



NEW TOWN IN TOWN, NEWCASTLE UPON TYNE

Urban Design 2017 - 2018



NAME: BAN LAN, BELLE

GENDER: FEMALE

EDUCATIONAL DEGREE: MASTER
(READING, END OF JUNE, 2018)

MAJOR: LANDSCAPE ARCHITECTURE /
URBAN DESIGN.

BACKGROUND:

UNIVERSITY OF NEW SOUTH WALES,
URBAN DEVELOPMENT AND DESIGN,
AUSTRALIA, APRIL 2017 - PRESENT.

SUZHOU UNIVERSITY OF SCIENCE
AND TECHNOLOGY, LANDSCAPE AR-
CHITECTURE, SEPTEMBER, 2012 --
JULY, 2016.

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NEW TOWN IN TOWN, NEWCASTLE UPON TYNE

Site Analysis



Introduce of Newcastle Upon Tyne

Newcastle upon Tyne is a city in Tyne and Wear, North East England, 103 miles south of Edinburgh and 277 miles north of London on the northern bank of the River Tyne. Newcastle is the most populous city in the North East, and forms the core of the Tyneside conurbation, the eighth most populous urban area in the United Kingdom. Newcastle, as a developed industrial city, is a member of the English Core Cities Group.



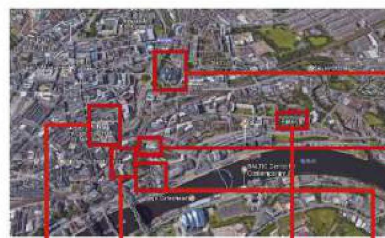
Region Analysis



District Analysis



Block Analysis



2. 55 Degree North



3. Saint Anne's Catholic Church



4. Northumbria University



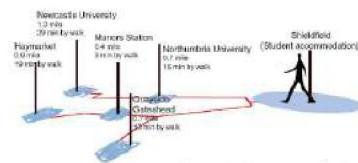
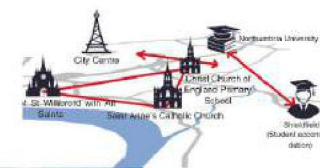
5. Plummer Gate



6. Trinity House

History and Analysis of the Site Blocks

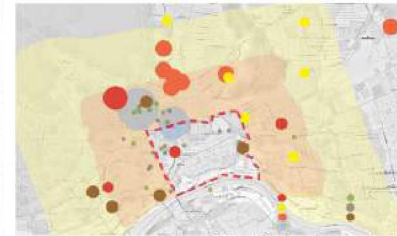
Building Type Analysis



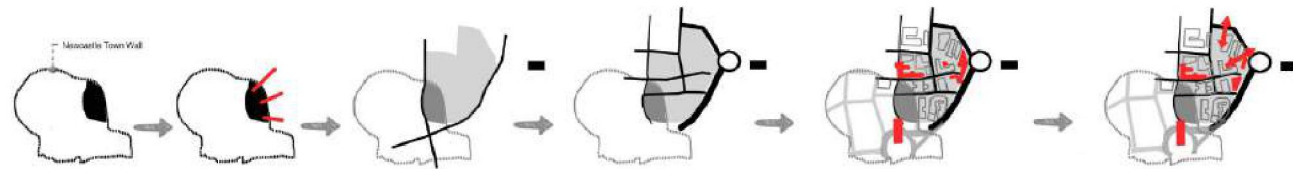
Connection and Distance Analysis



Transportation Structure Analysis



Public Infrastructure Analysis



Existing and Proposed Analysis



Existing Green Space Analysis



Proposal Green Space Analysis



Existing Network Analysis



Proposal Network Analysis



Existing Zoning Analysis



Proposal Zoning Analysis



Existing Building Height Analysis



Proposal Building Height Analysis

Design Specification:

The Site is on the north of Northumbria Road, west of East Pilgrim Street, Newington Road and Lime Road shape the east edge of the site and Tyne is on its south side.

Northumbria University is located on the north-west part of the site which has separated by the rail and city expressway. Students arrive at the school via pedestrian bridge. In the project, convenient landscapes are provided for students and commuters while the city expressway had been constructed down to the deck. Shieldfield, 0.7 mile away from the Northumbria University is mainly for residential. It has a potential space for student accommodation and citizen apartments with completely infrastructure (education, medical, cultural facilities). A new integrated park is designed to meet the leisure needs of urban residents, it also provide rest, tour, exercise, exchanges, and organize a variety of cultural activities of Shieldfield region.

