6.0 ACCESSIBILITY

In light of the Ouseburn Central Master Plan and other regeneration plans for the Lower Ouseburn, an Ouseburn Transport and Accessibility Study (OPAS) was approved in 2003 using a projected development scenario for the valley. The study considers accessibility in the broad sense and sets out strategies to increase access to the Valley. These strategies cover: public Transport, Pedestrian links, cycle Links together with car parking and road links. The study sets out parking standards and proposes a series of public car parking sites within the various sub areas of the valley. The public car park for Ouseburn Central is to be located within the Master Plan area.

Key recommendations from the OPAS Study which are relevant to the Ouseburn Central area are highlighted at the beginning of each of the following sections. The opportunities to deal with them within the master Planning process are then considered.

6.1 Public Transport

"Despite the topography of the (Ouseburn Valley ) and its edge of centre location, public transport accessibility is generally good . This is predominantly due to the two arterial routes into Newcastle City Centre which pass through the area and carry a number of bus services. In addition , Byker metro Station is located to the east of the Lower Ouseburn valley and manors metro station is to the west."

"The Lower Ouseburn valley . . is currently provided with a reasonable level of public transport accessibility. However access to many of the services currently requires a difficult walk to either city road or Byker Bridge"

To summarize the existing service provision has found areas of weakness. These are:
A lack of service to the "Heart of Ouseburn"
Poor links to the Byker Metro

The potential to make good public transport links exists. The area is close to Shields Road and New Bridge Street - both major public transport routes, however final road and pedestrian links to the Ouseburn Central site are narrow and steep. This is to addressed by:
- Increasing pedestrian permeability through the Central Area and connecting to existing routes.
- Planning to accommodate potential public transport links within the Central Area.

6.1.1 QUAY LINK BUS

"The Quayside Transit is a new service currently being (operated) by Nexus, Newcastle City Council and Gateshead MBC. The transit links together both Gateshead and Newcastle Quaysides with their central areas and public transport interchanges. The service is to extend to improve accessibility to the Ouseburn Area. The Quayside Transit System will pass through the Lower Ouseburn Valley, travelling from Newcastle City centre via Quayside, Ford St, Cut Bank, Ouse St, Horatio St and back to the Quayside returning to the city Centre"

The Quayside Transit bus service has now been extended to serve the Ouseburn, including a bus-stop on Cut Bank. There may be potential to adapt the provision of the Quayside transit and other bus services in the area as part of the implementation of the Masterplan.
6.2 PEDESTRIAN ACCESSIBILITY

"In order to maximize pedestrian movements through the Lower Ouseburn Valley it is essential that a network of clear, safe pedestrian routes be developed. This will be essential in order to discourage unnecessary vehicular trips and to improve the environment for those living in the area."

The potential to increase pedestrian accessibility and permeability has been identified as a main objective. Among specific recommendations made in the study and incorporated in the Master Plan are:

- Providing increased emphasis for pedestrians, cyclists and public transport on Cut Byker Bank the ‘Heart Of Ouseburn’. This is seen as being key to the overall transport proposals, providing a destination at the ‘Heart of Ouseburn’
- Completion of the Ouseburn Valley District Walk. The link through the Central Ouseburn Site via the expanded Riverside walkway.
- Toucan crossing point to the South of Cut Bank / Ford St, forming “Heart of Ouseburn”. This section is to be traffic calmed to enhance the environment.
- Improved lighting.

6.3 CYCLE ROUTES

“Ouseburn is particularly well located geographically to encourage cycling, being adjacent to Newcastle City Centre, local areas of housing and amenities. In order to ensure that the proportion of trips by bicycle are maximized it is essential that the regeneration of the Lower Ouseburn Valley:

- Considers links to existing infrastructure.
- Caters for the needs of all cyclists.
- Provides new links to both strategic and local destinations.”

The Master Plan aims to provide an new cycle link between the Lower Ouseburn Quayside and the park system beyond.

6.4 CAR PARKING AND ACCESSIBILITY

6.4.1 The Central Car Park

The Central Car Park is to include a base provision of 122 car spaces to make up for a current shortfall in parking across the Valley. In addition to this the Central Car Park must accommodate the ‘off site’ parking requirement for the Ouseburn Central Site itself.

