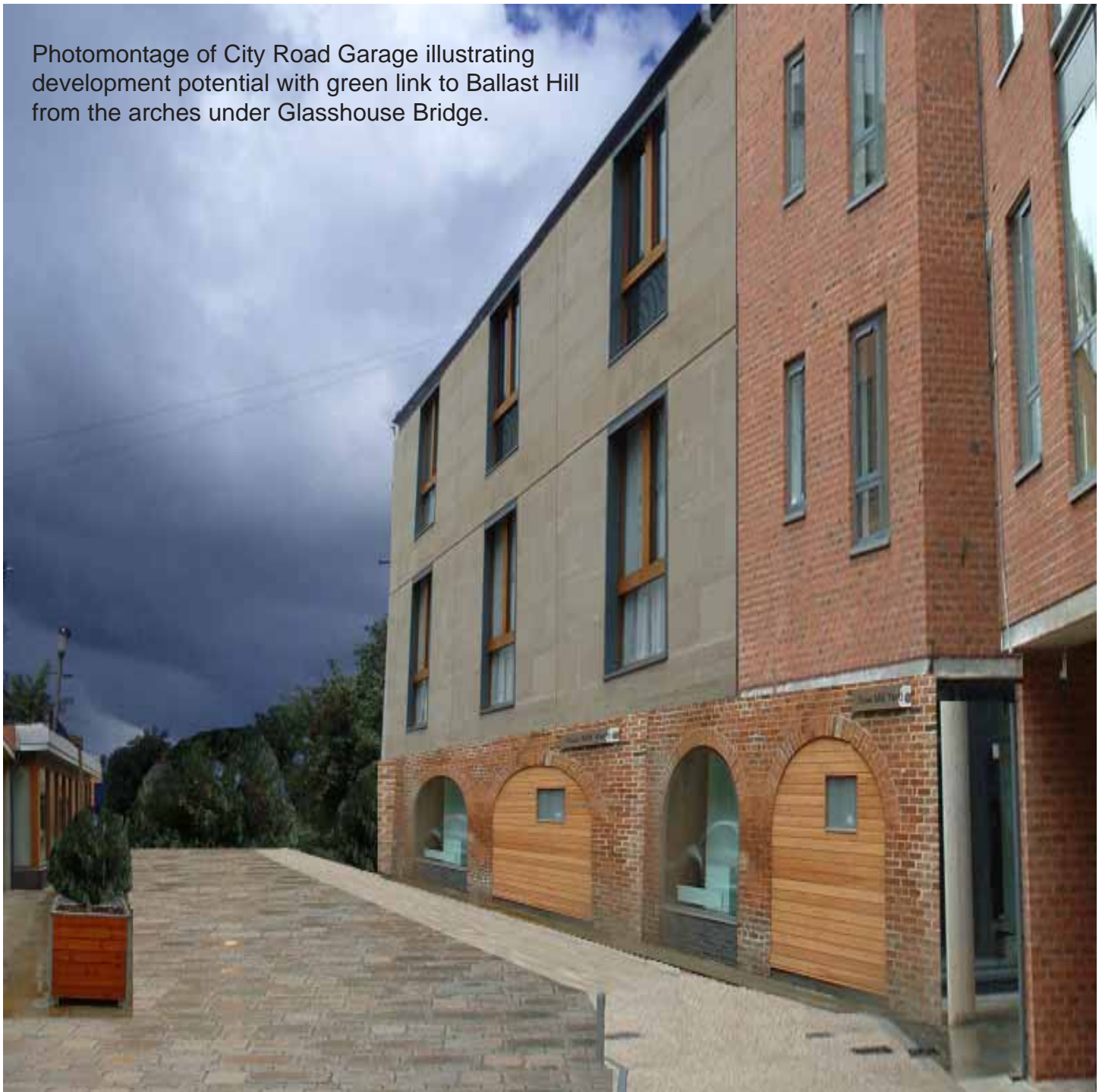


Combination of parking/active frontage

**Exemplars taken from Leeds Centre and Holbeck Urban Village**



### City Road Garage photomontage



Photomontage of City Road Garage illustrating development potential with green link to Ballast Hill from the arches under Glasshouse Bridge.

View from back of Maling Street looking towards Ford Street/Ballast Hill

## 5 SUB AREA DESIGN PRINCIPLES FOR LOWER STEENBERGS YARD



The design principles for Lower Steenberg's Yard are laid out below.

Lower Steenberg's Yard has various design constraints as part of the site; these include a retaining wall to the west of lower plateau which runs parallel to Ouse Street and the piping works as part of the entrance to Lower Steenberg's Yard from under Glasshouse Bridge.

The design principles for Lower Steenberg's Yard are as follows:

- Active frontages and uses concentrated in new public areas must be used to reinforce legibility and activity especially to highlight the new east/west bridge connection.
- Development plots must be based upon clear pedestrian routes and public realm rather than existing patterns of land and ownership.
- Designs should work with the historical grain of the valley
- Scale and massing must take into consideration and respect the context of the area, the key sight-lines, view cones and strategic access routes identified as well as the key landmarks in and around the Valley.



- Designs should incorporate an element of phasing into the delivery of development on the site as a whole.
- Attention should be paid to strategically maximising the use of south facing elevations for views, potentially by articulating the building facades with balcony features and evaluation of the use of passive and/or solar energy.
- Development must make best use of the site in a way that will enhance the character and appearance of the conservation area and will also deal with key design issues such as improving the legibility and permeability of the site.
- Large footprint development will be refused.
- In terms of function at roof-level there is an opportunity for rooftop gardens which will make use of the scenic historical view within the valley.
- Development must have variation in roof heights and depths so that buildings do not read as monolithic blocks but give the impression it is a number of buildings.
- Proposals should use appropriate materials in keeping with the Conservation Area Management Plan which relate to the context of Ouseburn and which will enhance the character and appearance of the Conservation Area by adding a visual richness to the development.
- Innovative approaches to dealing with parking should be addressed and where appropriate look to minimise the levels of on-site parking potentially by taking a more flexible approach to parking standards, providing shared parking areas, as underlined in the Ouseburn Parking and Accessibility Study.
- Flexibility must be incorporated into the design to show how this development can adapt to potential future changes in use.
- The height of any new development should enhance the character of the Ouseburn. They should help accentuate the local topography of the land but also respect the surrounding buildings to assist in creating scale and massing which works with the slope of the valley.
- Contemporary design solutions are encouraged for the conversion of Maynards Toffee Factory which makes use of its existing features and footprint. The scale and massing of this must respect the buildings surrounding this and have a positive impact on the character and appearance of the Conservation Area.
- The overall form and detailing of Maynards Toffee Factory must be retained with potential to increase height using glass as a structural material
- The chimney must be retained along with the detailing of the Toffee factory. The reuse of the materials and detailing of this building should be encouraged where possible.
- Clear links must be created to highlight the new public space at Victoria Tunnel and the new bridge link across Ouseburn to Hume Street.

- There is potential opportunity to use the arches in an inventive way as part of development on the lower plateau.
- There is potential opportunity for lift shaft connecting Ouse Street and Cut Bank to the pedestrian walkway along the Ouseburn at lower plateau of Lower Steenberg's Yard to help DDA (Disability Discrimination Act) issues associated with the overall site and its topography.
- Typical block sizes should be narrow frontage (5-7m) with deep plots (10-18m). Development must be based around small bespoke plots which will create variety and a visual richness to the overall.
- Blocks deeper than 12m should incorporate means of increasing light penetration such as light well, glass atrium and other inventive approaches to fenestration.
- Typical floor to ceiling heights fronting Ouse Street should vary between 9m -12m providing variety in the roofscape along the street. Designs specifically geared towards achieving the optimum height throughout will be refused.
- There is potential development opportunity to design an contemporary arcade-like walk through the site which respects the original footprint and structure of the Cattle Sanatorium.
- The creation of a new public space at Victoria Tunnel which will act as a new 'nodal' point relating to the new east/west link from Lower Steenberg's Yard to Hume Street. There is opportunity for public art to be incorporated as part of the new public space which relates to the local identity and character of the Ouseburn. Potentially this could be a 'cultural chimney' which uses glass and light in a creative way to highlight this new 'nodal' point

### Illustrative sketch to show generic principles for Lower Steenberg's Yard

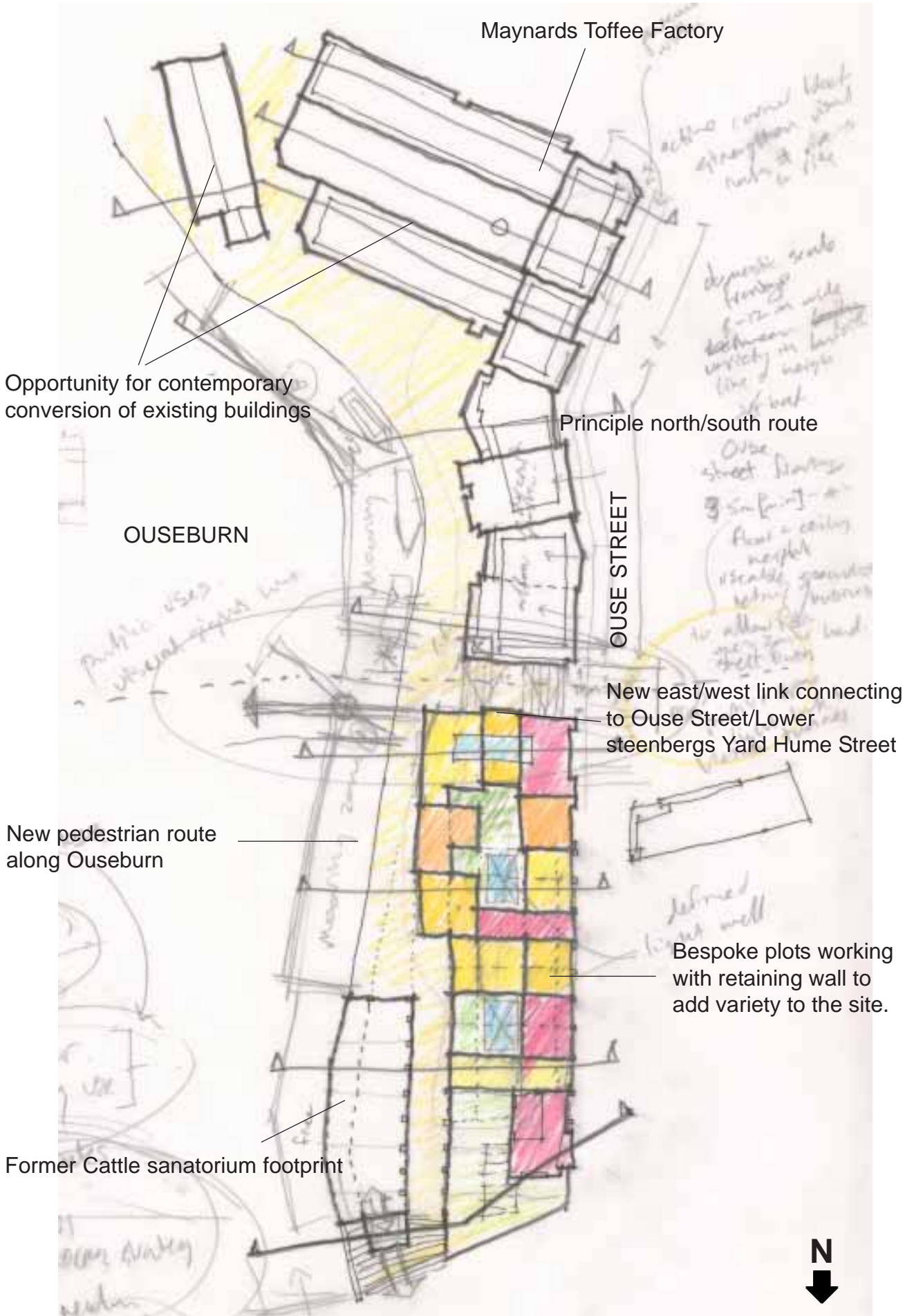
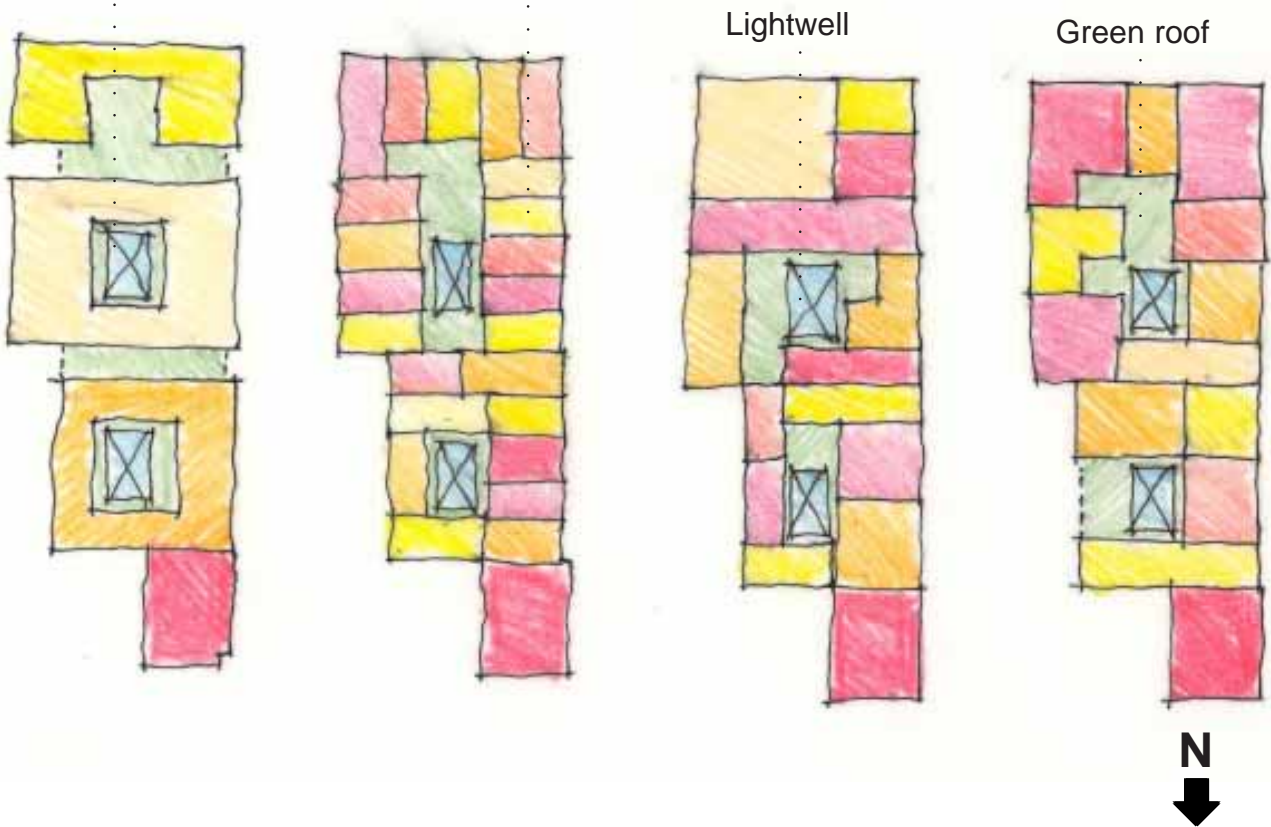
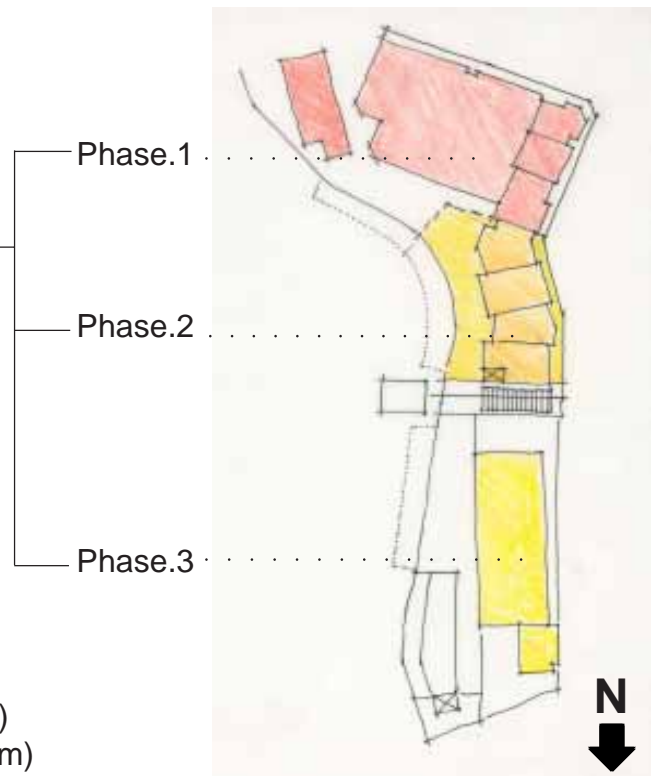


Illustration of potential 3 phase development for site

Blocks deeper than 12m should incorporate ways of accessing greater light penetration

narrow frontage (5-7m) with deep plots (10-18m)

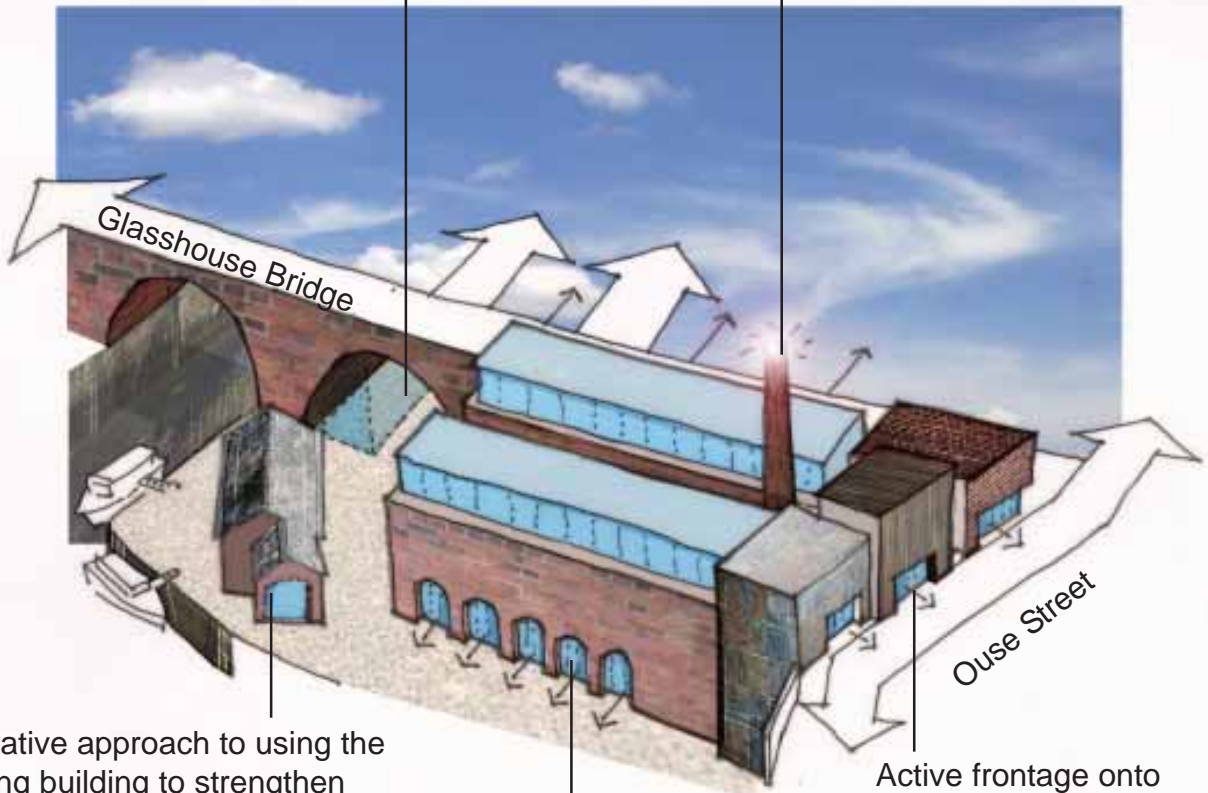


An example illustrating the flexibility in design to offer variety: The 4 diagrams above occupy the same footprint however there are a number of options for that site.



Potential glazed infill of arch to improve entrance from southern entrance

Creation of Cultural Chimney using creative lighting with existing chimney



Innovative approach to using the existing building to strengthen pedestrian links but also highlight important views in the valley which are currently obstructed by the building.