There are nine listed building on the 'Grade I England & Wales' mainly on the quayside. With the use of the existing height of the site, the project limit the height of the riverside building height and make the Church of St Willibrod with All Saints as the highest point of the Quayside region. Open space are linked to the riverside with some pedestrian street to draw people's attention and vision.

Manors provides an important transportation core. In order to make Manors Metro Station better use some open space were provided to be connect with the tower (heritage building) and other places surrounding.

Quayside is an important area with considerable listed buildings. Saint Anne's Catholic Church and Church of Saint Willibrod with All Saints are the landmark of this area. These two buildings supposed to be the tallest around the riverside. Some open space were added to connect a potential visual corridors.





Plummer Gate



Christ Church



BOSTON MARINE INDUSTRIAL PARK

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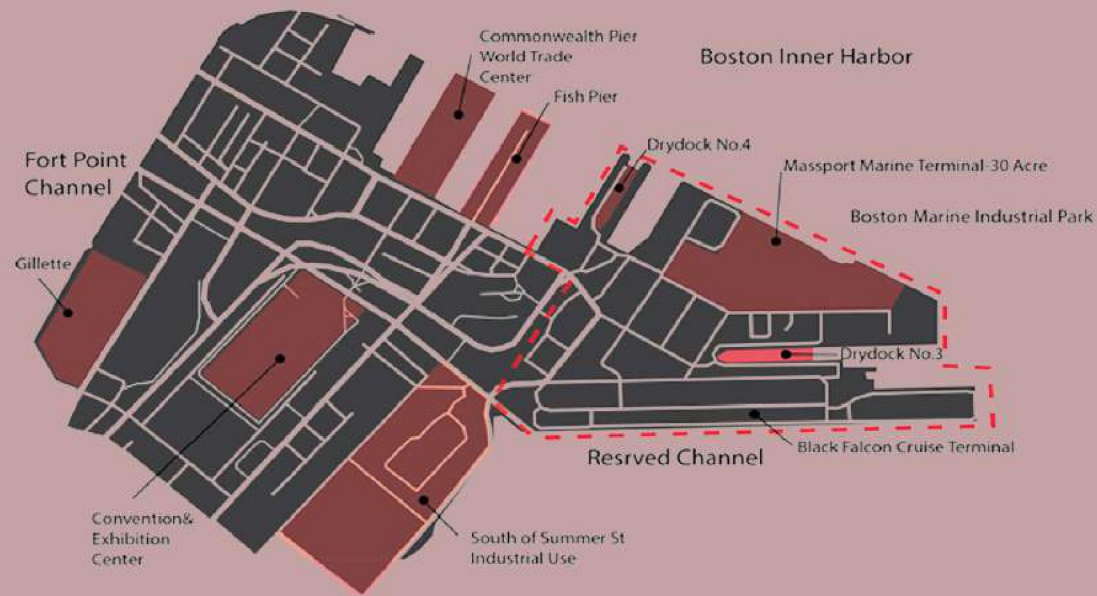
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BOSTON MARINE INDUSTRIAL PARK

Site Analysis

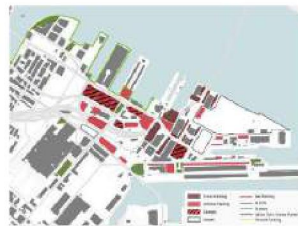


Extending along the South Boston Waterfront, The Boston Marine Industrial Park (BMIP) site is located on the Commonwealth Flats. The 191 acre site consists of reclaimed tidal lands created between 1934 & 1935. The site is currently a functional port of the inner harbour of Boston and plays a significant role economically with a mix of light and innovative industries, marine import and export businesses and logistic services. In 1914 the area was developed into an industrial zone with fish processing, trading and warehousing. With limited industries now taking place on the site, the fishing business remains as the primary industry. The site also contains a functioning dry dock which is one of the largest on the east coast of the US. The cruise ship terminal was used as naval army base and is now turned over to the city of Boston. The Boston Redevelopment Authority (BRA) began to emphasise the existing Boston Marine Industrial Park during the 21st century. This later became a modern industrial and commercial employment centre. With development pressure now shifting from Seaport Square to the site, the port is under threat.

