Forth Yards Opportunity Site

DEVELOPMENT FRAMEWORK
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This document sets out a development framework for the Forth Yards area of Newcastle city centre. This area presents an opportunity to deliver a vibrant mixed use gateway to the city centre.

Site Location
The site falls within the Discovery Sub Area of the Urban Core in the adopted Core Strategy and Urban Core Plan for Gateshead and Newcastle (CSUCP). The Discovery Sub Area lies on the south-west edge of Newcastle city centre, with the River Tyne as its southern boundary and the Redheugh Bridge/St James' Boulevard (A189) as its north-south spine. It is a major gateway into Newcastle from the southern Gateshead side, by road (Redheugh Bridge), rail (King Edward) and Metro (QEII Bridge). The southern part of this Sub-Area benefits from having attractive views over the Tyne and is an area that is rich in archaeology and industrial heritage.

The study area is located south of Scotswood Road and the line of the former Newcastle to Carlisle railway, and extends down to the Tyne and contains a large number of vacant or underused sites which are major development opportunities. The area includes the Forth Goods Yard between the Redheugh and King Edward VII bridges, the Pottery Lane site, the former Calders site to the west, adjoining the Metro Arena, and the Newcastle Heliport site to the far west. This riverside area has a long history of industrial uses which contribute to its significance and still has a major influence on the areas' character. Elswick Lead Works was a major use in the west of this area until its closure in 2002, and there have been operational railway uses in the area since 1839.

Previous Site Studies
There have been numerous site studies produced for this area. They include:

- Newcastle Central Station Development Options Study (2000)
- Elswick Wharf Area Accessibility Study (2001)
- Discovery Quarter/Brewery/Gallowgate (Buchanan Study 2005)

This development framework takes into account the outputs of the above studies and builds upon their site assessments. The approved CSUCP sets out a requirement for the city council to produce a development framework for the site to guide the future development of the area.
Historical Development

The south-west section of the study area was formerly known as Elswick Lead Works which opened under the name Walkers, Fishwick & Co. in 1779. In 1797, Elswick Shot Tower was constructed, which at 174 feet tall was a notable feature of the area. Due to shortcomings in construction techniques the tower became known as the ‘leaning tower of Elswick’. Works to the tower recovered its perpendicularity but it was demolished in 1968 when it began to lean again, following cessation of shot production. In 1994 the works changed its name to Calder Industrial Materials which later closed in 2002.

North of Pottery Lane was the Forth Goods Yard Station which was the eastern terminus of the Carlisle to Newcastle Railway when it opened in 1839. A large area of the former sidings is now occupied by the Metro Radio Arena, albeit stone retaining walls and structures associated with the railway remain.

The area around the Redheugh Bridge was the location of the Newcastle Wrestling Ground which hosted the annual ‘Easter Wrestling’ which would attract thousands of spectators. The wrestling ground closed in 1876 and later became Forth Bank Stables in 1894.

The Grade II listed King Edward Railway bridge was built between 1902 and 1906 designed by Charles A. Harrison for the North Eastern Railway. The bridge comprises sandstone ashlar piers and red sandstone approach viaduct with steel girder bridge deck and has 10 tall arches with voussoirs.

The Newcastle Heliport site historically was the site of the former town gas works and prior to that in the early 19th century a water storage reservoir. The gas works were removed in the 1970s and early 1980s and site remediation undertaken between 1996 and 1998. The boundary walls from the sites historic uses remain.

The National Planning Policy Framework (NPPF) states that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness. The effect of future applications on the significance of non-designated heritage assets (which include Elswick Leadworks, Low Elswick Gasworks, Newcastle Carlisle rail arches) will need to be taken into consideration in accordance with paragraph 135 of the NPPF. Developers will be required to record and advance understanding of any heritage assets to be lost in accordance with paragraph 141 of the NPPF.
Policy Introduction

The approved development plans for the area are the saved Newcastle upon Tyne Unitary Development Plan policies and the Planning for the Future Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030. The site falls within the Discovery sub-area of the Urban Core under Policy D1. The following policies are particularly relevant to the area:

Policy D1 Discovery Sub-Area

Regenerating the Discovery Sub-Area as a major gateway entrance and extending connections west will be achieved through:

1. Supporting the expansion of Newcastle College to meet their needs for new and improved accommodation.

2. Improving accessibility and connections for pedestrians, cyclists and vehicles by:
   i. Undertaking improvements at: Dunn Street, Plummer Street, Tyneside Road, Westmorland Road, Skinnerburn Road and along the route of the former Carlisle Railway Line, and
   ii. Requiring development to contribute to improvements at: Forth Street, Railway Street, Forth Banks, Pottery Lane, through the former Calders site, Shot Factory Lane, George Street, St James Boulevard, Churchill Street, Blandford Square.