Improving legibility using existing detailing of building

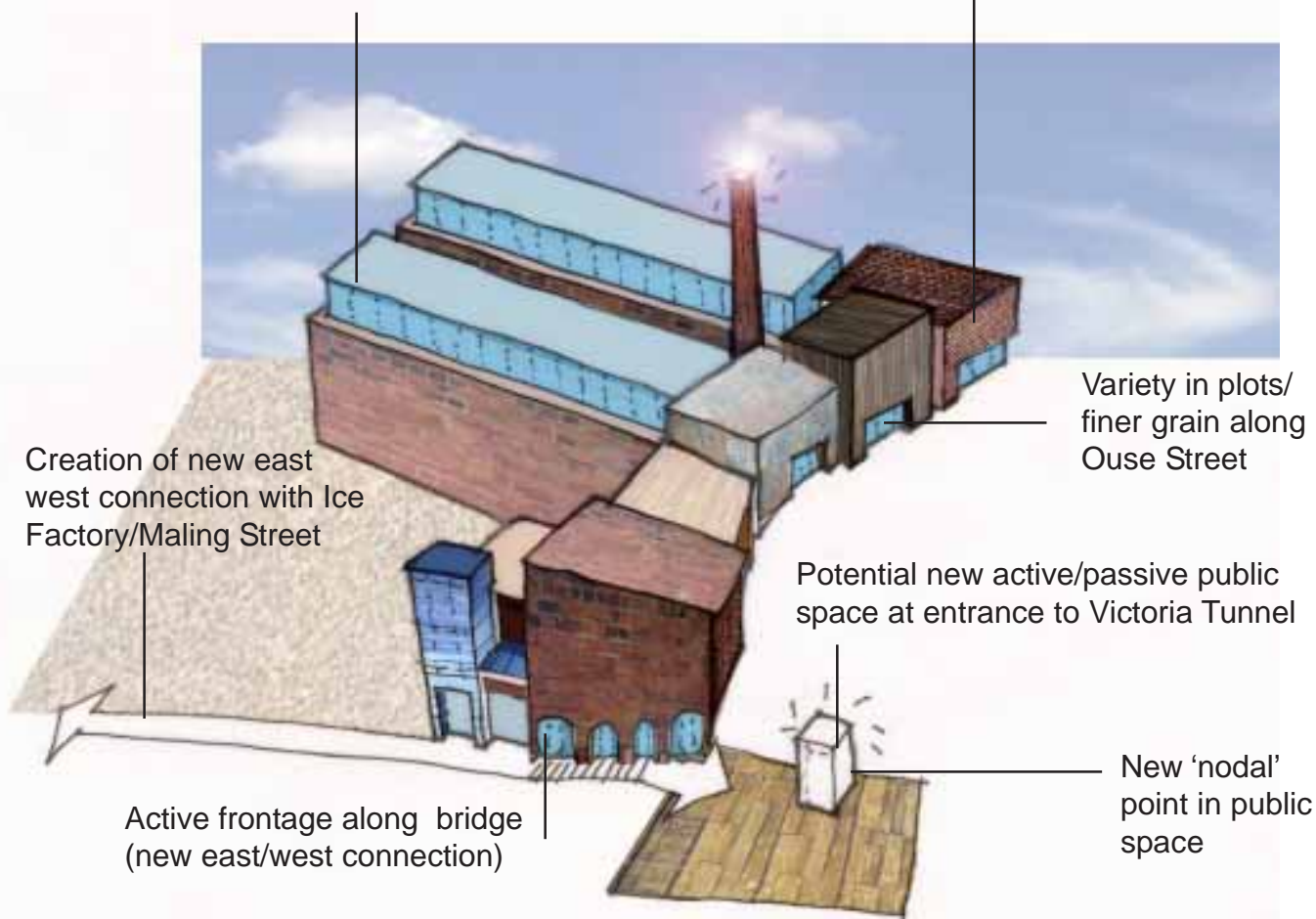
Active frontage onto Ouse Street





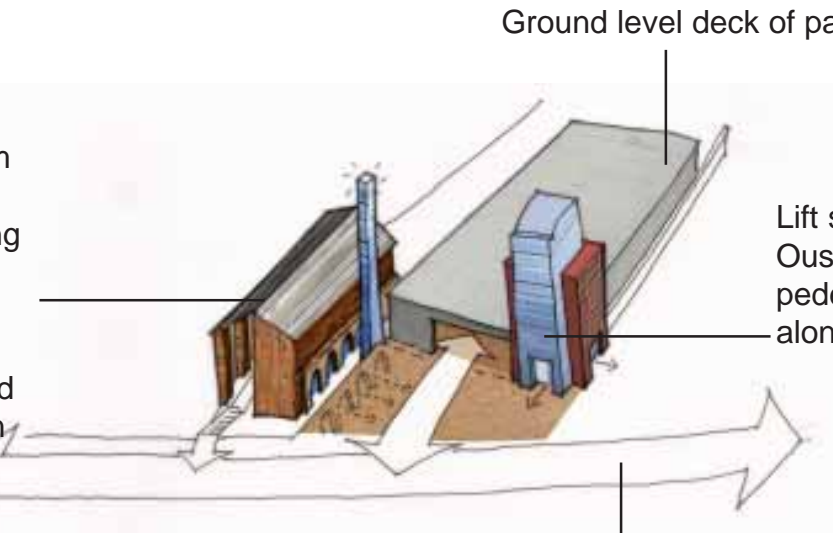
Maynards Toffee factory refurbished in a contrasting contemporary manner using glass to enable greater light penetration.

Variety in plots along principle north/south route (Ouse Street)





Potential replacement of Cattle Sanatorium to arcade-like walk through using original features such as wall onto Ouseburn and internal pillars and reclaimed cast iron columns from original building



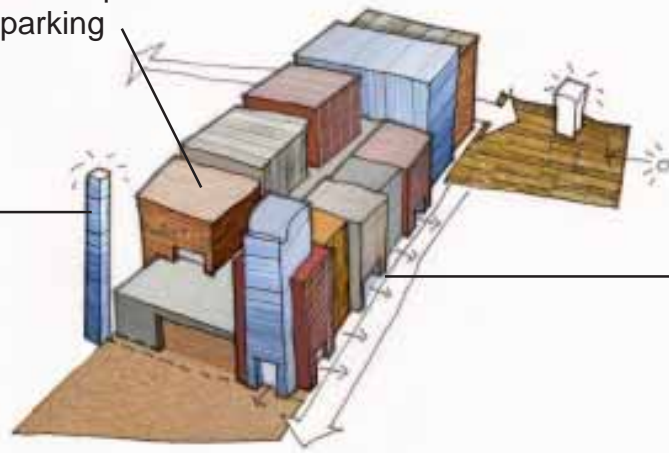
Ground level deck of parking

Lift shaft connecting Ouse Street to pedestrian walkway along the Ouseburn

Direct access to Ouseburn via existing East/West connection

Small bespoke plots built on top of ground level deck of parking

Creation of new cultural chimney



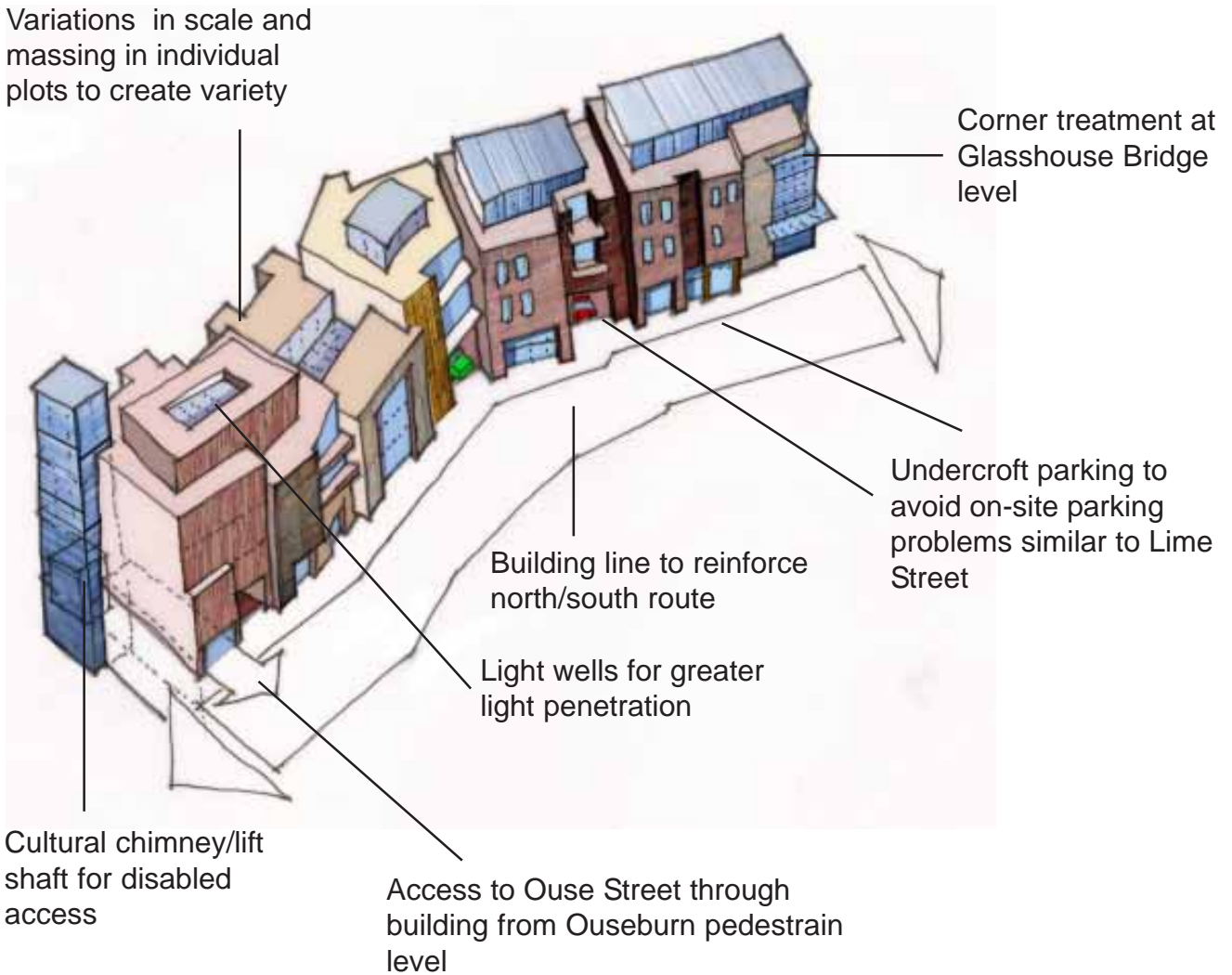
Key sight-lines retained to adjacent site

Active Frontage on to Ouse Street



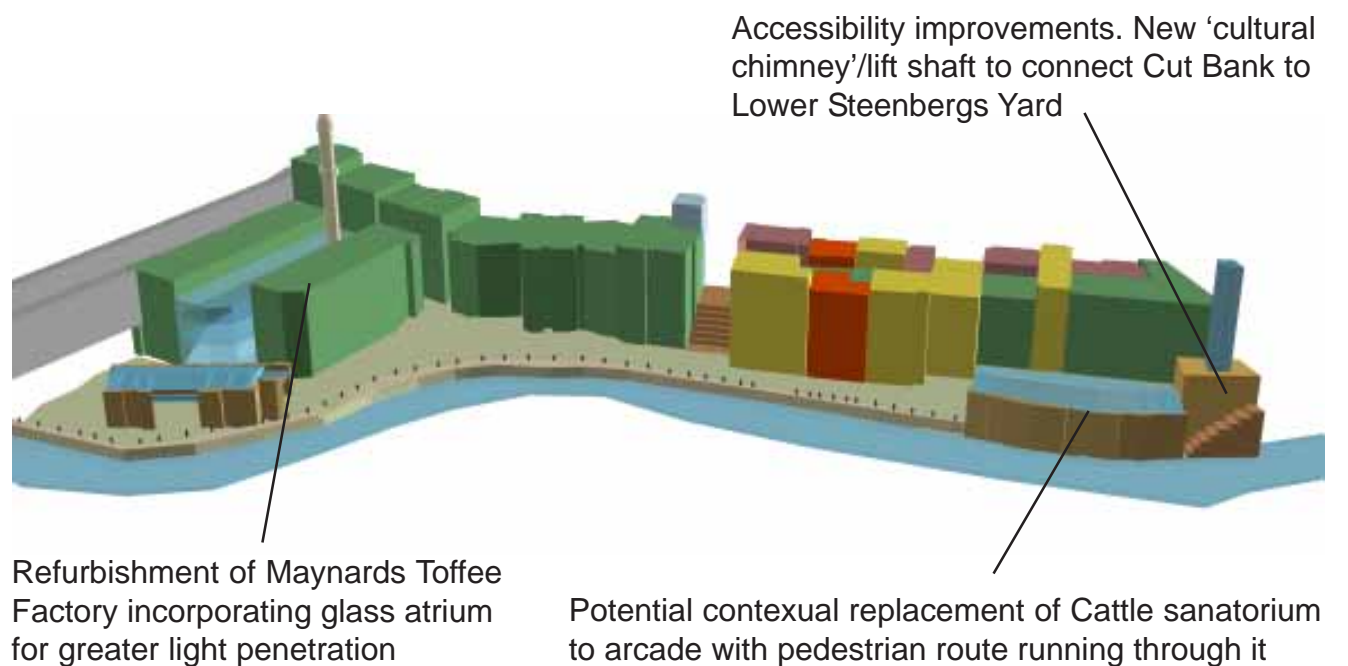
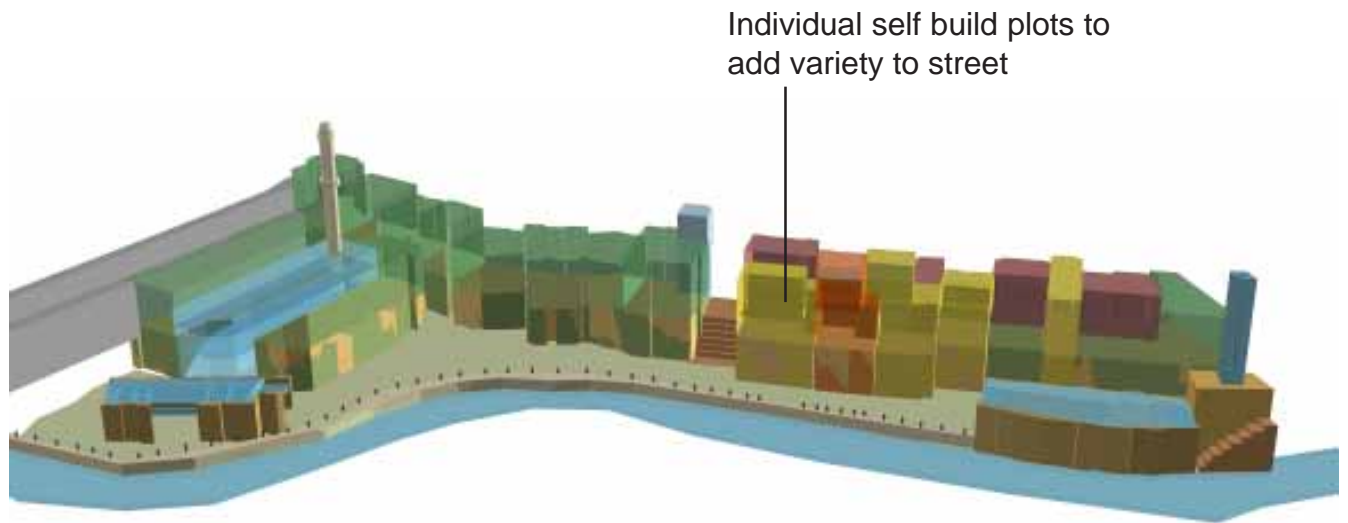
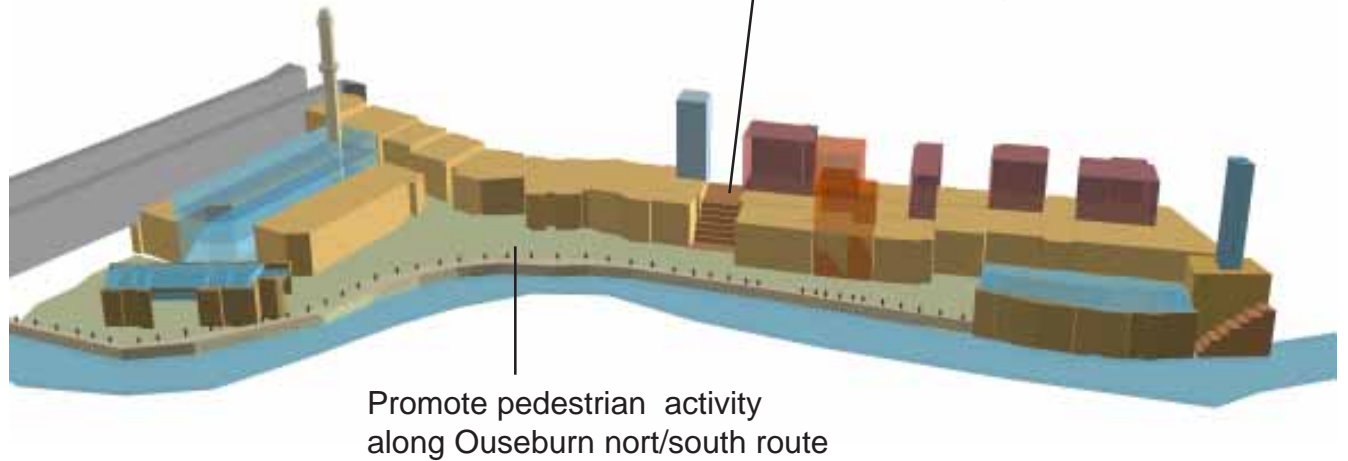


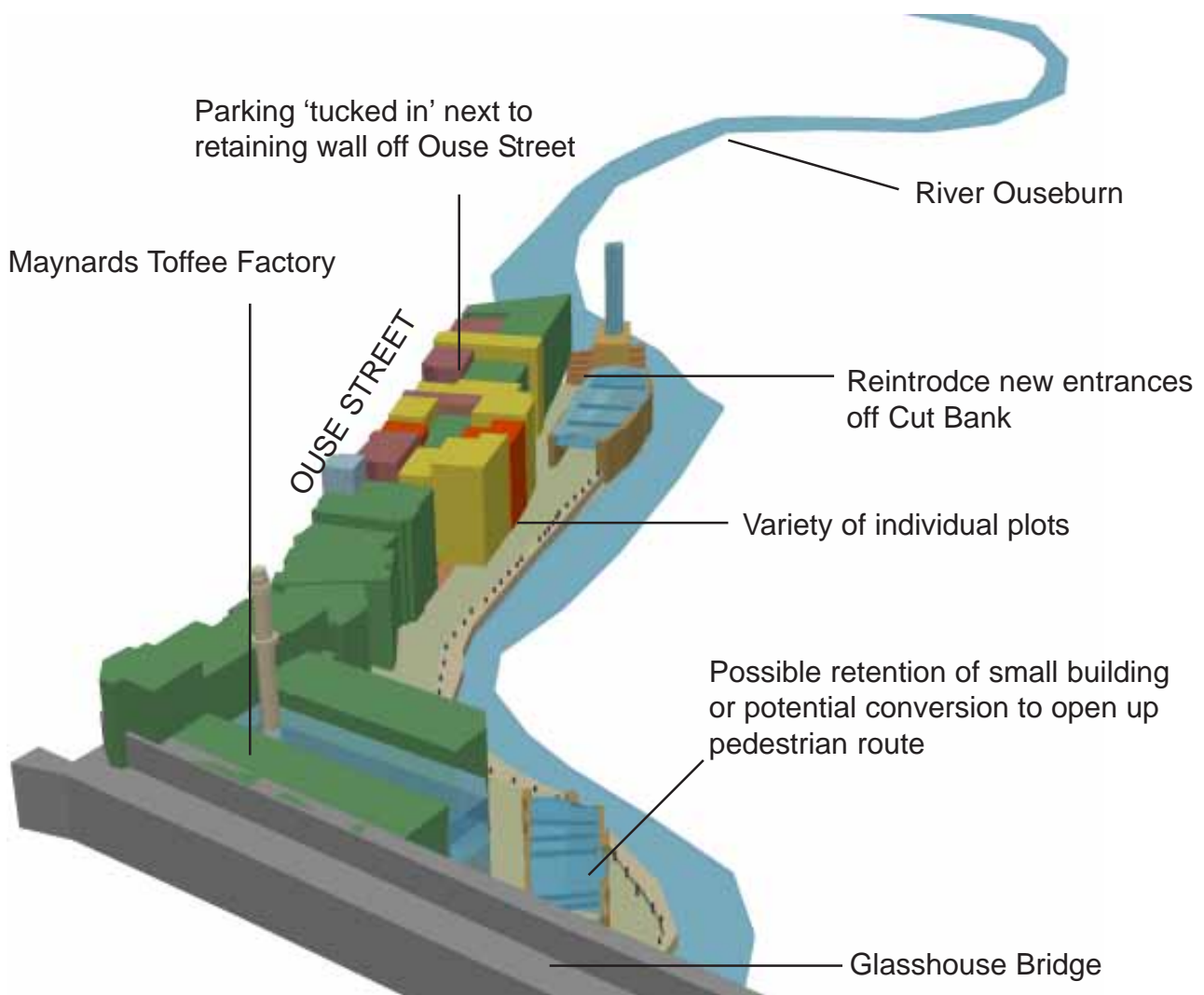
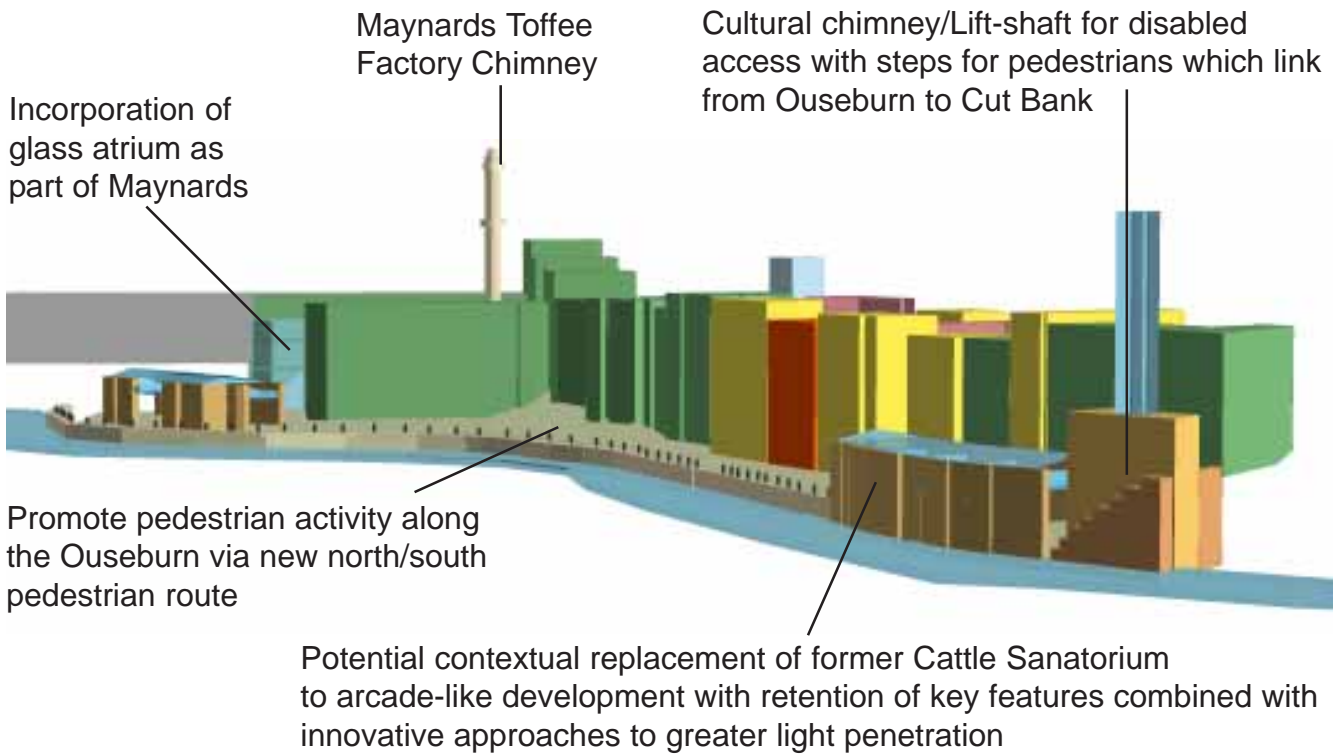
Variations in scale and massing in individual plots to create variety