A car park of the size required will, of necessity, be a multi-storey structure. If built above ground then it will be highly visible and impact upon protected views within the valley. With this in mind it is proposed that the car parking structure is located to the perimeter of Ouseburn Central site on the Brewery Yard and accessed off Byker Bank for the following reasons:

- Due to the existing site topography there is an opportunity to locate a large proportion of a multi-storey structure below ground without major excavation. The ground is more stable in this location than in other areas toward the valley floor, and also it is already partially excavated.
- A car park located on the perimeter/entrance to the area soaks up the majority of traffic at that point and so reduces vehicle influx through the rest of the area. This provides an opportunity for people centred rather than car dominated streets.
- A car park essentially has a dead street frontage as opposed to an active street frontage. Wherever located it will effectively sterilize a proportion of the site, conflicting with guidance contained within the approved Conservation Management Plan and the Urban Design Framework. In this location the sterile/non active building frontage is located away from the major public areas.
- The car park is located on perhaps the least valuable part of the site.
- English Heritage support location of the multi-storey car park away from the historic core of the Ouseburn.
- The ‘sustainable urban village’ has reduced traffic flow through its heart.

6.4.2 Car Parking Provision

Car parking standards set out in the Ouseburn Transport and Accessibility Study (OPAS) recommend a guide to parking ratios based upon area of development. The requirements are as follows.
1:2 parking spaces per residential unit.
1.0 space on site and 0.2 space off site (in Central Car Park)

1 space for 60m sq of office space on site plus one space per 60m sq off site (in Central Car Park)

1 space for 100m sq of ‘other’ non office space on site plus one space per 100m sq off site (in Central Car Park)

The phasing and development of sites in the Ouseburn Central area must ensure that the provision of parking is integral to the phasing of the scheme, including the implementation of the multi-storey car park.

6.4.3. Relationship to Model

In applying these standards to Master Plan scenarios the car parking requirement changes in line with the quantum of development and mix of use across the site as a whole.

As the parking requirement increases then practical opportunities to provide active ground floor uses and small building footprints, consistent with the Ouseburn’s character, decreases. In parallel the size of the Central Car Park increases dramatically over and above the base requirement of 122 spaces necessary to meet the Ouseburn Valley parking shortfall.

The Master plan presented here represents an attempt to balance the parking provision with an viable mix and level of development across the site, whilst also fulfilling the City Councils Regeneration Strategy for The Lower Ouseburn Valley – to create a sustainable urban village within a designated Conservation Area.

Applying the OPAS parking standards to gross development areas of residential, commercial and leisure space, produces a cumulative total of car parking spaces to be accommodated ‘on site’ (within individual development blocks) and ‘off site’ (in the Central car park).
7.0 PREFERRED MODEL DEVELOPMENT

7.0.1 To achieve a balance of the city’s aspirations, the preferred model is as follows.

Mixed use building with aspect to Public Square and Foundry La

Commercial units with active frontage along Foundry La

Pedestrian route to Horse Field

Pedestrian route to public square

Residential area arranged around common green space

Foundry Lane is main vehicular / service access route

Steps from Cosyn Place to Brewery Yard

Central Car Park Multi Storey structure concealed within landscape and mixed use perimeter buildings

Landside deck over main parking structure gives aspect to perimeter buildings

Vehicular access to Central Car Park from Byker Bank

Byker Bank / Cul Bank Major vehicular access route

Visually open commercial frontage to Cosyn Place

Prominent pedestrian entrance to Central Car Park from Cosyn Place

Cosyn Place eastern arrival hub, car park pedestrian entrance and bus drop off point.

Destination visible from Ford Street approach

Focal point visible from Ford Street and Public Square approach

Green roofs will be seen from above in valley situation

Green buffer zone against Byker Bank

Mixed use building Residential above ground Commercial to Riverside

Commercial to Foundry La

Small commercial leisure / studios fronting Public Square

Prime active frontage

Public Space adjacent major public uses within the valley

Potential for structure or building as focus of Public Square

Formal relationship to Cosyn

Existing bridge link connecting to City Farm, Cluny and Stephny Bank

Focal point visible from Cluny Place approach

Public Space between Foundry La and Cluny

Small commercial leisure / studios fronting Public Square

Prime active frontage

Potential for structure or building as focus of Public Square

Formal relationship to Cluny

New bridge point linking to the West Bank and Lime Street

Pedestrian Grove

Active frontage zone along Riverside Walk

Pedestrian Grove

Pedestrian Grove

Pedestrian Grove

Fig 33 Overview of Ouseburn Central Master Plan Arrangement
7.1 Schematic Sections / Massing

7.1.1 Section A-A'

Fig 34 View over Leighton Street showing site massing and Ouseburn topography.