3. Enhancing the Urban Green Infrastructure Network and network of public open spaces by providing spaces at:
   i. Blandford Square,
   ii. Former Calders Site, and
   iii. Pottery Lane.

Within the Discovery Sub Area, the site has been identified as a Development Opportunity Site. The policy and supporting text states:

Policy D3 Forth Yards Development Opportunity Site

Forth Yards is allocated for mixed-use. The principal uses will include Offices (B1), Leisure (D2) and Residential (C3).

1. Development must:
   i. maintain and improve access to the site and provide clear routes across the site for pedestrians, cyclists and public transport,
   ii. improve access roads to and through the site,
   iii. maintain and improve access to the River Tyne creating visual links to the river
   iv. provide a high quality landmark entrance respecting and responding sensitively to the Tyne Gorge and the scale and setting of the Redheugh and King Edward Bridges, and
   v. provide a public space in the area between Redheugh Bridge Road and Pottery Lane.

16.63. The Forth Yards area includes various former industrial sites and the Metro Arena. It is a major gateway into Newcastle which has significant redevelopment potential and the Council will prepare a development framework to guide the future development of the area. It is close to main routes into the Urban Core and is only 10 minutes walk from Central Station. The principal uses in the Forth Yards area will be office, leisure and residential use reflecting the potential for this area to form the linkage between the Stephenson Quarter and Newcastle Business Park. There are also likely to be ancillary uses which could include student accommodation and hotels.

16.64. To make the area more accessible and improve permeability new access roads together with the pedestrian and cycle routes are required. A route through the former Calders site, improved access to the riverside and links to the surrounding area are required to integrate them into the Urban Core. New routes and improvements to existing routes are identified in policy D1.

16.65. Proposals should work with and reinforce the topography, provide links to the river and a gateway to the City Centre respecting heritage assets and existing landmarks. New development should incorporate visual links to the River Tyne by creating framed and unfolding views characteristic of the Tyne Gorge.

16.66. Public space will be required as part of the development to support the mix of uses and promote links through Stephenson Quarter and to the surrounding area. There is potential to contribute to the Urban Green Infrastructure Network and improve links to the Strategic Green Infrastructure Network. It is anticipated that the Forth Yards area will come forward in the longer term. However, this does not preclude the earlier development of the site.

Other policies which are relevant to the Forth Yards Development Opportunity Site include:

Policy UC12 Urban Design

To deliver higher quality locally distinctive places in terms of architecture and public realm, development will:

1. Be designed to respect and enhance the positive characteristics and context,

2. Provide a co-ordinated approach that reinforces and creates linkages to its surroundings,

3. Provide strong urban frontages and an appropriate urban grain reinforcing continuity and enclosure at a walkable urban block scale,

4. Ensure active frontages along Primary and Secondary Pedestrian Routes, and

5. Incorporate high quality, durable and sustainable materials appropriate to the character of the area and the use envisaged for the site.

Policy UC13 Respecting and Managing Views Within, From and Into the Urban Core

To respect important public views there will be a presumption against development proposals that would cause significant harm. Views that will be respected include those:

1. From or across or into the Tyne Gorge,

2. From defined major movement corridors/routeways, and

3. Of designated heritage assets, other distinctive landmark buildings and structures. the site, and

Policy UC14 Heritage

To respect the historical legacy, varied character and appearance of the historic environment development will

1. Maxmise opportunities to sustain and enhance the significance of heritage assets and their setting,

2. Deliver high quality in the design of new buildings and the conversions reflecting the rich historic fabric, and

3. Include opportunities for the contemporary interpretation of heritage assets including Hadrian’s Wall and associated features

Policy UC15 Urban Green Infrastructure

Development will protect and enhance the Urban Green Infrastructure Network, address gaps and improve linkages to the Strategic Green Infrastructure Network at:

4. Exhibition Park to Redheugh Bridge

11. Gateshead Quays to Saltmeadows Riverside (and River Tyne)

Policy UC16 Public Realm

The network of public open spaces and routes will be enhanced by:

1. Development improving the existing public spaces and creating new spaces,

2. The provision of spaces which are flexible and adaptable to a range of uses,

3. Incorporating high quality, durable and sustainable materials appropriate to the character of the area and the use envisaged for the site, and

4. The provision for temporary spaces and for events.
Tyne Gorge Study

Policy UC13 and Policy D3 of the Planning for the Future Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030 requires development to respect important public views from or across or into the Tyne Gorge and provide a high quality landmark entrance respecting and responding sensitively to the Tyne Gorge. The Urban Landscape Study of the Tyne Gorge (2003) sets out guidance for the redevelopment of sites within the gorge, including the Forth Yards area and is set out below.