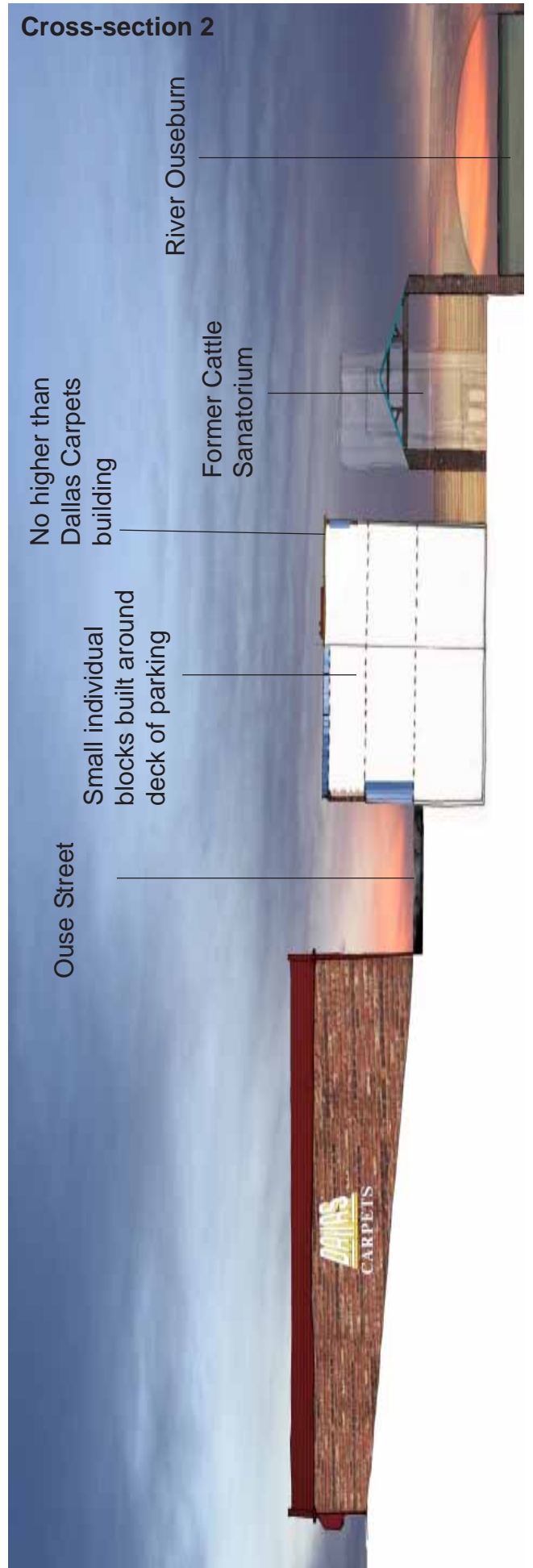




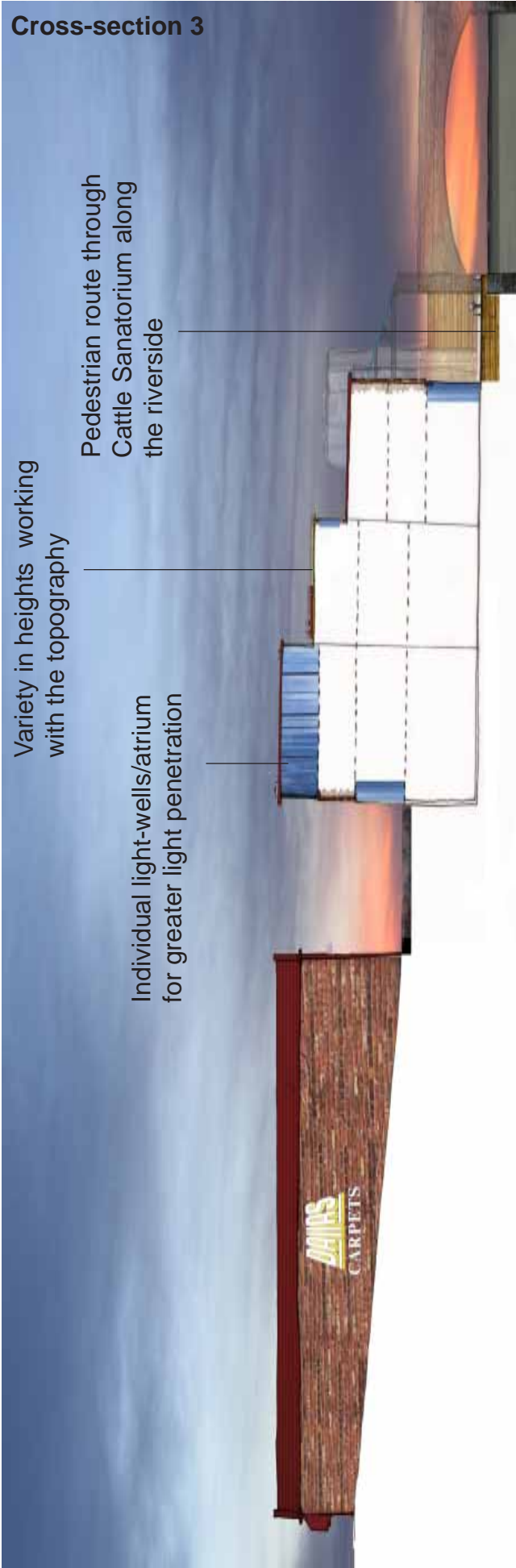
**Explanatory diagram to illustrate individual plots along Lower Steenbergs**



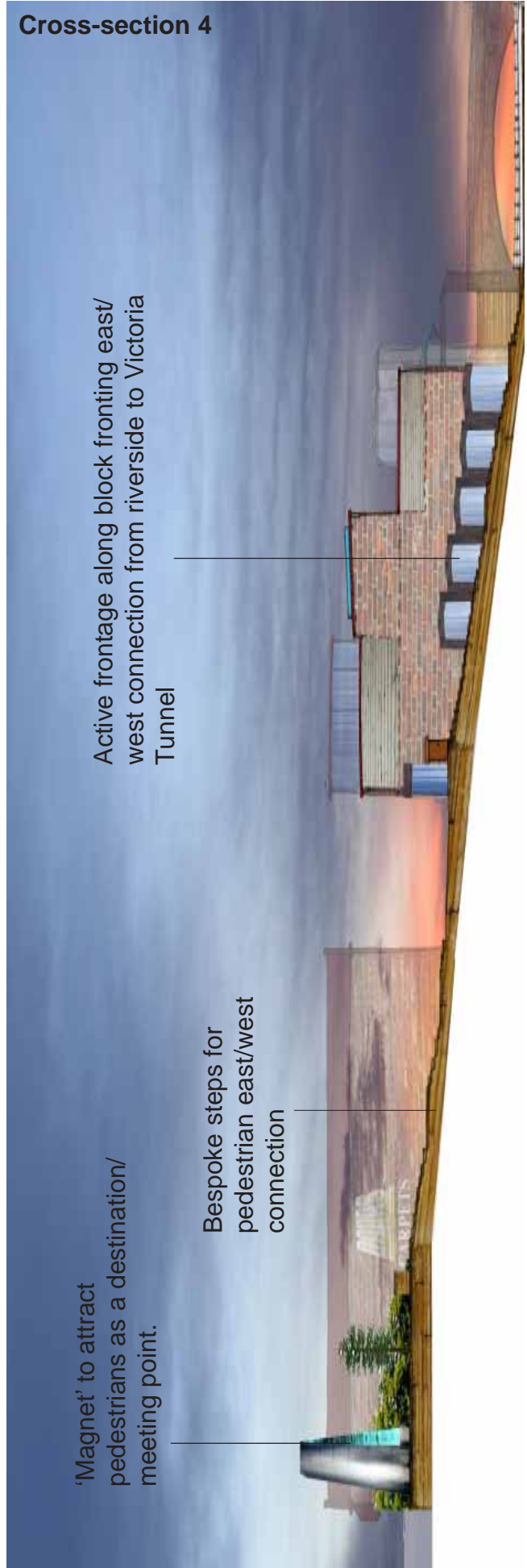




### Cross-section 3



### Cross-section 4





HOUSEBURN  
VALLEY

Urban Design  
APPENDICES

## APPENDIX 1 – OUSEBURN URBAN DESIGN ANALYSIS

### 1.1 Prelude

In October 2000 the Lower Ouseburn Valley was designated a Conservation Area (refer to diagram 1) after recommendations made by the then draft Masterplan for the Regeneration of the Lower Valley Document.

Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 gives local planning authorities the power to designate as Conservation Areas, “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. Designation gives control over the demolition of buildings and provides the basis for policies designed to preserve or enhance all the aspects of character or appearance that define an area’s special interest.

This document forms an appendix to the Conservation Area Management Plan for the Lower Ouseburn Valley. Its role is to provide more detailed design advice for the Conservation Area as a whole.

## ANALYSIS STRUCTURE

A number of urban design methodologies and analytical techniques were used to help examine the area thoroughly to understand what the area was, what it is now and what it can potentially offer in the future.

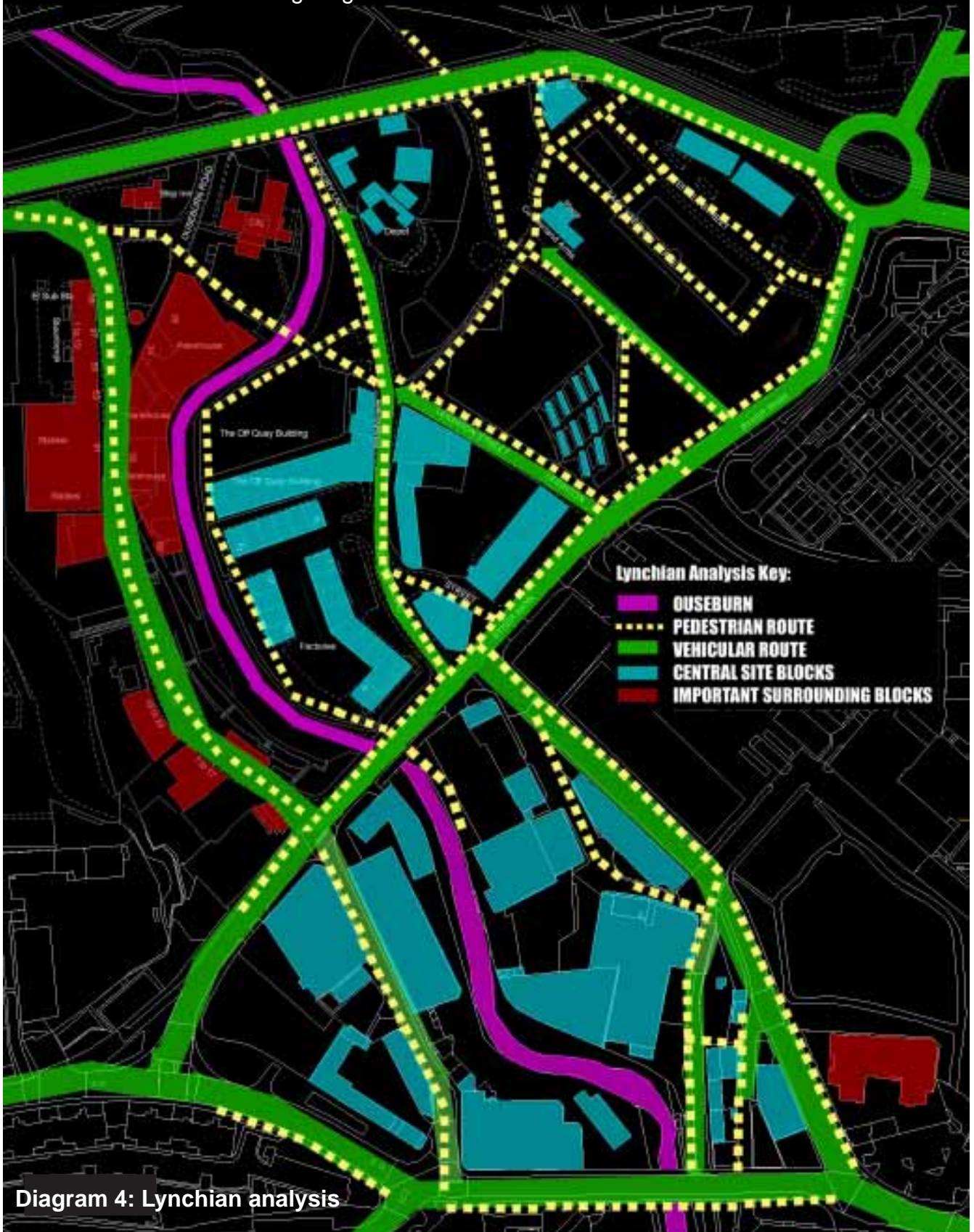
This can be broken down into the 6 following categories:

- 1) Lynchian Analysis
- 2) Serial Visioning
- 3) Historical Analysis
- 4) Contextual Analysis
- 5) Abstract Analysis
- 6) Collage City

## 1.2 Generic Site Analysis

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The main site analysis is based around the methodology used by Kevin Lynch (“The Image of The City”, 1960). It is this analysis which discusses a framework with which to analyse the mental map of the city. This adaptation of the method of analysis is incorporated at a smaller scale in the following diagram.



## 1.3 Lynchian

Lynch<sup>1</sup> identifies a hierarchy of elements that can be used to describe a City. These elements were used in order to analyse the Ouseburn site in more detail. The categories were as follows:

- **Districts**

A district is an area of the city with a perceived common identifying character or homogeneity.

- **Paths**

A path is a familiar track through the city. Paths are the circulation routes by which people enter, exit and get around the city.

- **Nodes**

A node is a centre of activity; a junction, convergence or destination.

- **Landmarks**

A landmark is a visible point of reference, a focus. A point of orientation and identity.

- **Edges**

Edges are the dividing lines between districts. They are Boundaries rather than paths.

The Lynchian Analysis key indicates visually the pedestrian and vehicular routes along with the urban grid form of the Ouseburn Central and South of Cut Bank.

## 1.4 Serial Visioning

The second stage of the design process looked at a photographic survey of both sub-areas. As a theoretical basis for fully understanding the site a “serial visioning” exercise was undertaken.

Serial vision describes the process of moving through urban space which could be recorded sequentially by means of drawings and photographs. More importantly, it revealed the complex ‘organic’ qualities of certain places, which we have begun to describe as ‘of townscape value’. In this respect we used the two principle north/south routes (Lime Street/Ouse Street and Ford Street/Foundary Lane) stopping at specific intervals to help record the sense of place associated with Ouseburn.

The diagram 5 illustrates the 12 view points for ‘serial visioning’ which were put into place for Ouseburn Central and South of Cut Bank.

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<sup>1</sup> Kevin Lynch ‘The Image of the City’ (1960)

<sup>2</sup> Gordon Cullen ‘The Concise Townscape’ (1961)



Diagram 5: 12 viewpoints for 'serial visioning'



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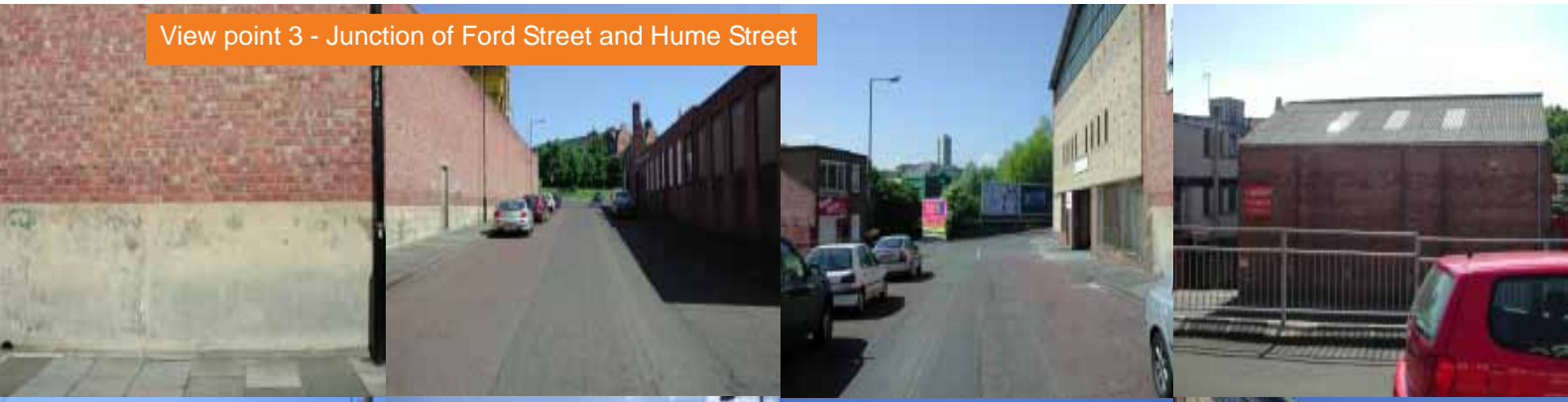


View point 1 - West Road



View point 2 - Junction of Mailing Street / Back Mailing Street and Ford Street

View point 3 - Junction of Ford Street and Hume Street



View point 4 - Junction of Ford Street, Byker Bank and Foundry Lane



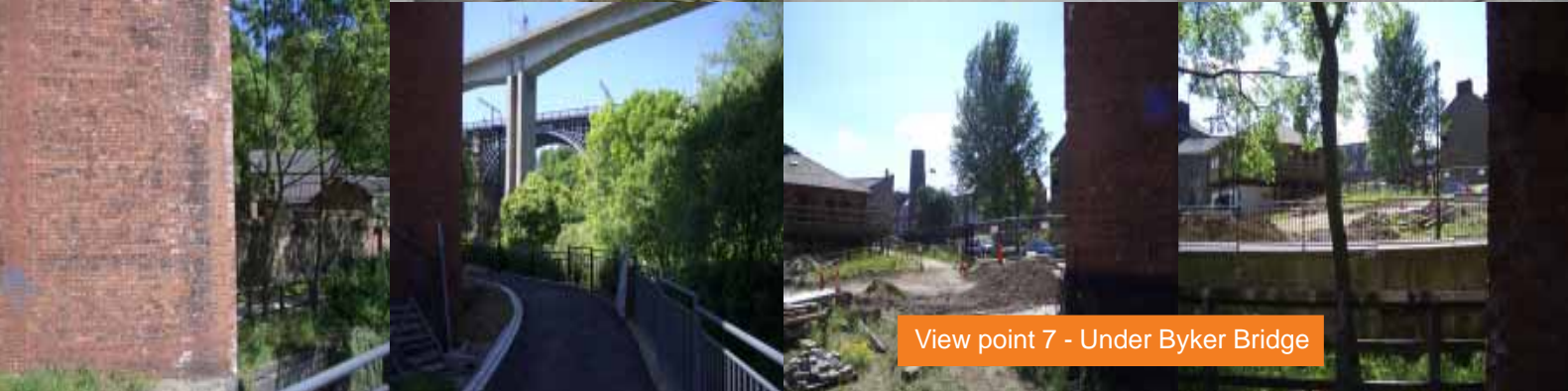
View point 5 - Foundry Lane



View point 6 - Junction of Foundry Lane and Leighton Street



View point 7 - Under Byker Bridge





View point 8 - Junction of City Road, Glasshouse Bridge and Ouse Street



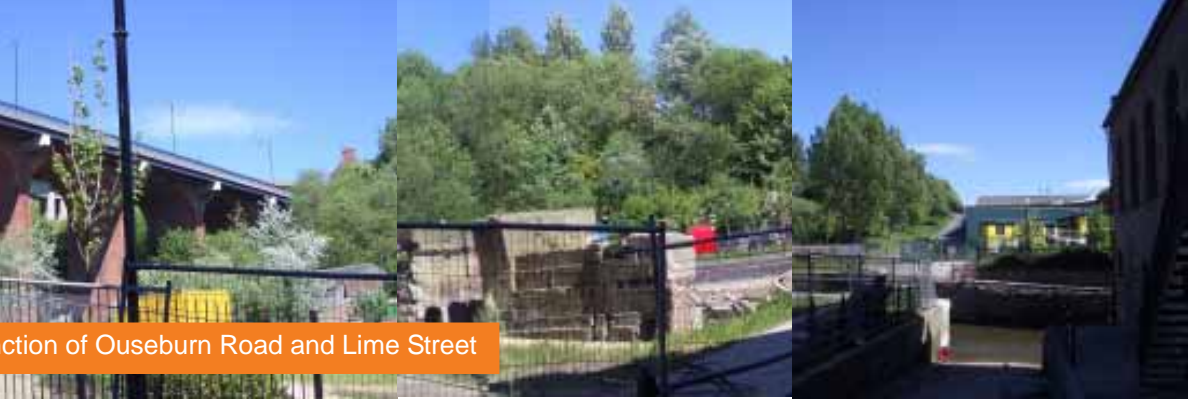
View point 9 - Ouse Street and entrance to Victoria Tunnel



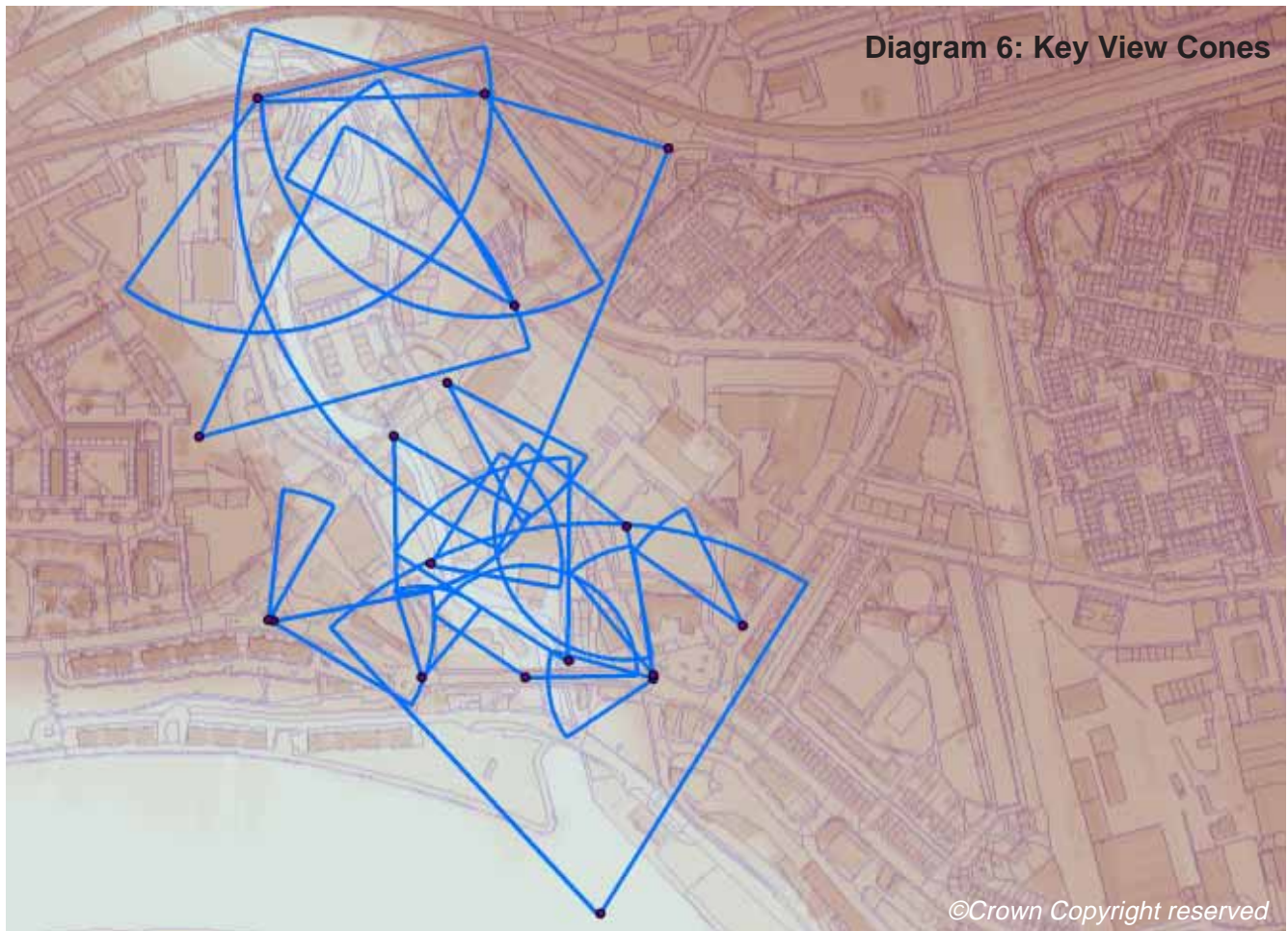
View point 10 - Junction of Ouse Street and Cut Bank