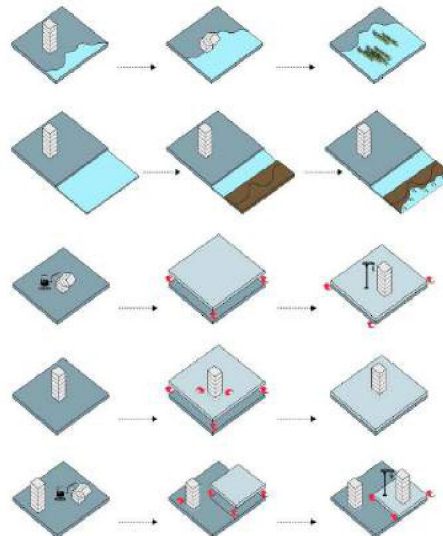
- 1856 The Board of Harbor & Land Commissioners provided the plan for the MIP site infill.
- 1900 Decision to infill approximately 300 acres in South Boston Waterfront.
- 1914 The Commonwealth of Massachusetts established the Boston Fish Pier.
- 1920 Dry Dock No. 3 was purchased from the Commonwealth of Massachusetts. The U.S. Department of Defense purchased the MIP area for developing army training and military industry.
- 1943 Dry Dock No. 4 of U.S. Naval was completed.
- 1950 The Economic Development and Industrial Corporation (EDIC) secured ownership of the South Boston Naval Annex from the U.S. Department of Defense. The MIP was intended to create jobs & enhance economic activity.
- 1977 The EDIC purchased another 24 acres which was formerly part of the South Boston Army Base.
- 1999 After 1999, the Boston Redevelopment Authority (BRA) designated the area for industrial use and marine commercial. It is located in the Commonwealth Flats.



Sea level rise predictions



Existing land use



Issues and Possible Solutions

Flooding - Due to landfill, the site is subject to sea level rise and storm surge issues. The subject site is the most vulnerable part of South Boston.

Green Space - Lack of greenspaces and parking spaces for occupants.

Industries - Should Marine industries be maintained?

Public Realm - Conflicts between large vehicles and pedestrians around the Seaport district.

Connectivity - Current transport system lacks connection to the city and over capacity for current demand.

Transition - Contrast between marine Industrial Park & urban fabric of Seaport District.

Existing and Proposed



Existing Transportation



Proposed Transportation



Existing Road Network



proposed Road Network



Existing Truck Route



proposed Truck Route



Existing Building Use



Proposed Building Use

BOSTON MARINE INDUSTRIAL PARK

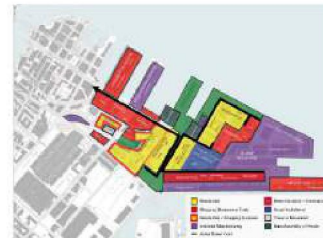
Urban Design Framework



Proposed Land use

The proposal weaves in high end residential to subsidise the industrial uses that have been concentrated along the periphery of the site. In order to create a buffer zone between the two layers, research and educational facilities have been introduced to help in the transition between urban development and marine industrial.

Additionally, Seaport Boulevard and D street have been extended as the primary corridors providing connection from the city to the BMP and act as



Proposed Land use

cultural corridors with several existing and new destinations including a pavilion & a museum at the new entry of this new precinct. A grid has been introduced in order to rationalise the streets and accommodate uses other than industrial.

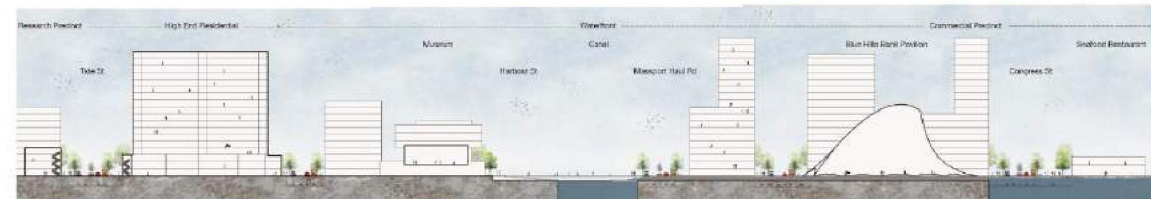
Consequently, the heavy industrial vehicles have been rerouted into a proposed tunnel to avoid clashing with the public realm.



Section A - A'



Section B - B'



Section C - C'

BOSTON MARINE INDUSTRIAL PARK

Site Analysis



Activated Waterfront Precinct from Northern Avenue



Research Precinct



Perspective of Walking Through Residential Neighborhood



Urban Life on The Marine Industrial Park Promenade



Strategic Diagram



Residential Waterfront Precinct



Commercial, Mixed-Use Development Precinct

Site Area	107ha	18,000 Residential units	10,500 Commercial jobs	3,500 Mixed-use jobs
Dwellings	9,900			

Perspective