Fig 35 Site section
Fig 36 Aerial view
7.2 KEY VIEWS OF MASTER PLAN MODEL

Fig. 39 Over Public Square on McPhee’s Yard

Fig. 40 Commercial units along Foundry lane

Fig. 41 Over Foundry Lane Point

Fig. 42 Over Leighton street – Looking East
9.0 DESIGN GUIDE

9.1 SITE LAYOUT – Building / development plots

The site has been split down into the following public space / building plots guidance for which is given the following sections

1. Pavilion / structure (refer to 10.1, 11.1)
2. Small commercial spaces - leisure / studios (refer to 10.1, 11.2)
3. Mixed development: commercial, leisure, residential integral parking garage (refer to 10.4, 11.3)
4. Mixed development: large residential, leisure, commercial, with integral parking (refer to 10.4, 11.4)
5. Mixed development: large residential, leisure, commercial, with integral parking (refer to 10.4, 11.5)
6. Mixed development: residential apartments, leisure, commercial, with integral parking (refer to 10.4, 11.6)
7. Medium size flexible commercial units (refer to 11.7)
8. Residential/townhouses (refer to 11.8)
9. Residential/townhouses (refer to 11.9)
10. Mixed development: Central Car Parking structure, residential apartments, commercial (refer to 10.3 11.10)

[Map showing building plots and river Ouseburn]

Scale 1:1250
9.3 INFRASTRUCTURE LAYOUTS

9.3.1 SITE LAYOUT – Main vehicular routes

![Map of Ouseburn Central Master Plan showing main vehicular routes.]

- Main Vehicular Access Route
- River Ouseburn

Scale 1:2500

9.3.2 SITE LAYOUT – Secondary / access routes

![Map of Ouseburn Central Master Plan showing secondary and access routes.]

- Restricted Access Routes
- River Ouseburn

Scale 1:2500

REFERENCE NORTH
10.0 ELEMENTS OF INFRASTRUCTURE

10.1 McPhees Yard – Public Square

- Square to have ability to function as market place
- Square to provide venue for the annual Ouseburn Festival
- Evening use to be encouraged by suitable lighting proposal
- Focal point created at location visible from Cosyn Place and Byker Quay (approach from village green).
  Potential for public art
- Children’s play structure to be integrated into landscaping and visible from Seven Stories
- Current finished ground level to be retained around perimeter
- New connections between Riverside Walk and Square generally 6M A.O.D.
- Existing riverside walk to be to be retained and improved.
- Site contamination issues to be addressed
- Landscaped surface to relate to Cluny warehouse and McPhees Yard Pavilion in orientation – refer to guidance on Pavilion 11.1
- Structure to relate to Cluny warehouse in formal orientation.
- Square and landscaping to allow turning of commercial vehicles.
10.2 Riverside Walk – Public Promenade

- Current walkway expanded to 3 M wide non segregated cycle / pedestrian Zone
- Existing walkway level to be retained
- Active frontage zone 3-5 M (inc. steps) fronting riverside developments, generally 5.2 M A.O.D.
- Create new bridging point to West bank of river opposite Lowes Hall
- Bridge to be accessed from lower Riverside walk level
- Create green buffer zone between Byker/Cut Bank and residential area
- Evening use to be encouraged by suitable lighting proposal
- Lighting proposal to emphasize Riverside Walk as primary route
- Change in level up to McPhees Yard at gable to New Off Quay Building
10.3 Cosyn Place and Brewery Yard Stairs – Change in level and landscaped space

- Quayside Link Bus stopping point to be located on Byker Bank
- Pedestrian crossing link to bus stopping point across Byker Bank
- Levels generally to follow existing site levels
- Landscaping to define Foundry Lane as primary route
- Landscaping to define pedestrian zone to North of Cosyn place, site of existing cobbled lane – connect to Brewery Yard Stairs
- Level entrance / exit to Central Car Park opposite scrap yard entrance
- Focal point created at location visible from Ford Street approach and from McPhees Yard.
- Potential for major public art / totem to mark arrival at Ouseburn Central.
- Mixture of hard and soft landscaping to emphasize focal point
- Lighting proposal to emphasize arrival hub/ focal point
- Landscaping to define Foundry Lane as primary route
- Steps min 6 M wide at Cosyn Place
- Steps set back from adjacent building line
- Minimum one landing to be incorporated
- Landing(s) to relate to floor levels of adjacent buildings
10.4 Residential Groves

- Home Zone * streets ref. APPENDIX 5
- Access restricted to residents/occupants only
- Orientation no more than 20 degrees from South to enable solar power
- 7 Meters wide
- Groves to grade from Foundry Lane road level to Active frontage zone 5.2M Above Ordnance Datum
- Planted/landscaped strip to front ground floor residential properties.
- Lighting proposal to emphasize Groves as secondary routes
11.0 Building Development Plots

11.1 McPhees Yard Pavilion – Focus of activity in Public Square (building or structure)

- Facilities activities in and around the Public Square
- Potential venue for Ouseburn Festival and Market Place
- Permeable at ground floor level
- Interact with Public Square on all fronts
- Could be a building or an open structure
- Maximum three stories high
- Potential complementary uses at first floor
- Opportunity to include a Key Cultural Building
- Site contamination issues to be addressed

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<th>BUILDING FOOTPRINT</th>
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Fig. 55 Layout of Pavillion Structure

Fig. 56 Open Structure

Fig. 57 View of Building