View point 11 - Lime Street



View point 12 - Junction of Ouseburn Road and Lime Street

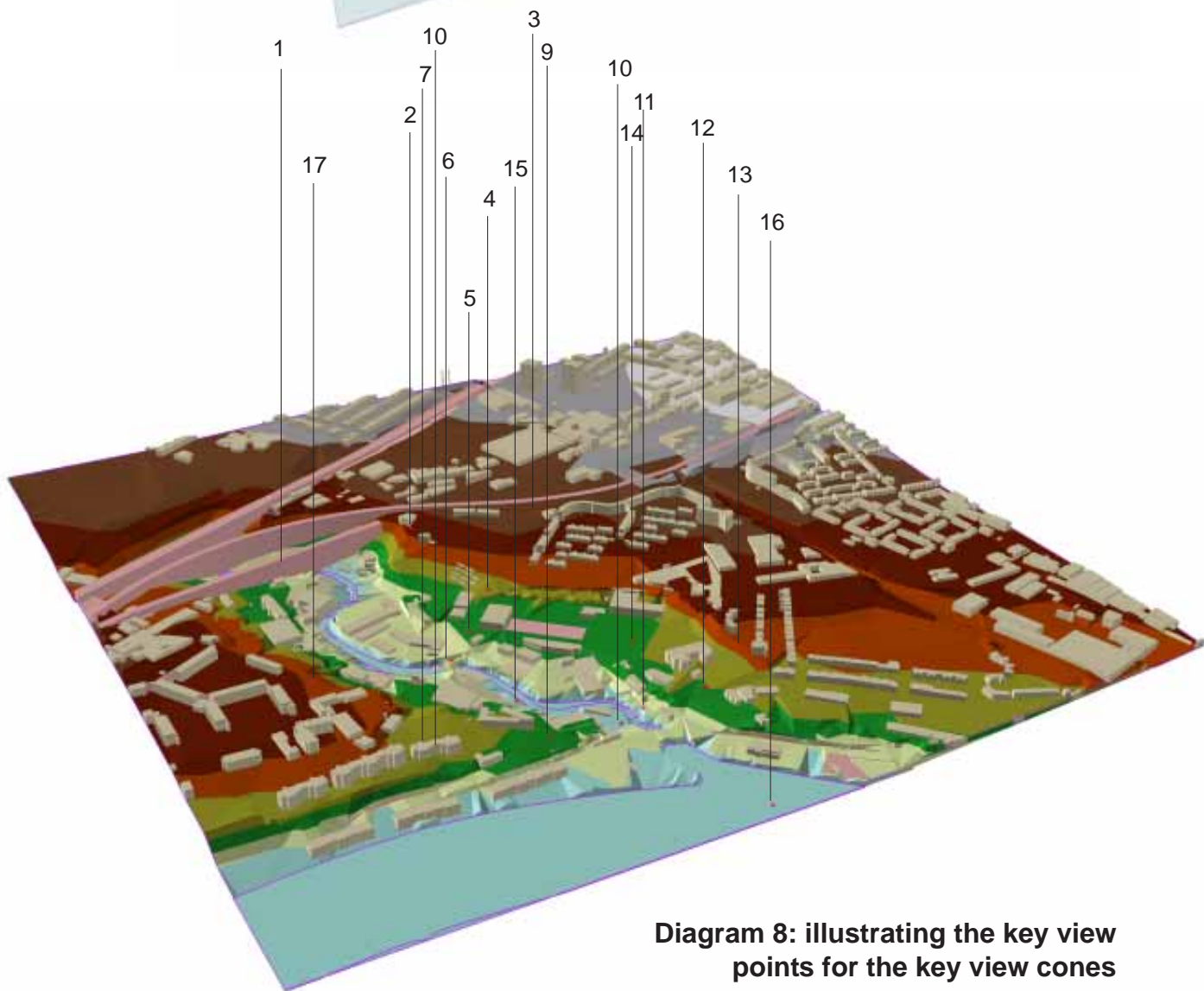
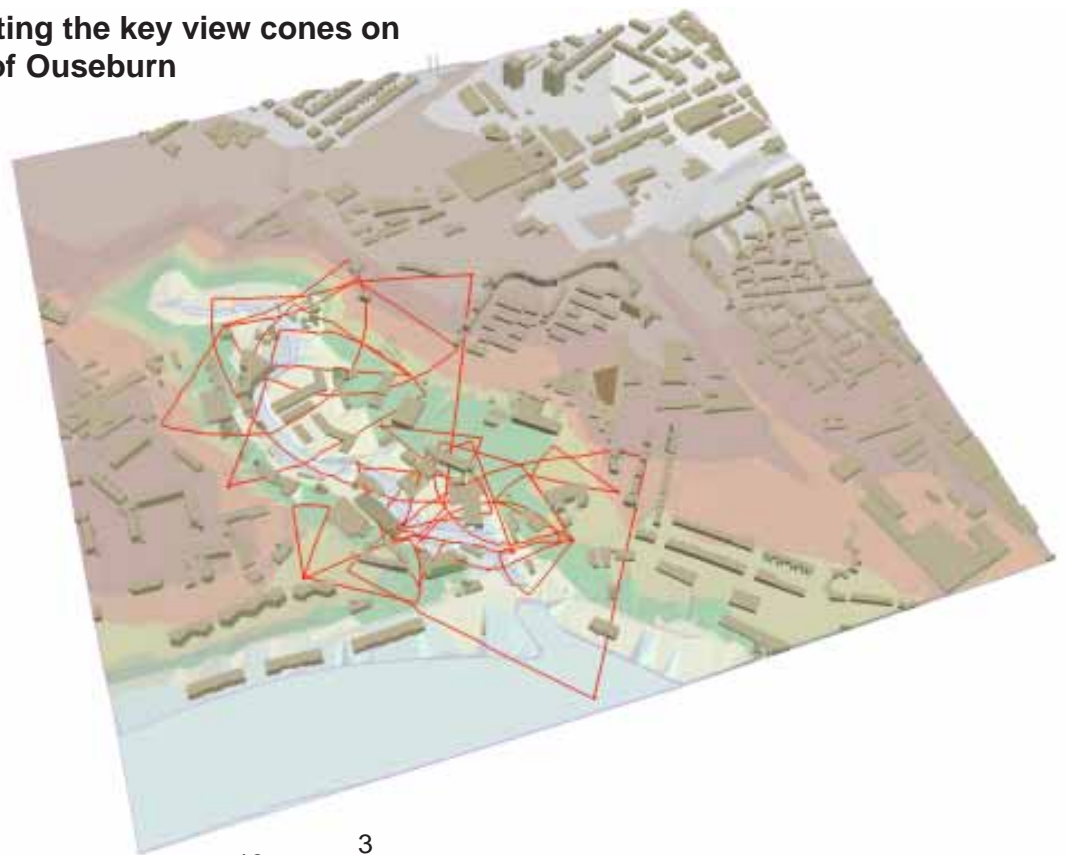


## 1.5 Key View Cones

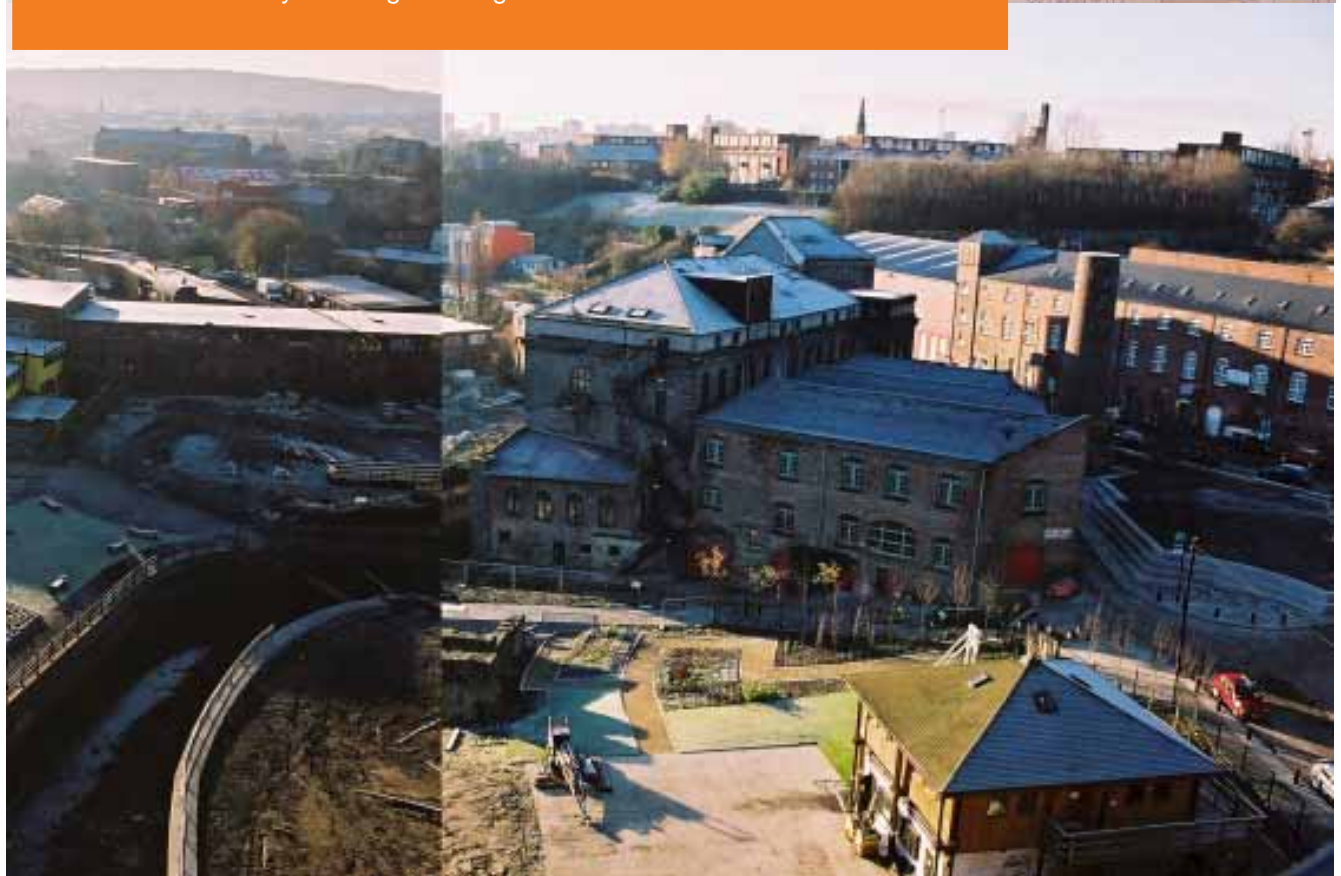
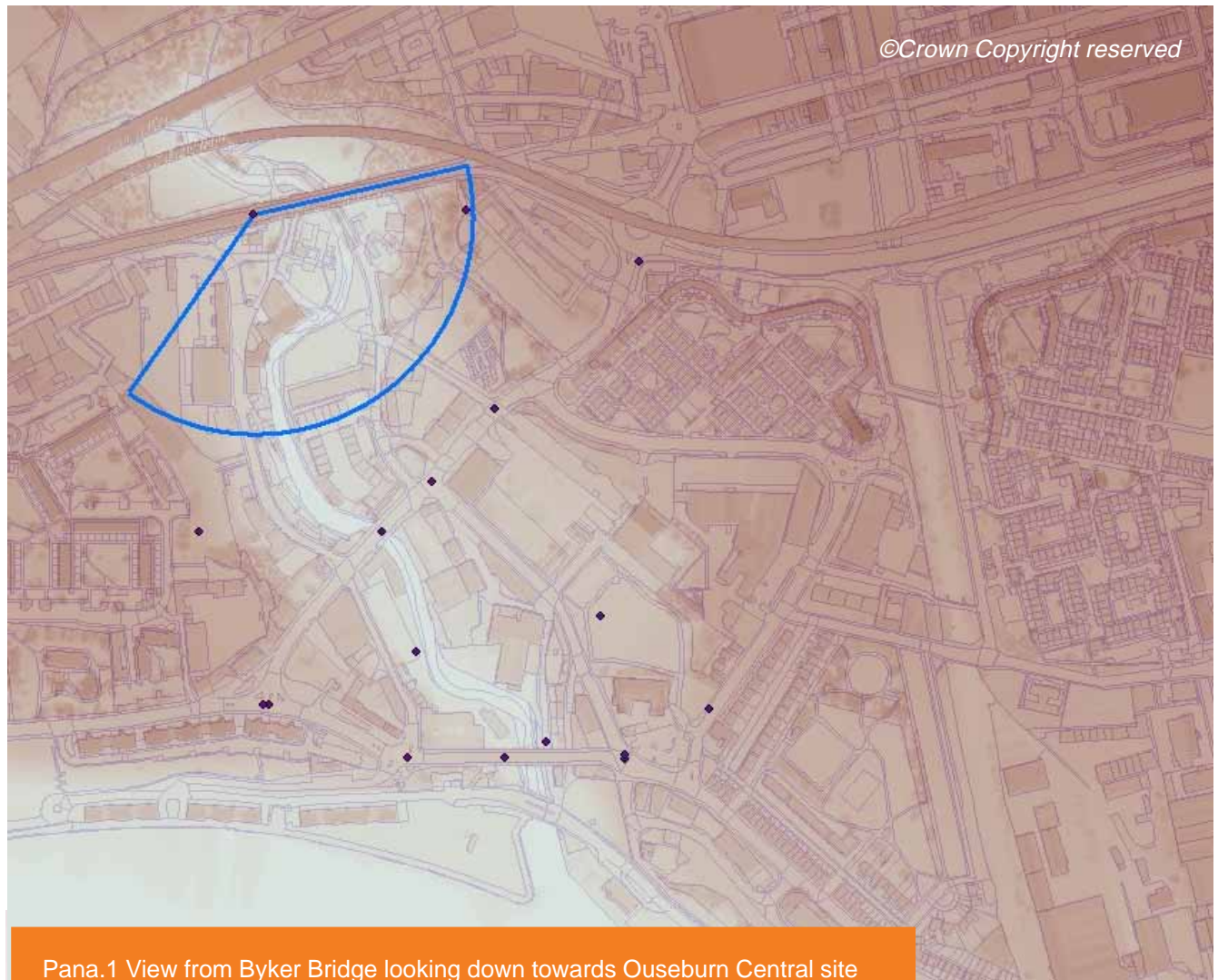
Topography plays an important part in the overall structure of the Ouseburn. Historically the site has a number of important views and in terms of the potential future development of the area it will have new visual aspects which people will experience. As part of the analysis work a number of key views have been identified and will be used as a means of assessing new development. This diagram illustrates the key view cones in the Ouseburn site:

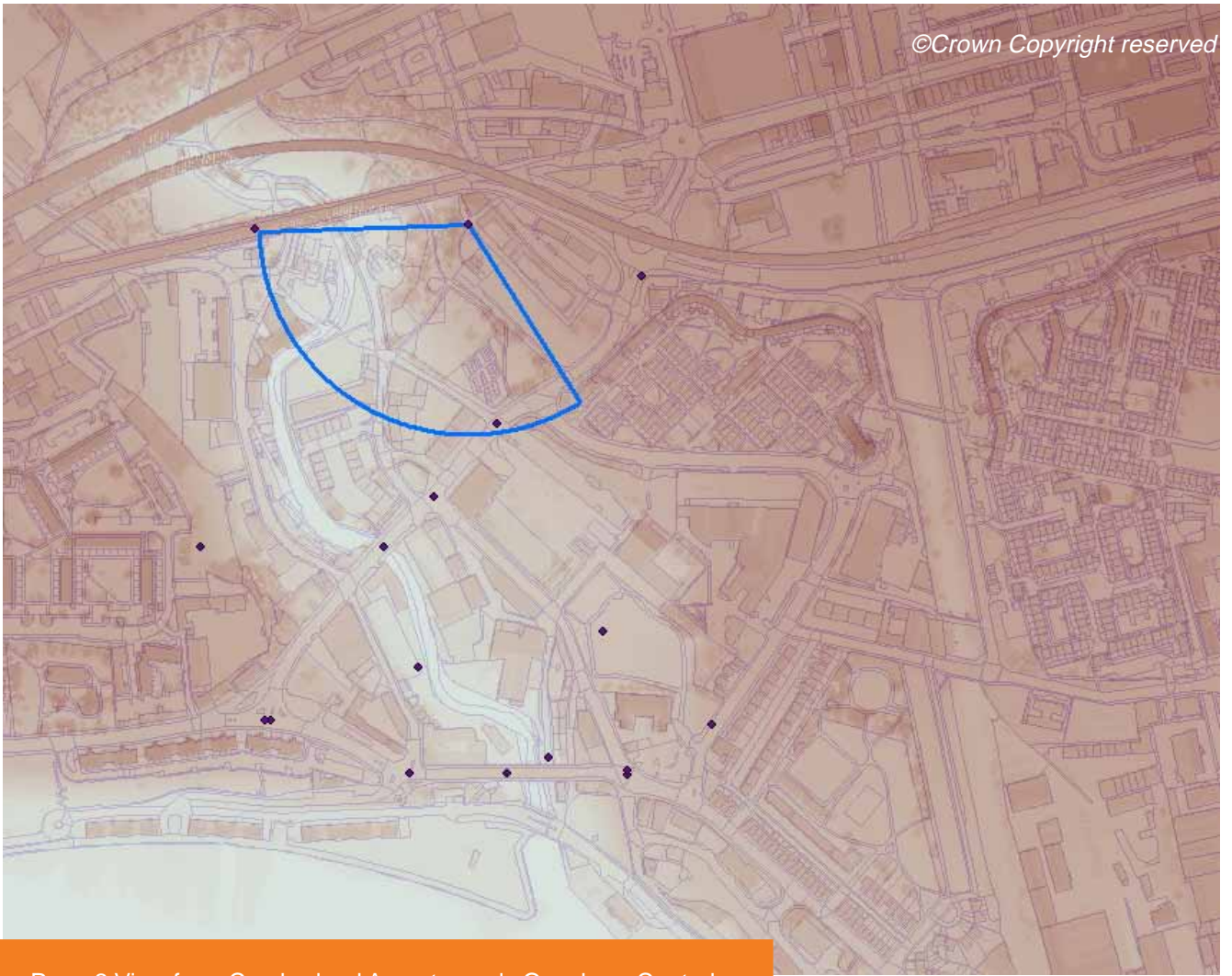
- Pana.1 View from Byker Bridge looking down towards Ouseburn Central site
- Pana.2 View from Cumberland Arms towards Ouseburn Central
- Pana.3 View down Byker Bank looking towards Lime Street
- Pana.4 View from Byker Bank looking towards Leighton Street
- Pana.5 View from Byker Bank looking south towards Ford Street
- Pana.6 View towards South of Cut Bank from Ouseburn Bridge
- Pana.7 View from City Road looking towards Cut Bank
- Pana.8 View from Cut Bank/City Road junction looking towards Glasshouse Bridge
- Pana.9 View from City Road/Ouse Street junction looking north
- Pana.10 View from Glasshouse Bridge looking North towards the Ice Factory
- Pana.11 View from Maling Street looking towards South of Cut Bank
- Pana.12 View along City Road looking towards Maynards Toffee Factory
- Pana.13 View looking up Ford Street from City Road junction
- Pana.14 View west from Ballast Hill towards South of Cut Bank
- Pana.15 View east from Lower Steenbergs Yard towards Ford Street
- Pana.16 View looking north towards the mouth of the Ouseburn
- Pana.17 View off Lime Street looking east towards Ouseburn Central

**Diagram 7: illustrating the key view cones on the terrain model of Ouseburn**



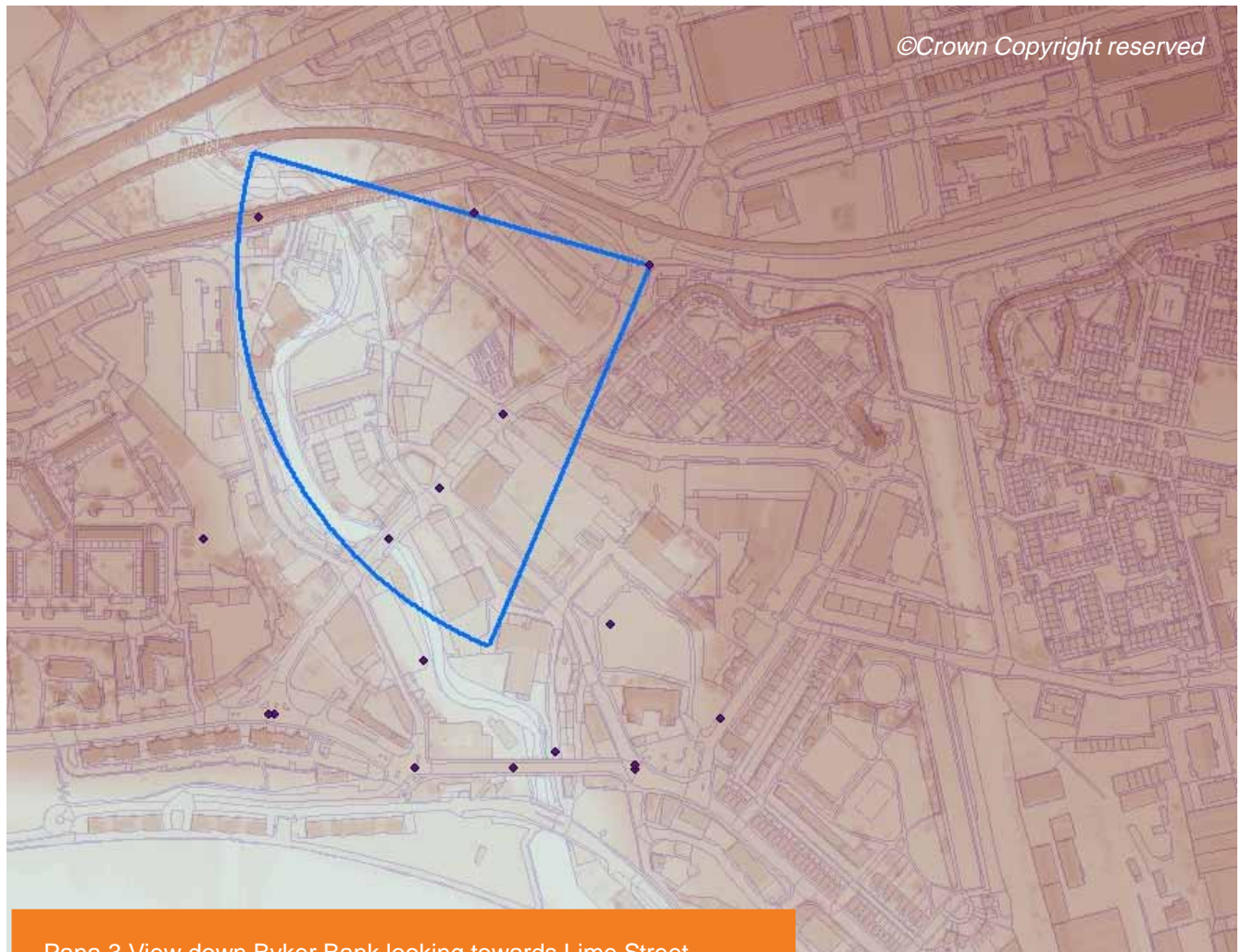
**Diagram 8: illustrating the key view points for the key view cones**





Pana.2 View from Cumberland Arms towards Ouseburn Central

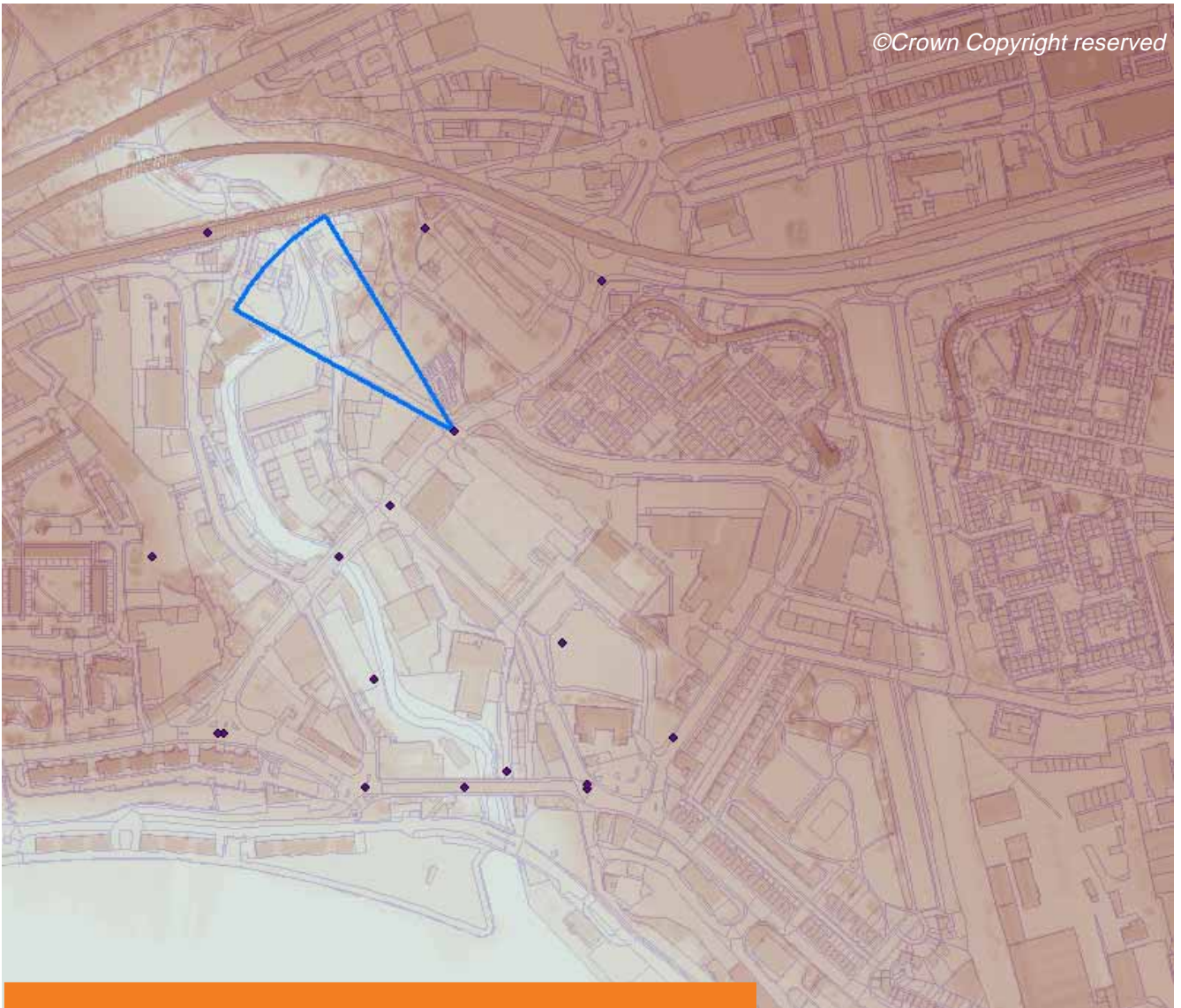
Photo 2



Pana.3 View down Byker Bank looking towards Lime Street



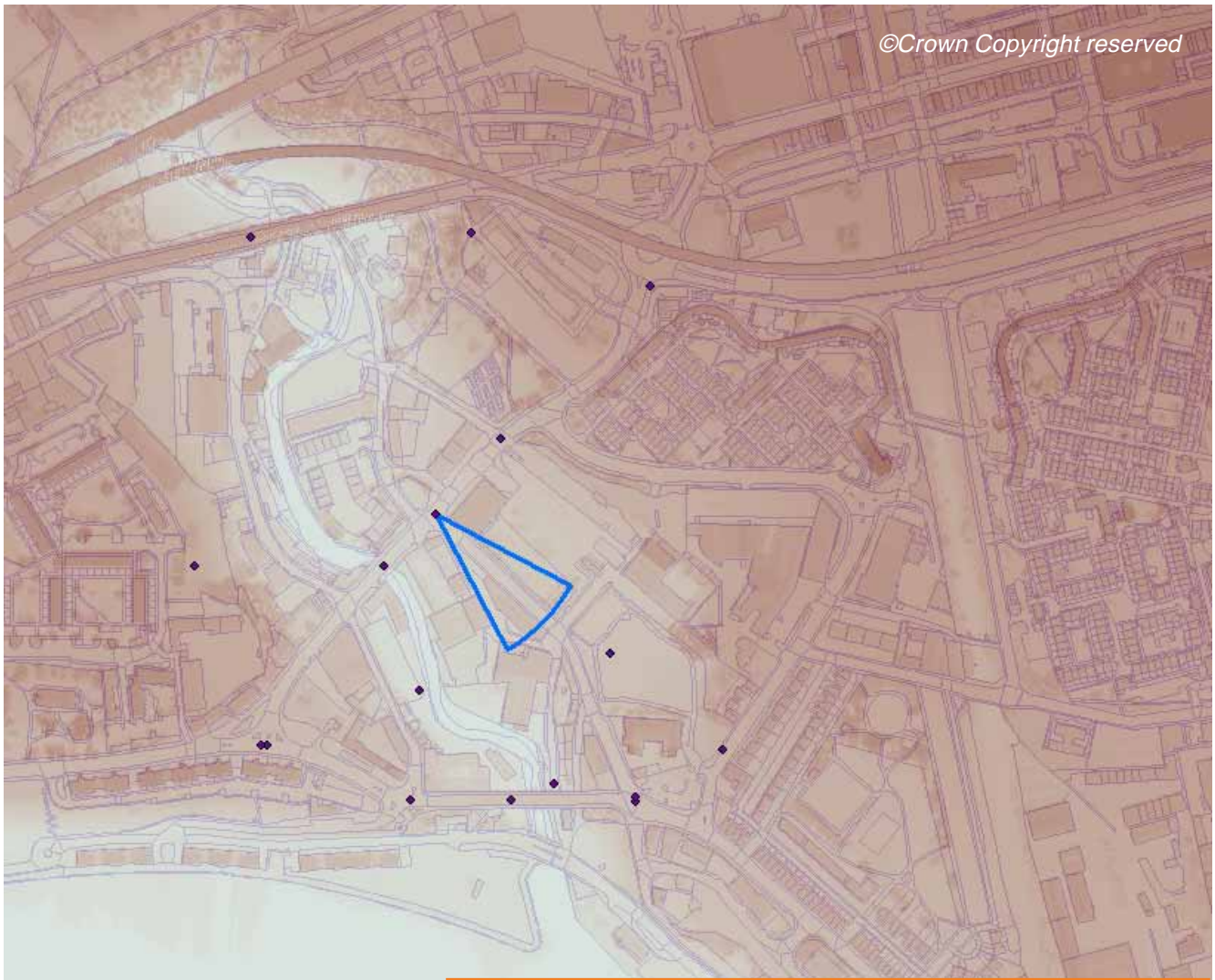




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Pana.4 View from Byker Bank looking towards Leighton Street

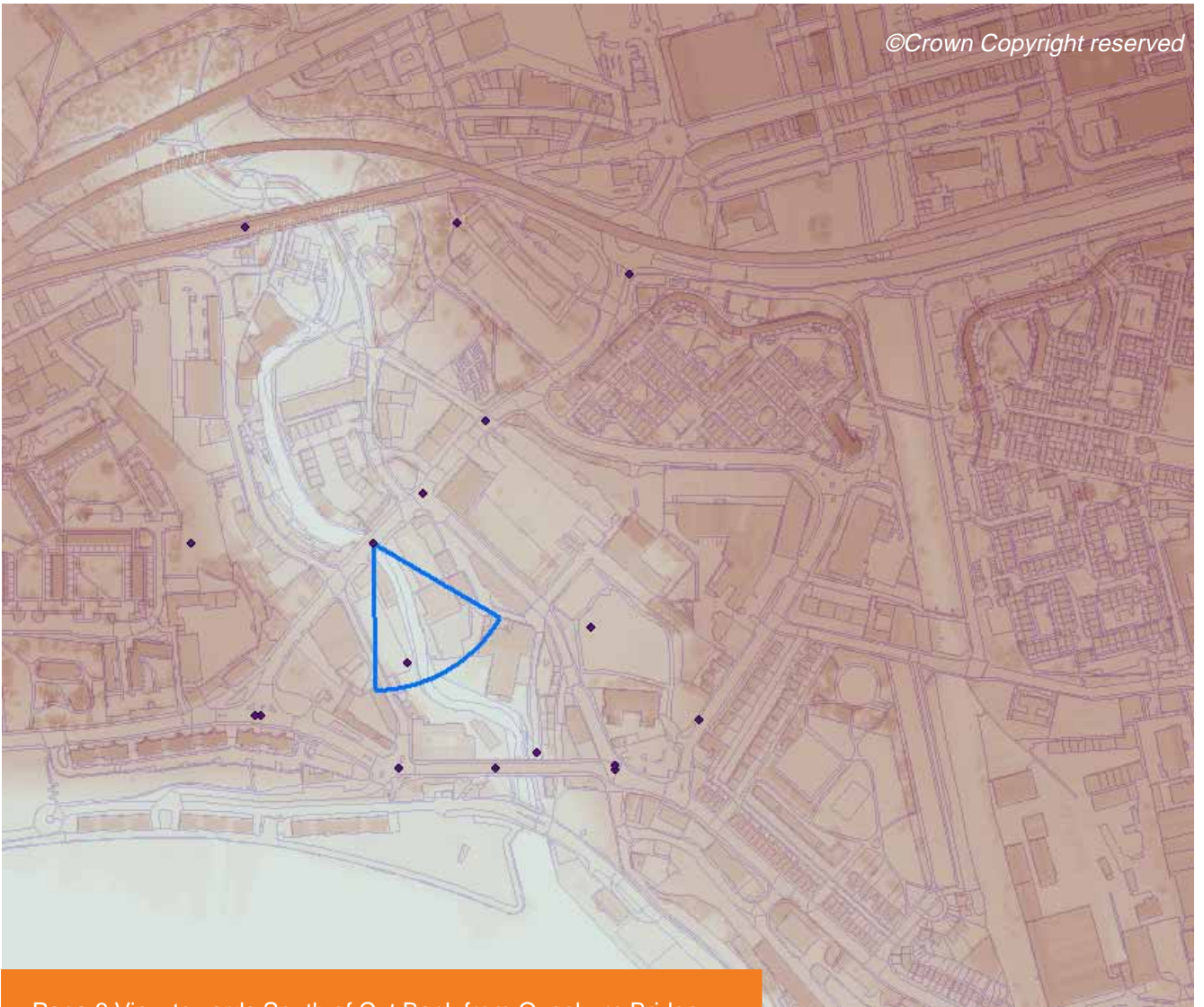




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Pana.5 View from Byker Bank looking south towards Ford Street

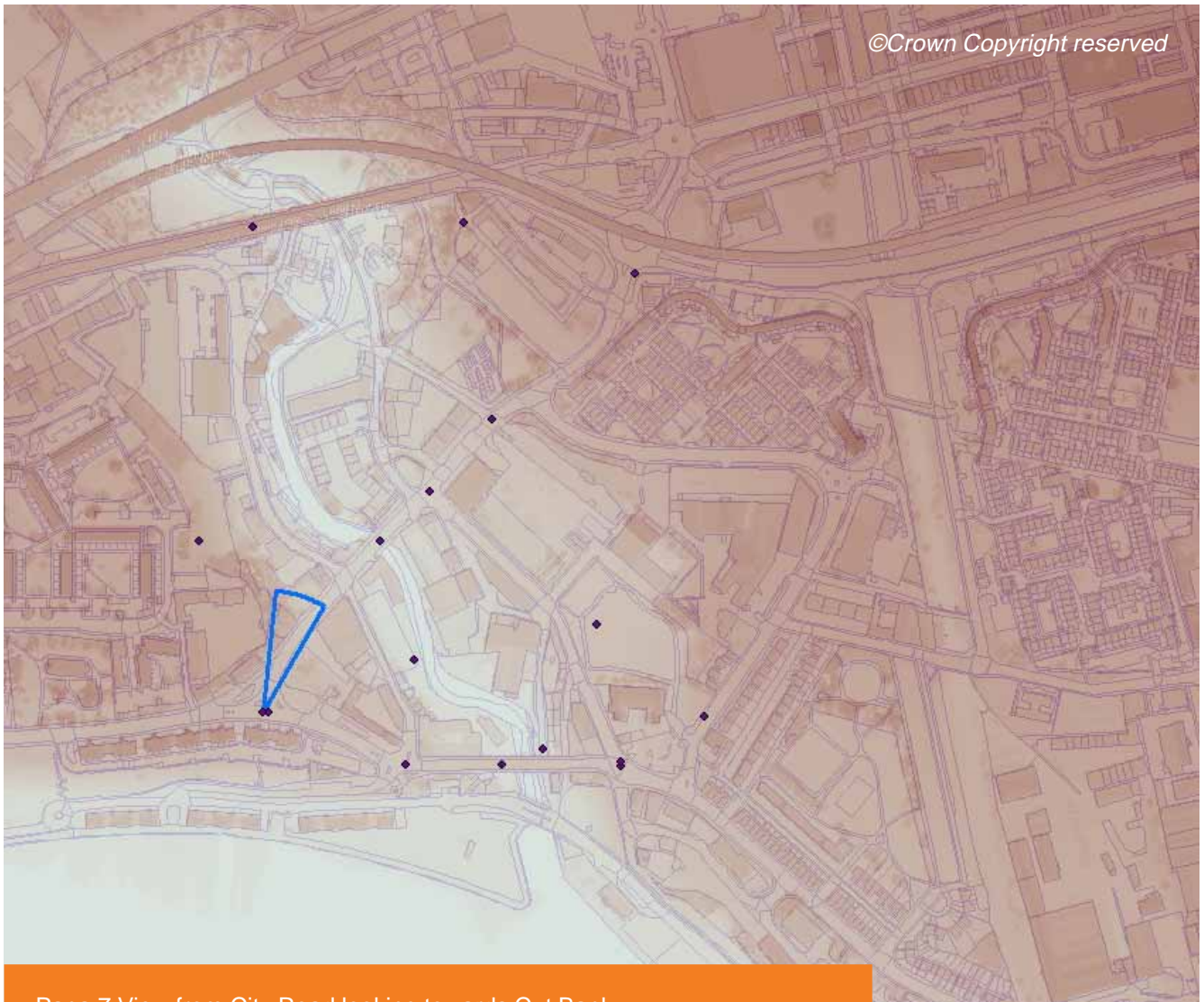




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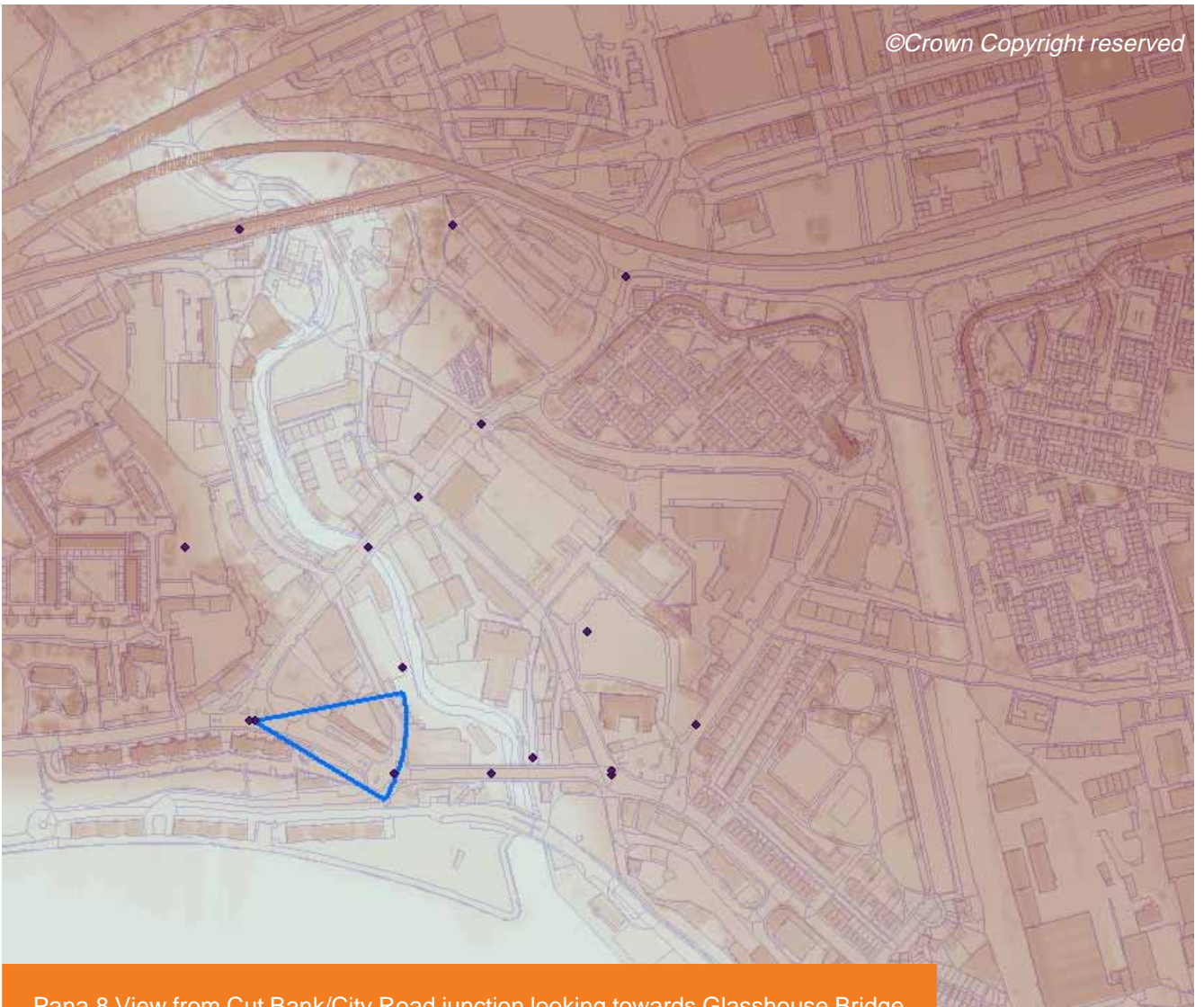
Pana.6 View towards South of Cut Bank from Ouseburn Bridge



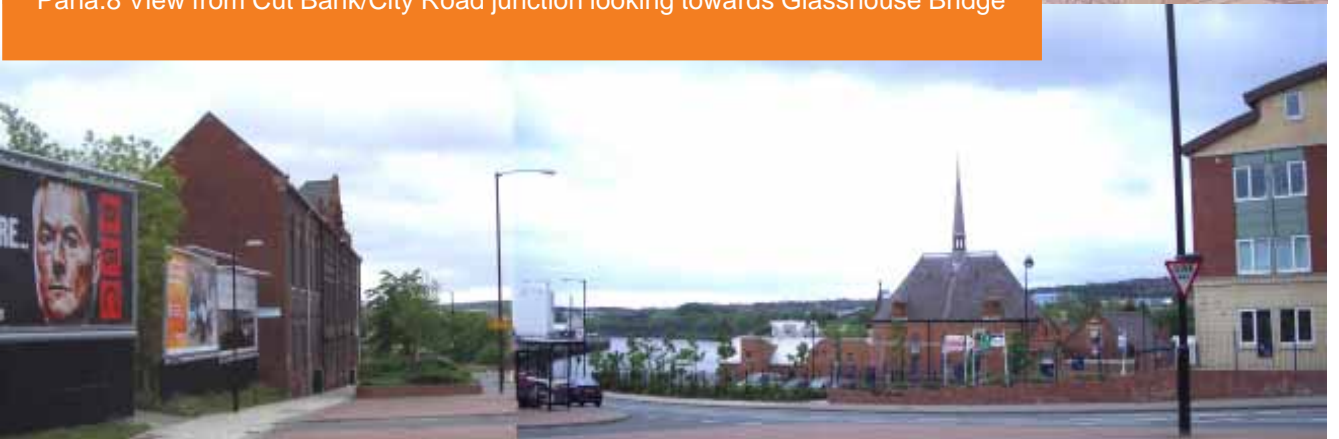


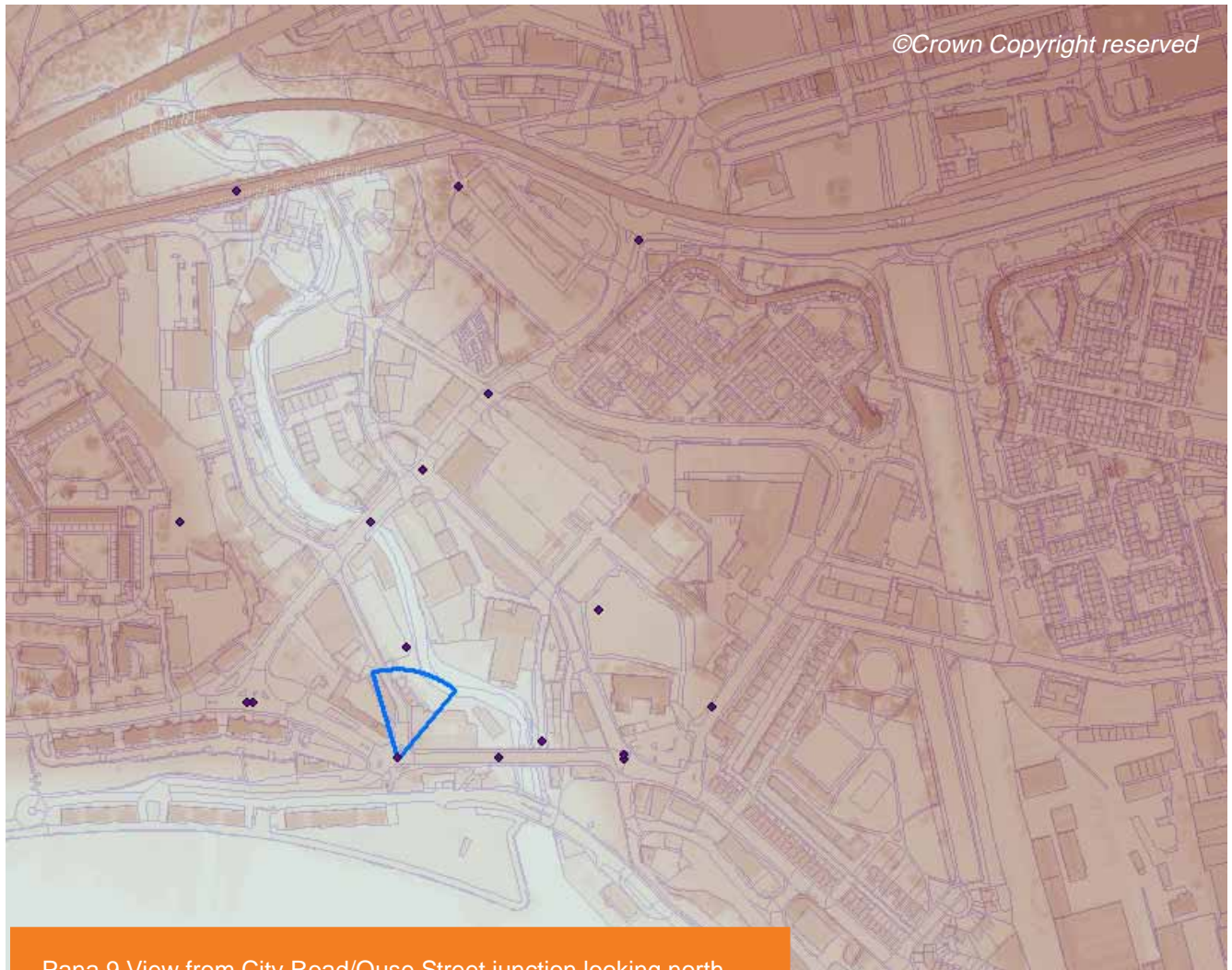
Pana.7 View from City Road looking towards Cut Bank



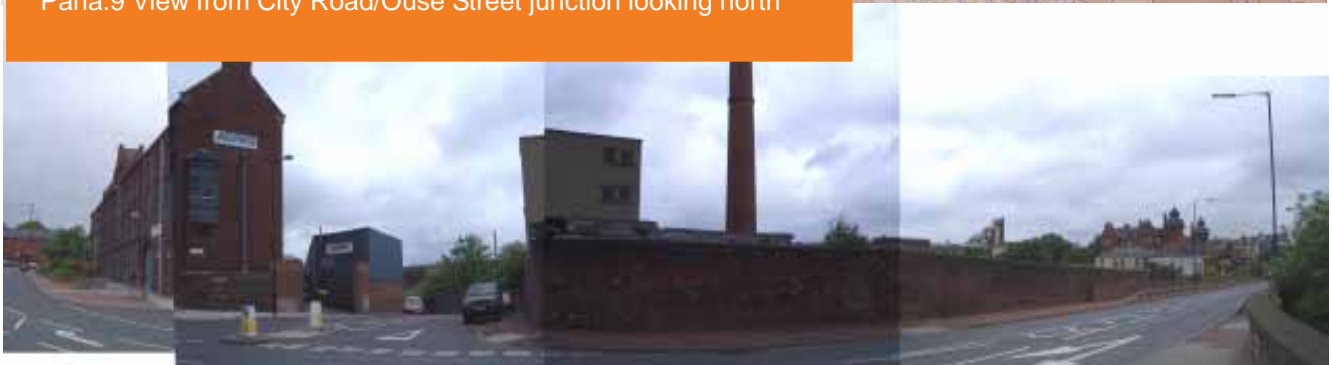


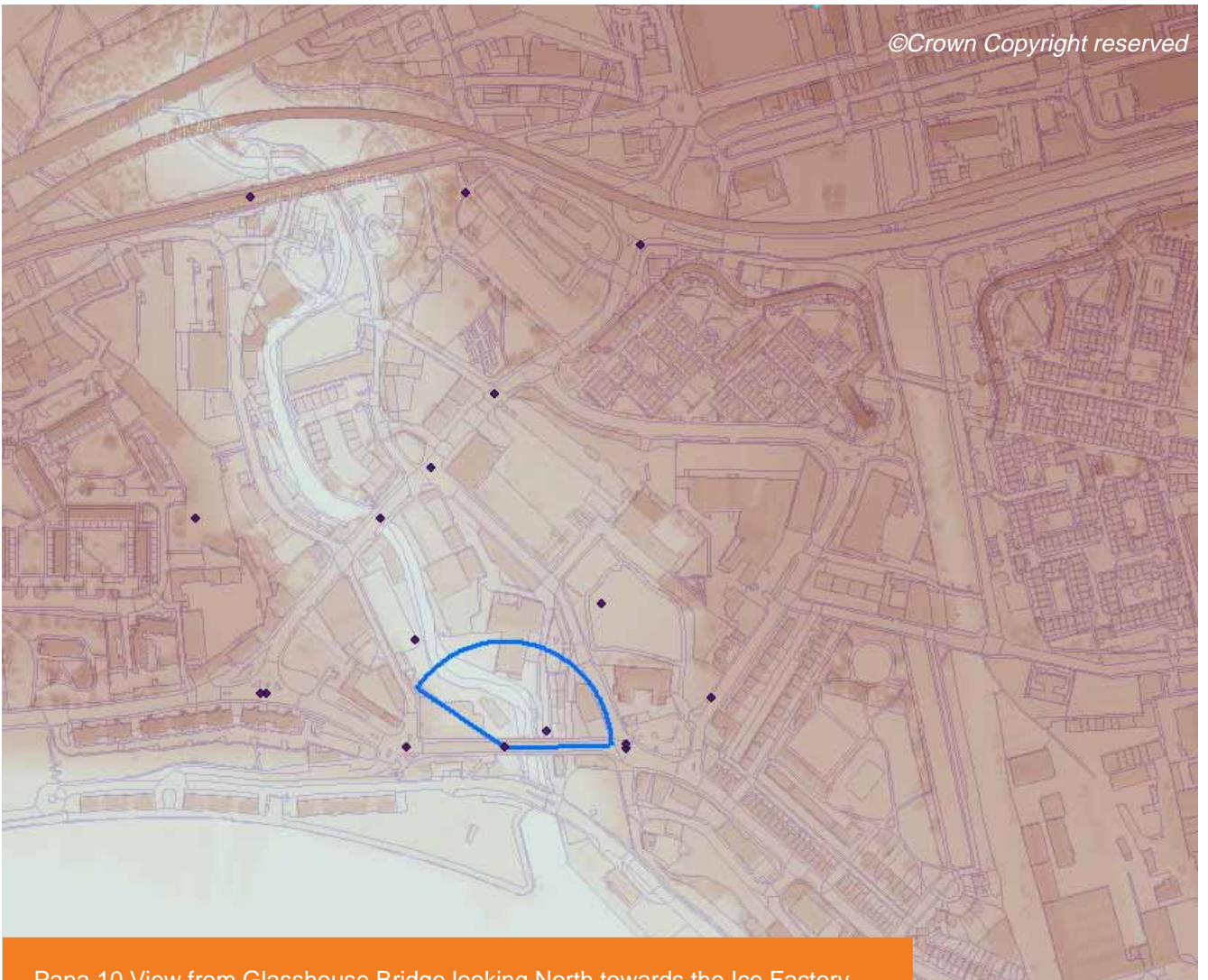
Pana.8 View from Cut Bank/City Road junction looking towards Glasshouse Bridge





Pana.9 View from City Road/Ouse Street junction looking north





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Pana.10 View from Glasshouse Bridge looking North towards the Ice Factory

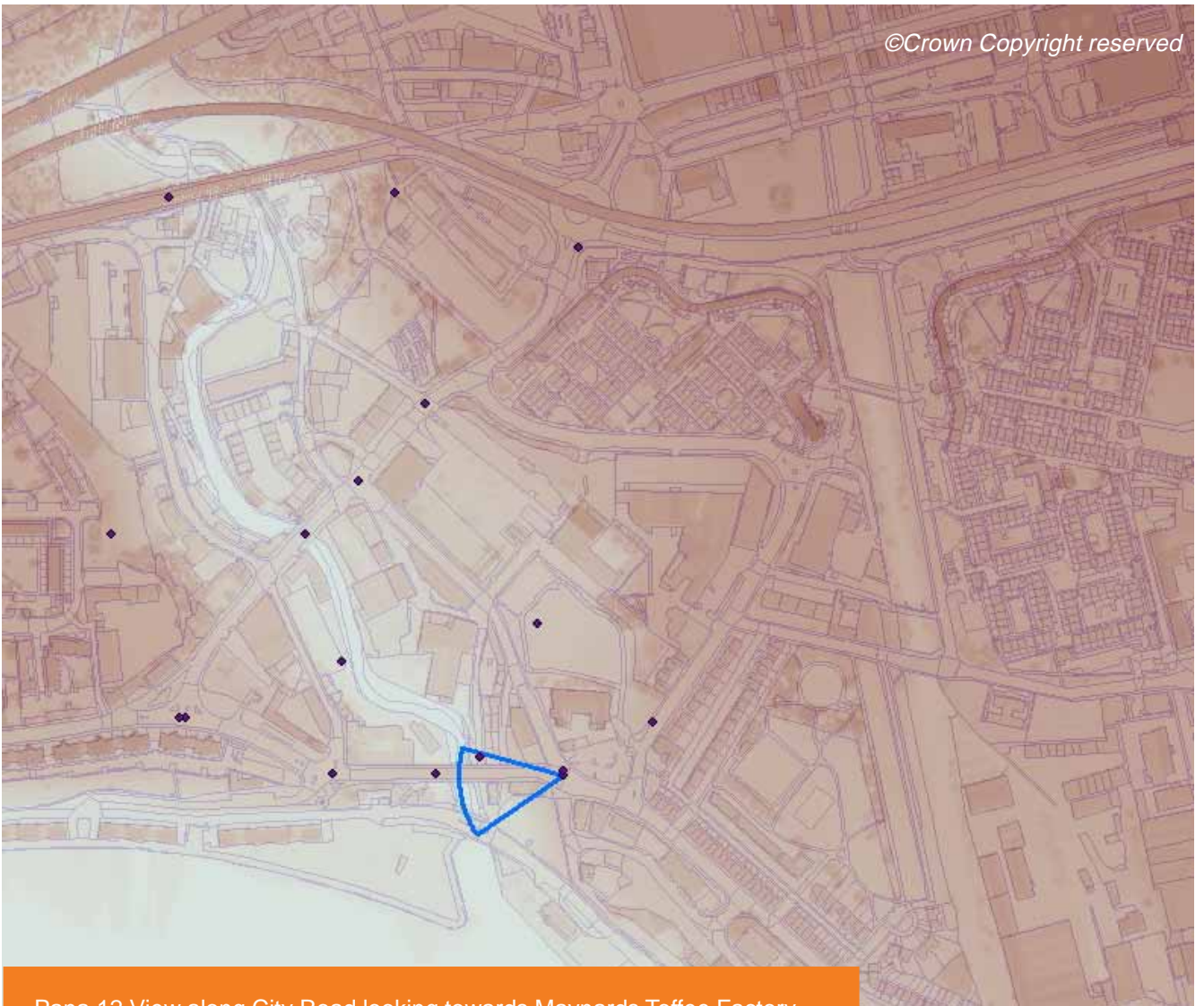




Pana.11 View from Maling Street looking towards South of Cut Bank

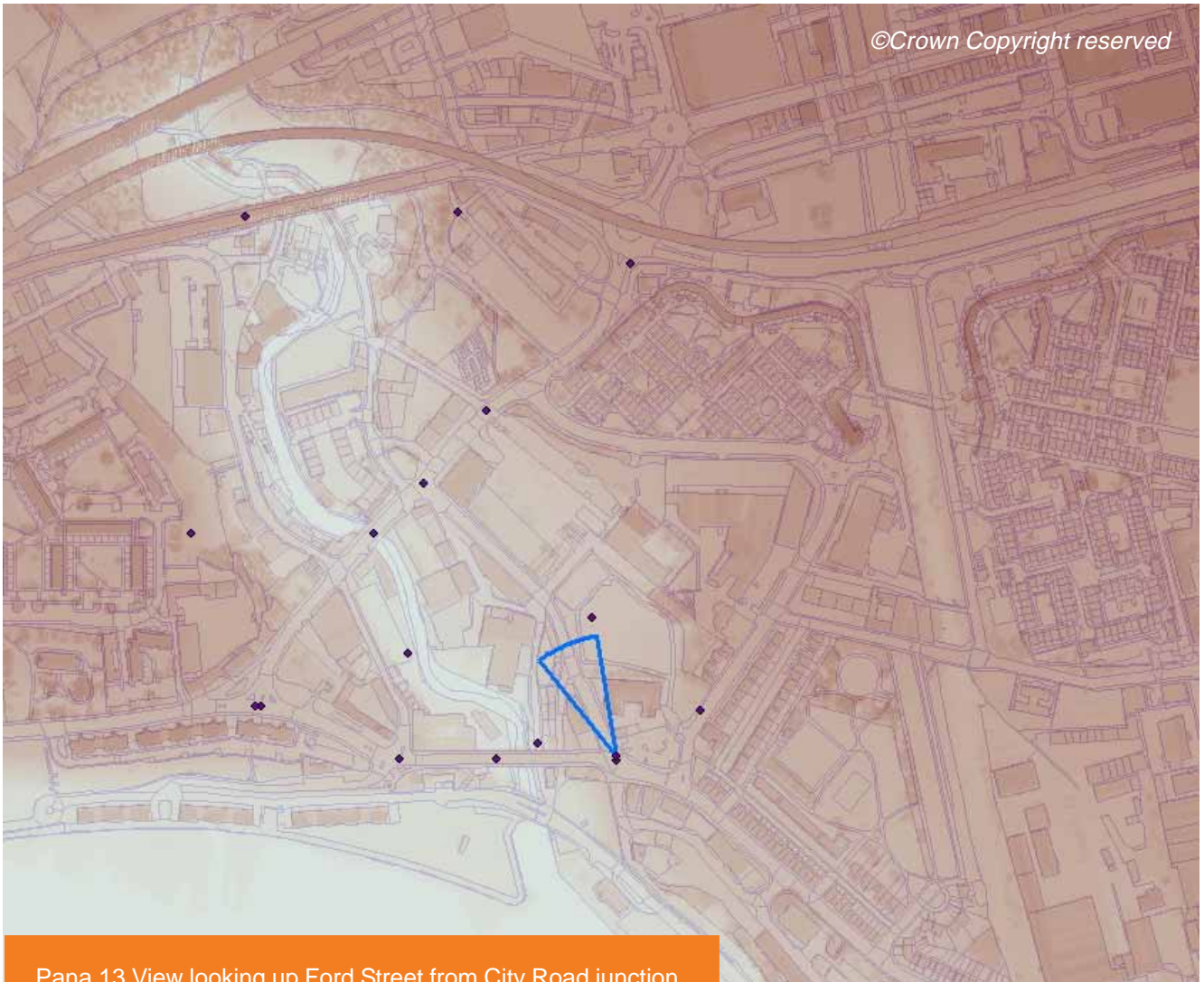






Pana.12 View along City Road looking towards Maynards Toffee Factory





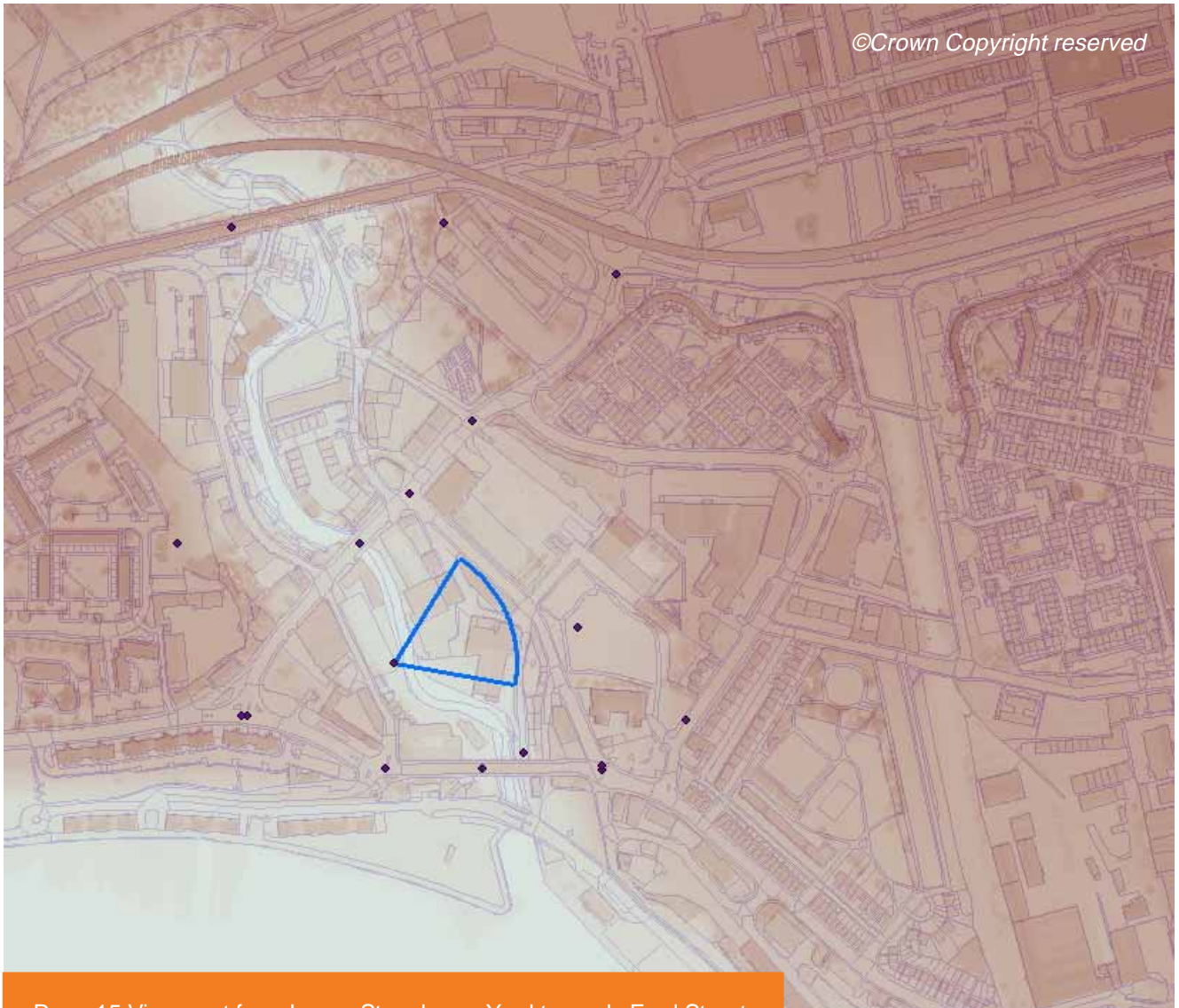
Pana.13 View looking up Ford Street from City Road junction





Pana.14 View west from Ballast Hill towards South of Cut Bank





Pana.15 View east from Lower Steenberg's Yard towards Ford Street



Pana.16 View looking north towards the mouth of the Ouseburn

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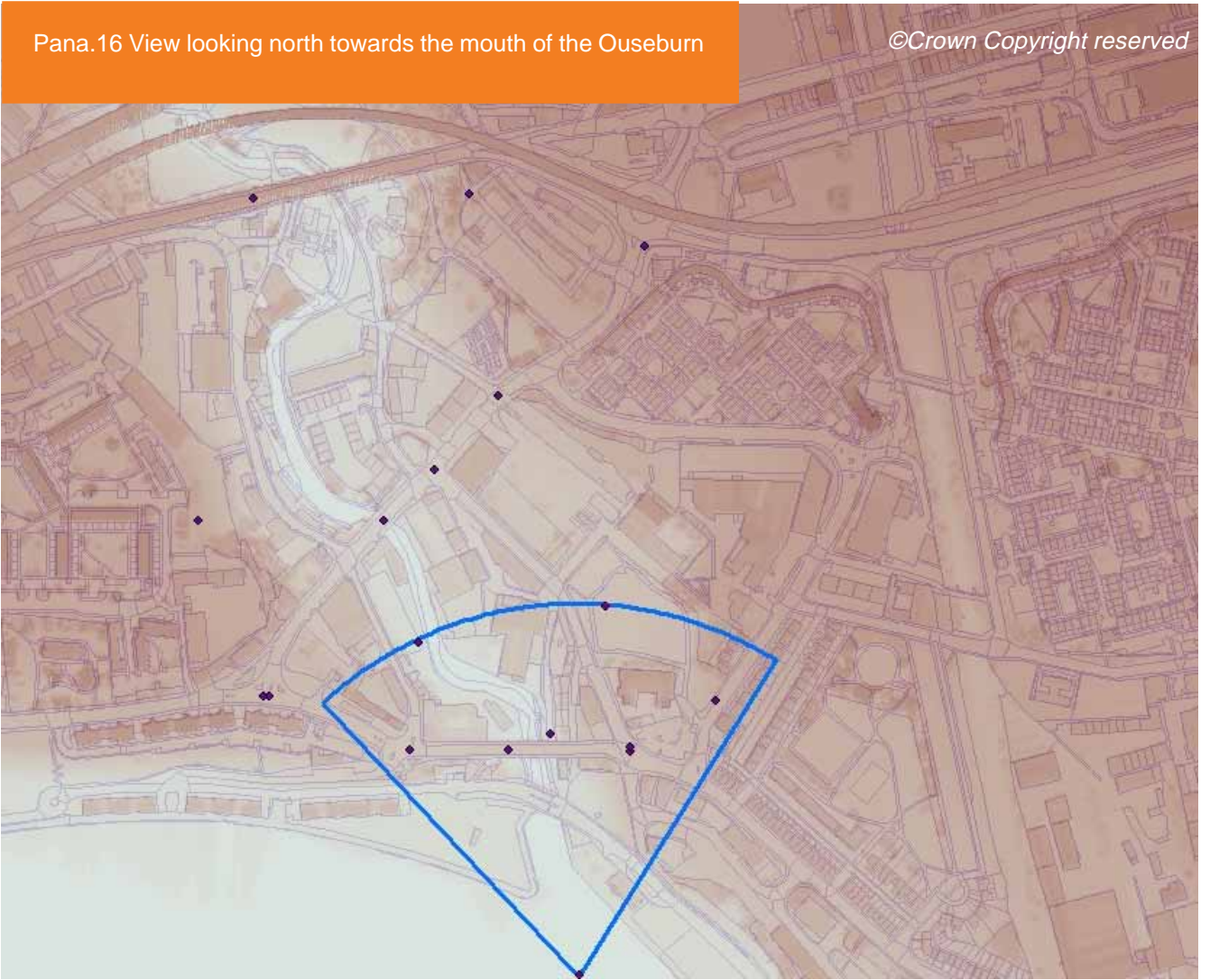
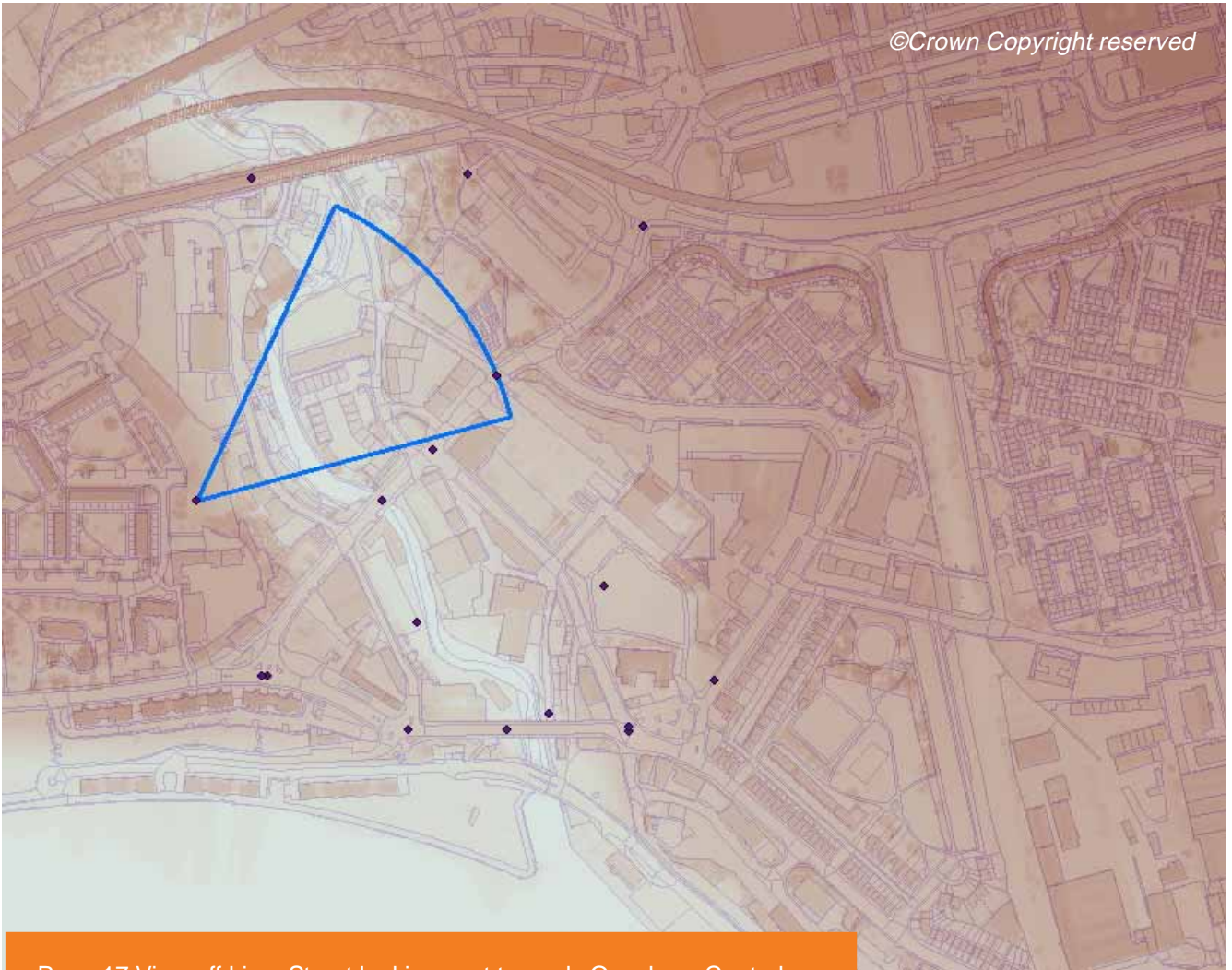
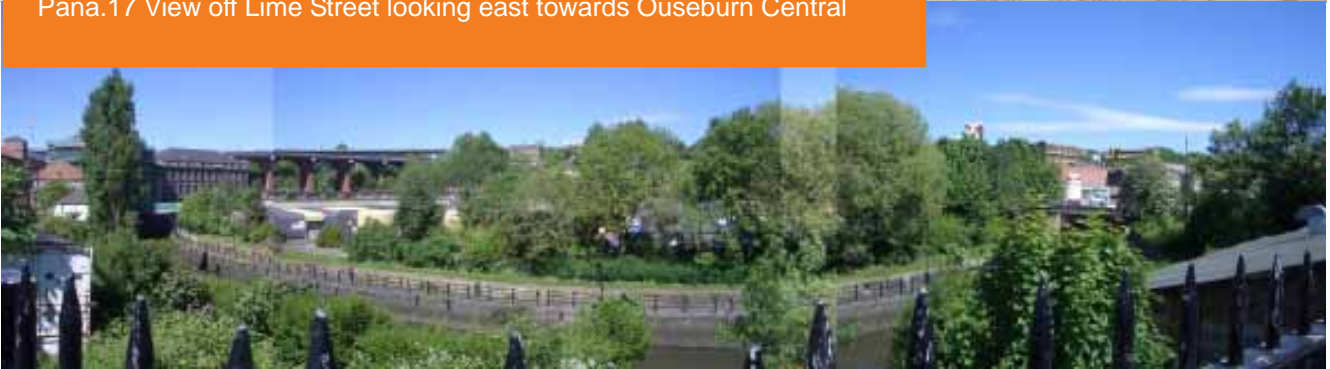


Photo 16

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Pana.17 View off Lime Street looking east towards Ouseburn Central



## 1.6 Historical Analysis

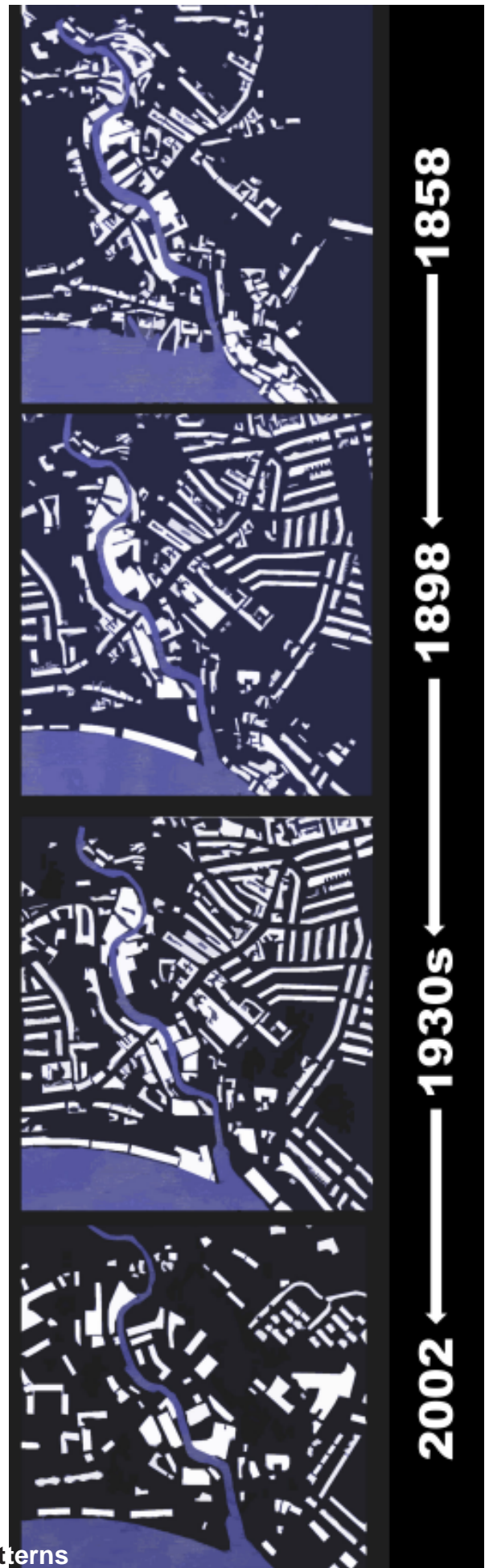
The development of the Lower Ouseburn Valley has been incremental rather than planned. There are examples of development from many different ages mixed throughout the Valley and new interventions into the built form have tended to be on an ad hoc basis. Thus the scale and massing of the larger bridges and buildings such as 30 Lime Street and Byker Bridge are juxtaposed with domestic scale of The Tyne Public House and Glasshouse Bridge. The unique character of the Valley is partly based upon the physical forms that have emerged through this organic process.

A broad chronological analysis of development has been undertaken, based on the three-dimensional modelling of the Valley, at three separate periods. Each of these coinciding with the production of a new edition of the Ordnance Survey map (1858, 1895 and 1942), reference diagram 9. The OS plans have been modelled on a physical terrain base and heights of buildings and structure have been estimated from existing historical photographs, where they exist. This has provided an understanding of the historical development of the Valley in relation to the existing and former built form. This analysis shows that whilst there is a complex pattern to the development of the Valley, it has not been random. There have been several constant factors that are evident in influencing the scale and mix of development at most periods.

These are largely based on the significance of the local topography of the Lower Ouseburn Valley and the resulting impact on the physical form of the development, and can be summarised as -

- There has been a strong and largely unbroken built frontage onto the two principal north-south routes running parallel with the watercourse. These routes are Ouse Street / Lime Street to the west of the watercourse and Maling Street / Ford Street/ Foundry Lane to the east.

**Diagram 9: Historical map evidence for street patterns**

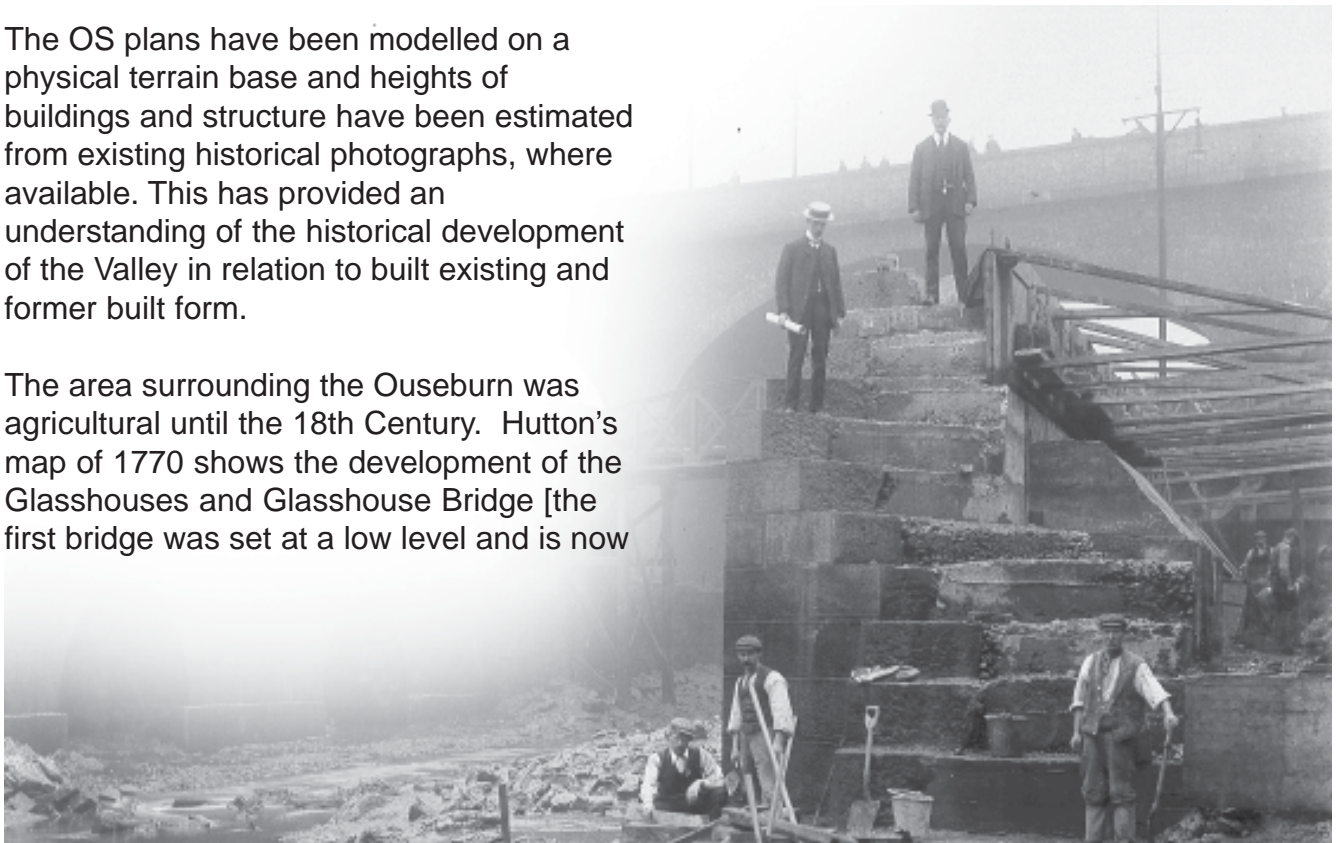


- The scale of frontage development on both sides of the street has been largely domestic in scale – with typical blocks onto the street being 7-10 metres wide. The heights of the street frontages have also been largely domestic in scale; typically being 2 or 3 storeys up to a maximum of 5 storeys, although there are examples of larger structures closer to the mouth of the Ouseburn.
- On development plots backing onto the escarpment, buildings have tended to act as retaining structures with front and rear access being on different levels. In these instances, lower storeys fronting onto the north-south routes have been single aspect and there has often been a conscious design decision to adapt the frontage (by having larger windows and greater floor to ceiling heights) to gain better natural light penetration into the property. This has resulted in a distinction between the upper storeys and street frontages, with differences in the façade proportions of solid/void.
- There has been significant variation in the size of development plots and the footprints of individual buildings where there is a variation in distance between the Ouseburn River and the two principal north south routes. This variation has tended to be in the depth of individual plots set behind the domestic scale frontage, and the east-west orientation of development plots in the floor of the Valley.
- Public uses have historically tended to cluster around road junctions, bridge crossings and through routes running east and west, connecting the Valley with the city centre.

Diagrams 9-16 illustrate the broad chronological analysis of development which has been undertaken. The illustrations partly use G.I.S technology to assist in providing three-dimensional modelling of the Valley at three separate periods.

The OS plans have been modelled on a physical terrain base and heights of buildings and structure have been estimated from existing historical photographs, where available. This has provided an understanding of the historical development of the Valley in relation to built existing and former built form.

The area surrounding the Ouseburn was agricultural until the 18th Century. Hutton's map of 1770 shows the development of the Glasshouses and Glasshouse Bridge [the first bridge was set at a low level and is now



**Diagram 10: Demolition of Lower Glasshouse Bridge**



demolished]. High Glasshouse was located approximately where the Tyne PH is now, at the mouth of the Ouseburn, Middle Glasshouse at the start of what is now Spillers Quay/OWSA and Low Glasshouse on the site of the current Spillers Mill. Ballast Hills is shown for the first time as a burial ground. By 1788 (Beilby) a new road to Shields had been built which crossed the Valley at the point of the current Cut Bank Bridge. A number of buildings are shown clustered around the east side of the bridge fronting the river (south of the bridge).

The Valley developed considerably between 1788 and 1844. Kidd's map of 1802 shows small scale building development to the north of Cut Bank (previously development had been restricted to the south side) leading to the start of the formation of the street pattern. Wood's map of 1827 shows even greater levels of development with lead works and potteries to the north of Cut Bank although development remains denser south of Cut Bank. Developments during this period defined the current street pattern, although its not until Oliver's map of 1830 that streets are first marked - Coal Street and Paul Street, on the west side of the river. By Oliver's map of 1844 the streets had been renamed - Coaly Street became Lime Street and Paul Street became Ouse Street. By this date development has expanded considerably to the east and north with development set back from the river frontage and gap areas becoming infilled. The 1st edition OS in 1858 shows even greater intensification of building to the east and north of the river whilst much of the west, behind Lime Street remains fields.

The 2nd edition OS in 1898 shows three significant events which have defined the current characteristics of the Valley. Firstly, the development of the high level railway viaduct and road bridge at the north end of the Valley, and the replacement of the existing low level Glasshouse Bridge with the high level bridge at the south end of the Valley. Secondly, the last quarter of the 19th Century saw the area north of Cut Bank become almost fully developed with few gap sites whilst the area south of Cut bank was demolished and redeveloped in part with the loss of the Glasshouses at the mouth of the river being the most significant loss. Thirdly, the completion of the current street pattern.

#### **Diagram11: illustrating the historical grain of the Lower Ouseburn Valley (1858)**



**Diagram 12: Topographical illustration of historical grain of Lower Ouseburn Valley (1858)**



Domestic scale properties tended to front onto the principal through routes running north-south along the valley parallel with the river; such as Foundry Lane and Lime Street; and the built form had the effect of reinforcing and exaggerating the local topography

Buildings clustered around the river crossing points



• Sailors Bethel and Tyne Street



• View across towards Byker



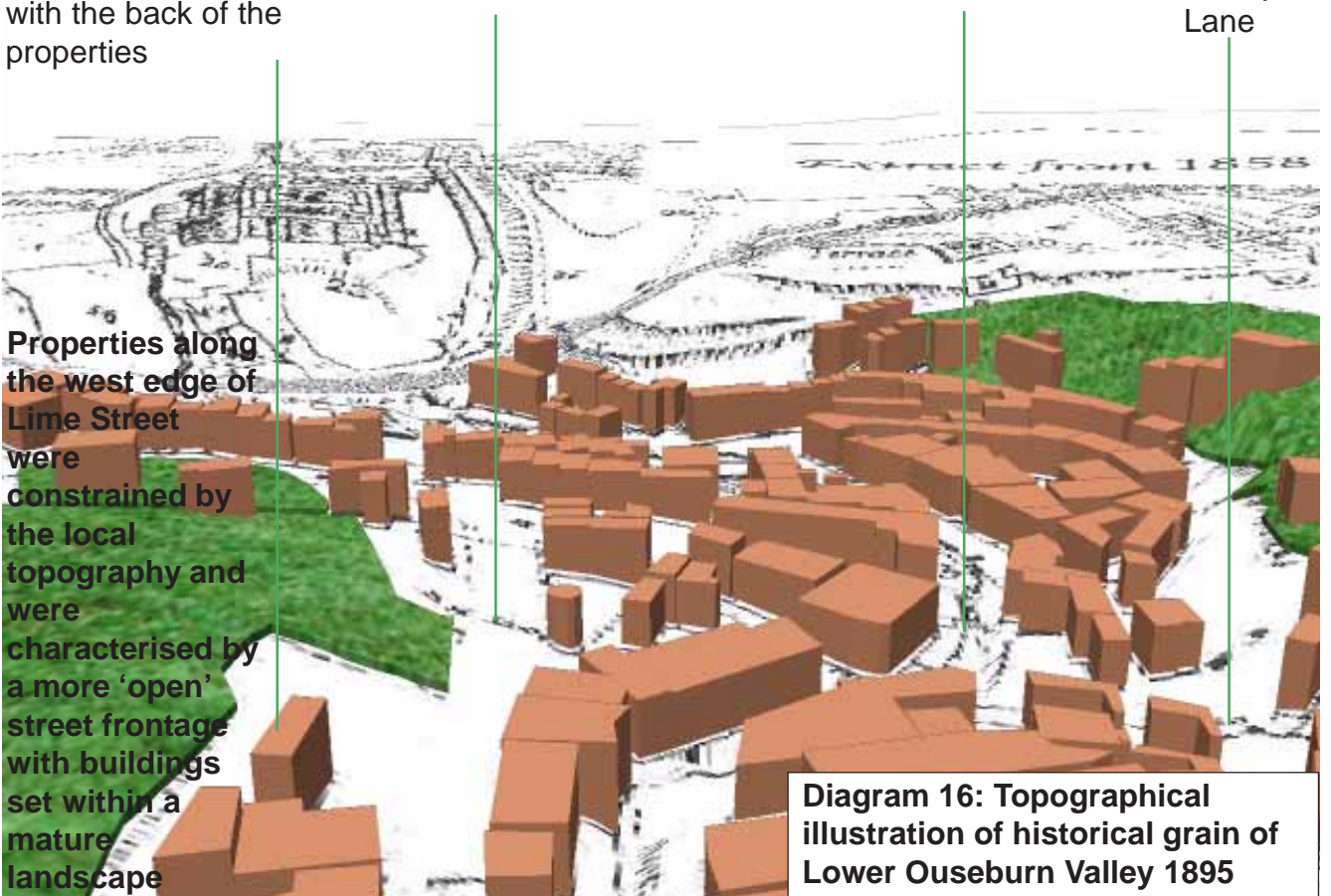
**Diagram 13: Overlap of 1858 with current OS map**

Properties along the east of Lime Street had narrow 'domestic scale' frontages with the back of the properties

Lime Street

Ouseburn

Foundry Lane

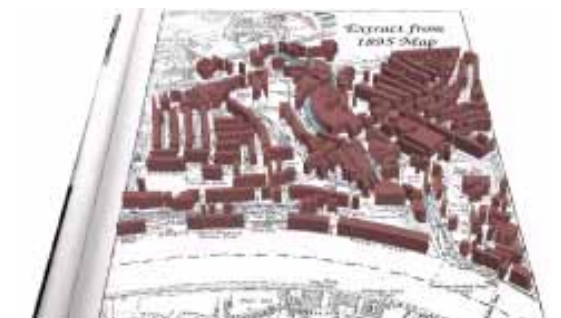


Properties along the west edge of Lime Street were constrained by the local topography and were characterised by a more 'open' street frontage with buildings set within a mature landscape

**Diagram 16: Topographical illustration of historical grain of Lower Ouseburn Valley 1895**



**Diagram 14: Grid pattern of 1858**



**Diagram 15: Topographical illustration of historical grain of Lower Ouseburn Valley 1895**

**Diagram 17: Illustrates the two principle north/south routes with key landmark buildings**



## 1.7 Landmarks

- Maynards Toffee factory built in the 1880's cutting through the Victoria Tunnel. The chimney housed a huge boiler for melting molasses and is particularly prominent as it projects above Ouse Street whilst the actual Toffee factory remains hidden from Ouse Street due to the changes in ground levels.
- Glasshouse Bridge - built in late 19th Century to replace the earlier low level bridge.
- Ouseburn School - an ornate building designed by F W Rich in 1893 with a roof in the style of a Burmese Temple. It was converted to the Quayside Business Development Centre in 1993. The School is a dominant landmark in the Valley and has strong historical links to the social development of the Valley in the 19th Century.
- The Cluny & Chimney - The Cluny was built in the 1840's by John Dobson, and was later extended. The Chimney was built at the same time and whilst unconfirmed it is believed to be by Dobson. Its design and quality reflects the quality of masonry adopted by Dobson when designing the Cluny. The combination of the Cluny, Chimney and adjacent Flour Mill [Seven Stories] form the largest single collection of historic buildings in the Valley and dominate the landscape, riverside and associated views.

- The series of bridges crossing the Ouseburn are both visually and architecturally impressive - Ouseburn Viaduct (1837-9), Byker Bridge (1878) and the Metro Bridge (1970's). They represent the development of transport links within the Ouseburn and its wider context within Tyneside.

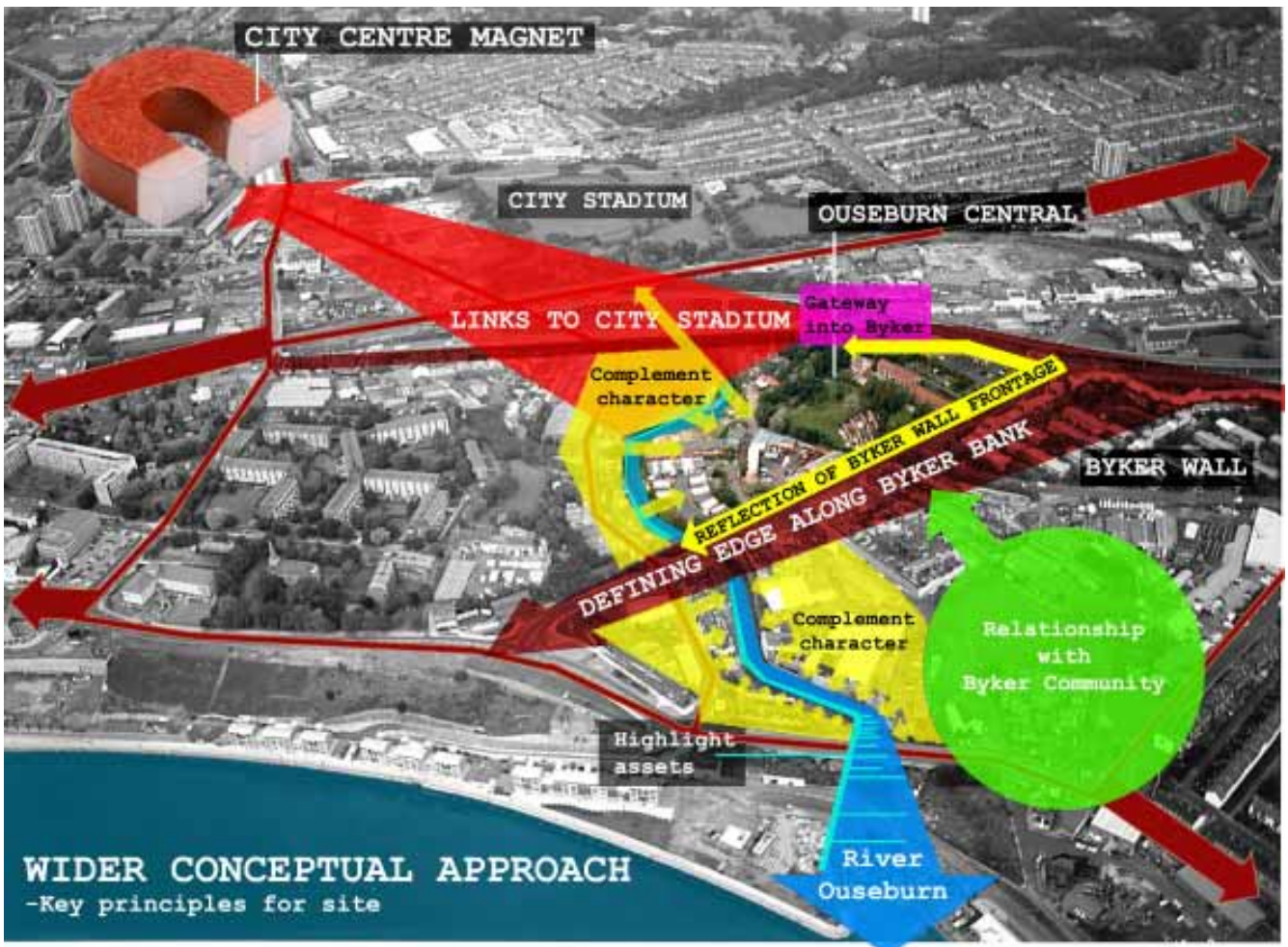


Diagram 18: Wider Conceptual Approach - Key principles

## 1.8 Contextual Analysis

The purpose of the contextual analysis was to take a more holistic approach to the Ouseburn as a place. The initial site analysis shows how the site works whilst the contextual analysis takes this a step further and looks at how the area interacts with the adjacent sites.

For the Ouseburn this was Byker Wall to the east of the site, City Stadium/City Centre to the north and to the south and to the east the mouth of the River Ouseburn and East Quayside.

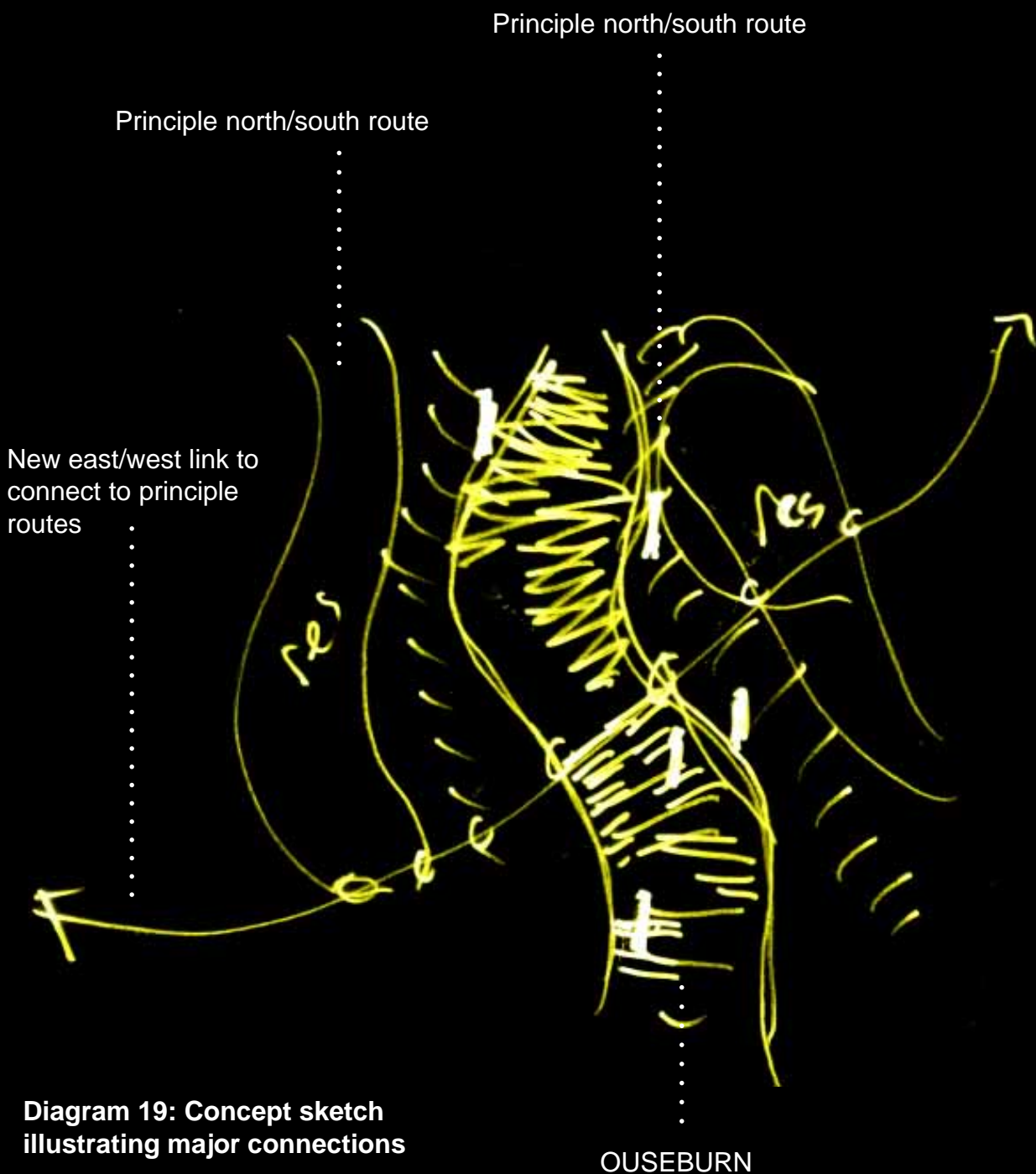
Byker Wall is divided from the Ouseburn via Byker Bank which runs steeply from the top of Shields Road down to Ford Street. The Scandinavian theme of the architecture created by Ralph Erskine creates a distinct visual difference from the robust industrial nature of the warehouses and mills within the Lower Ouseburn Valley.

In addition there is a perceived divide created by the Ward boundaries which separate Byker and Ouseburn along the line of the river Ouseburn.

The City Stadium and City Centre are set apart from the Ouseburn by the mass of green space north of Ouseburn Central. Whilst links do exist in terms of the 'Ouseburn Trail' and cycle routes the Ouseburn appears hidden away because of the dramatic topography of the site creating a strong sense of enclosure.

The East Quayside, especially that along Horatio Street, does not really relate to the Ouseburn in terms of its structural form. Mariners Wharf and other recent development are very much contemporary with a maritime theme working with the Tyne gorge.

Overall it is clear to see that the Ouseburn is very much a unique place which is closely knit with its own qualities and characteristics. One of the main challenges is to look at ways in which the Ouseburn can be better connected with its surroundings thus making it more permeable.



**Diagram 19: Concept sketch illustrating major connections**

**ABSTRACT**



**SIMPLIFY**



Diagram 20: Abstract and simplified

## ANALYSE



Diagram 21: Looking south towards Ouseburn Central

### 1.9 Collage City Rowe&Koetter (1979)

This first example is more of a conceptual approach to site analysis. It is a visual representation of the function of the area broken down. In the first example the site map is a panoramic photograph illustrating the various uses on the site via symbols of their particular role.

Eg. The typewriter is a representation of the Off Quay building as this used to be a printers.

Eg2. Horse-shoe representing the stables etc.

“Collage City” was a critical reappraisal of contemporary theories of urban planning and design, looking at the role of the architect-planner in an urban content. However Rowe and Koetter rejected the grand utopian visions of “total planning” and “total design” and instead proposed a “collage city” that can accommodate a whole range of utopias in miniature. In this section the analysis will be based around a similar theoretical basis as that used by Rowe&Koetter using principles synonymous to the “urban village theory”



**ABSTRACT**



**SIMPLIFY**



Diagram 22:

## ANALYSE

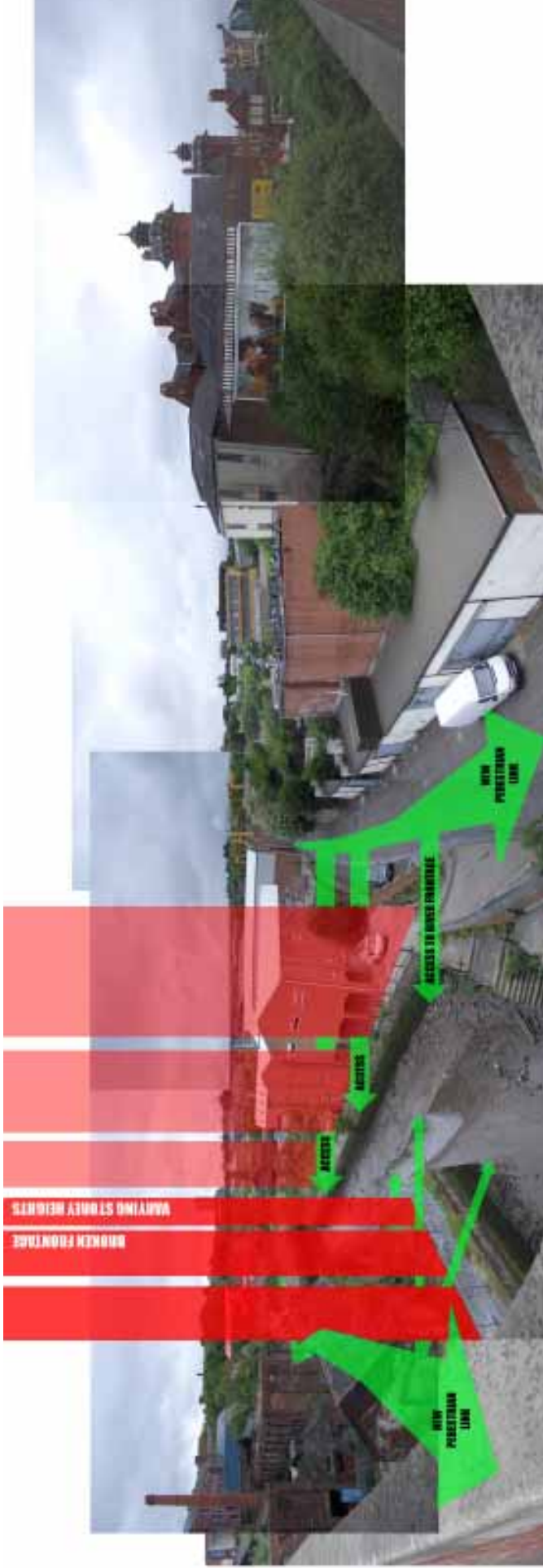


Diagram 23: Looking north towards South of Cut Bank

### 1.10 Abstract Analysis

The abstract analysis is in two parts and is conceptual way of looking at the site. The first is looking at the site in terms of its palette of materials, and asking the question what makes this place the Ouseburn?

The following diagram overlaps with the photographic survey and illustrates where certain materials are used in the Valley.

The second exercise is a quick and simple version of an abstract analysis. It based around the theory of “Collage City” and acts as a didactic tool for experiencing and understanding the site better.

## 1.11 S.W.O.T Analysis

The strengths, weaknesses, opportunities and threats of an area once addressed, can assist in providing valuable information about how best to focus a development and design framework plan. For the Ouseburn these may be summarised as follows:



Diagram 24: SWOT Analysis

### Strengths

- Arguably the main strength of the Lower Ouseburn Valley is the River Ouseburn itself and land which has a river frontage, whether it is the River Ouseburn or the River Tyne.
- Riverside locations are generally more highly valued than those which are landlocked, due to their uniqueness within Newcastle.

- The recent, private development on the East Quayside illustrates the development potential available in this type of location.
- In the wider context the area has a high percentage of green open space, particularly in the areas around the City Farm underneath Byker Bridge and further north towards City Stadium.
- Leisure facilities are well catered for with City Stadium immediately to the north, and the City Farm, and Stepney Bank Stables all operating within the area. The public houses within the Valley are an attraction in themselves. Alongside these facilities the area's heritage makes it a significant educational resource with many schools in the area already using this potential.
- The area benefits from a number of existing businesses, most of which appear to be trading successfully, albeit in what appears to be often less than ideal conditions and premises.
- The area benefits from its topography with the majority of the built form falling within the Valley bottom and eastern slope of the Valley. To the north side of the Valley the slope becomes steeper, moving towards the three high level bridges. A dense covering of deciduous trees covers this sloped area of the Valley.
- The Ouseburn is easily accessible by private vehicular transport, whilst the centre of Newcastle is approximately 20 minutes walk away.
- As the area is designated as a conservation area, it includes a number of buildings which are of architectural or historic merit, which help to shape the character and integrity of the Valley. Additionally the area includes a number of landmark buildings synonymous with the Ouseburn and Byker area.
- Cultural element - 36 Lime Street houses artists studios, of which there is growing demand.

## Weaknesses

- The area is characterised by the lack of job opportunities offered within the area.
- There are a number of vacant/derelict sites which do not promote a positive image of the area. The general level of pollution contributes to this impression.
- The area suffers from a number of traffic/transportation problems in the form of traffic speed and poor visibility on Cut Bank and Stepney Bank. The area is poorly served by public transport with no services going into the centre of the Ouseburn. The Metro passes over the study area stopping at Manors to the west and Byker to the east, both 10-15 minutes walk from the centre of the Valley.
- Road transport either passes over or through the study area. People travelling by car over Byker Bridge cannot readily identify with Ouseburn Valley below them.

## Opportunities

- The area can benefit tremendously from the prosperity of the East Quayside, as well as the existing initiatives in the area, notably the Quayside.
- The area also has the opportunity to fully develop the potential of the Ouseburn water frontages, with the proposed barrage development.
- The Valley's strong historical heritage can be enhanced, such as the opening of the Victoria Tunnel.
- Development could easily enrich all aspects of the Valley and complement the quality of the existing historical structures.
- Open space within the Valley is an integral part of its layout. Improvements to the open spaces would help create more enjoyable outdoor environments. This can be achieved by good quality urban design and landscaping.

## Threats

- There is a possibility that a number of buildings with local historical significance could be destroyed as a result of development pressures.
- There is a possibility that a number of businesses may have to be relocated in order to facilitate certain development objectives. These may not return to the area, unless their income stream and customer bases are maintained throughout.
- There is also a threat that the easier development sites will be "cherry picked" by national developers, leaving the more complex sites to be developed by the Ouseburn Trust and other, local organisations. As a result there is a need for strict policing of the development sites.
- Piecemeal development could take place which would not relate well to its surroundings.
- The inter-relationship between character areas within the Valley could disintegrate if due attention is not paid to existing centres.

## Summary

The Valley has huge potential and although there are a number of problems to overcome, there is a perceived and inherent strength in the regeneration of the Ouseburn, which is reflected in the ongoing work to enable the holistic and comprehensive regeneration of the area.

## APPENDIX 2 - DEVELOPMENT PLAN

### General Policy Considerations

#### National Policy Advice

- PPG1 – General Policy and Principles
- PPG3 – Housing
- PPG25 – Development and Flood Risk
- PPS1 – Creating Sustainable Communities
- PPS22 – Renewable Energy, plus Companion Guide
- RSS1 – Regional Spatial Strategy for the North East (November 2002).

### Relevant Unitary Development Plan Policies

#### Housing

- H1.4 - Accessible Housing
- H2 - Protection of Residential Amenity
- H4 - New Housing Design

#### Sustainable development

- 4HE ENV22 - Built Development
- SD1 - Sustainable Development
- SD1.1 - Energy and the Urban Environment
- SD1.2 - Combined heat and power
- SD1.4 - Renewable energy

#### Environment

- EN1.1 - Design
- EN2 - The Appearance of the City
- EN2.1 - Development that harms views

#### Conservation of Historic Environments

- C3 - Conservation Areas

#### Transport

- T2.1 - Citywide Management
- T4.5 - Control over Development
- T5.3 - Cycling

#### Noise and Vibration – pollution control

- POL2 - Pollution Control
- POL8 - Noise and Vibration
- POL10 - Railway and Metro Noise
- POL11 - Railway and Metro Noise

#### Sustainable Development

- Policy H4 (E) - Maximising energy efficiency
- Policy SD1.2 - Encouraged use of combined heat and power in buildings
- Policy SD1.4 - Development and use of renewable energy

### Development Control Policy Statements

- DCPS 17 - Spacing Standards for Residential Development
- DCPS 19 - Landscaping
- DCPS 22 - Noise and Vibration
- DCPS 23 - Parking Standards for Cars and Cycles

## Interim Policy Guidance on Housing

### Policy IPG H1

Applications for planning permission for housing development will be judged against the criteria set out in paragraph 31 of PPG3 *Housing*. The degree to which the development would meet each criterion will be taken into account in assessing the planning benefits of the scheme.

### IPG Policy H2

Planning permission will not be granted for housing development of 10 or more units unless it meets one or more of the following criteria:

- 1 It directly supports the renewal of housing markets and helps to sustain existing communities in areas of low demand or market failure;
- 2 It forms all or part of a scheme brought forward through Single Regeneration Budget programmes at Newbiggin Hall, Throckley and West Denton;
- 3 It comprises a scheme for affordable housing for which Housing Corporation *Approved Development Programme* (ADP) or *Recycled Capital Grant* (RCGF) funding is being made available;
- 4 It forms part of a mixed use scheme which will support regeneration in the Central Conservation Area or the Ouseburn Conservation Area;
- 5 It provides other exceptional planning benefits, which cannot be secured by other reasonable means and which would outweigh any harm to housing market renewal objectives.

### PPG16

PPG 16 - Planning Policy Guidance 16 Archaeology and Planning, a document produced by the British Government to advise local planning authorities on the treatment of archaeology within the planning process. It was introduced in November 1990 replacing Circular 8/87.

## **APPENDIX 3 - ADDITIONAL INFORMATION**

Lower Ouseburn Valley Conservation Area Management Plan (July 2004)

The Character Statement for the Lower Ouseburn Valley (2000)

The Regeneration Strategy for Lower Ouseburn Valley (January, 2003)

Unitary Development Plan (January 1998)

Ouseburn River Improvement Strategy (August 2001)

Parks and Green Spaces (April 2004)

Developer Contribution Model

The Tyne Gorge Study (January, 2003)

The Ouseburn Parking and Accessibility Study (February, 2003)

Your Wildlife (2003)

Buildings in Context – English Heritage and CABI (January, 2002)

Interim Planning Guidance on Release of Land for Housing (October 2004)

By Design – Better Places to Live ‘a companion guide’ (2004) DLTR

Places, Streets and Movements (1998) DETR

### **Acknowledgements**

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## APPENDIX 4 - GLOSSARY:

### Urban Loft Farm

Urban loft farms are an innovative approach to working with tight spaces. The concept is to provide flexible dwellings with allotment space per household. Essentially this means a reduction in the plan area allowing more to be built on the site without sacrificing sunlight or privacy issues.

Buildings have access to an extensive rooftop landscape, providing a variety of raised vegetable beds, flower beds, lawns and communal conservatories however only residents there can access the communal landscape.

### Green Roof

A green roof – also known as a vegetated or eco-roof – is a lightweight, engineered roofing system that allows for the propagation of rooftop vegetation while protecting the integrity of the underlying roof. While conventional roof gardens rely on heavy pots and planters, green roof systems allow for much more extensive cultivation of plant life across wide expanses of a given rooftop. Green roofs provide a sensible and architecturally appealing way to address some of the most urgent ecological issues facing our city.

### Active frontage

Describes how building frontages are to be designed to extend the influence and animation of interior uses outwards into the surrounding public space, either by the extension of the activities into the space or by visual contact between inside and out.

Active frontage at ground level in the context of the Ouseburn is used to stimulate pedestrian activity. In areas where it is not possible to enable active uses such as shops or cafes for example development at ground level designs will still need to add an interest at pedestrian level visible from the outside, or spilling onto the street where developments have frontages to a pedestrian route. This could be done by incorporating frequent doors, windows and balconies, essentially the opposite of a blank wall, ultimately adding a visual interest, life and vitality to the public realm. Additionally the detailing along the pedestrians routes should be consistent in terms of materials and approaches to detailing.

### Permeability

A desirable characteristic of a place is the ease with which one can move through and get to other locations. Such places are therefore integrated physically or connected to their surrounding areas.

### Legibility

A successful and legible development is a place that has a clear image and is easy to understand.

### Robustness

A desirable quality of a development is to create a place which can be used for many different purposes by different people and can change and adapt for different uses.





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