Location

The Forth Yards site falls within sub-areas 3a, 4a and 5a of the Tyne Gorge Study (see page 7). The character areas occupy the gently rising slopes of the western end of the Gorge. The character area is large in extent. The southern boundary meets the waterside of the Tyne while its northern boundary is defined by the extent of the visual envelope of the Gorge and stretches up to Westmorland Road.

Distinctive Characteristics 3a

Skinnerburn is the name given to the steep, wooded Gorge slopes to the west of the tributary valley of the Skinner Burn (now Forth Banks). The steep Gorge sides have remained free of built development, persisting as an area of woodland that reflects the rural character of Rabbit Banks on the opposite side of the river. The side slope also provides a platform for the northern bridgeheads of the King Edward and New Redheugh Bridges that contribute a sense of drama and cast strong shadows over the Gorge. A designed open space and viewing platform has been created underneath the Redheugh Bridge, but this is an underused and slightly uncomfortable space, masked by trees and shaded by the towering concrete structure of the bridge overhead. However, the presence of deciduous woodland ensures that the landscape changes colour through the seasons.

Skinnerburn Road runs along the bottom of the Gorge side, providing access east-west adjacent to the river. From this road the wooded Gorge slope rises sharply, enclosing the road to the north. A strip of municipal amenity planting separates the Skinnerburn Road from the municipal riverside promenade. The promenade provides pedestrian and cycle access along the water front and forms part of Hadrian’s Way off-road cycle route. There are also a number of parking places on the riverside with access from Skinnerburn Road. These provide opportunities for views over the Tyne in cold weather.

Distinctive Characteristics 4a

The dominant street pattern is of principal east-west streets (Forth Street and Pottery Lane) with north-south streets oriented off these. Most of the south facing streets terminate in dead ends at the Gorge lip. An underlying strong pattern of streets provides access to properties. The block pattern is large with individual industrial/warehouse buildings located between parallel streets, interspersed by large areas of car parking. Smaller scale terraces of Stephenson’s works offices face onto the north-south streets are also characteristic. Large scale buildings are prominent features, particularly where they occur on the plateau edge, for example Turnbull’s Tobacco Warehouse (now private apartments).

The character of the built environment is greatly influenced by the presence of a range of low railway viaducts, storage yards and workshops. Building materials are, roughly in chronological order, brick, brick/sandstone/timber, concrete, brick/glass/steel. However, brick is still an important component of the built environment and provides a warm hue to the area. The general image of the area is where urban industry in decline is being superseded by apartment living.

This is an area of high visual stimulation, not just for the occasional spectacular building, but for the variety of scale and style of buildings. Visual sequences are characterised by contained views down streets on the plateau top plus, perhaps most impressively, unexpected panoramas from the plateau edge. Another type of viewing experience, the unfolding view, is demonstrated on descending the Forth Banks, along the former course of the Skinner Burn.

The plateau edge is highly visible from the south bank of the Tyne (from Pipewellgate/Rabbit Banks) and on approaching Newcastle by railway across the King Edward Bridge. The area also forms an important middle ground in strategic views from Windmill Hills Town Park. Buildings within this area form the skyline in strategic views from the 5th floor of the Baltic, Pipewellgate Car Park, Old Redheugh Bridgehead, St Lawrence Road, and St Michael’s Church, Byker.

Development Characteristics 5a

This area is located on the lower southern slopes of Arthur’s Hill at the western end of the Gorge. It is characterised by its large scale topography where the contours are evenly spaced. The character of the area today is largely a product of later 20th century re-development of a Victorian area. The earlier geometric ranks of Victorian terraces have now been replaced by a maze of streets and cul de sacs, typical of current estates, or by large scale open car parks. The proliferation of dead-end streets means there are few passers-by or through traffic in this quiet suburban environment. The soft landscape is dominated by municipal planting on road verges and in communal areas outside flats where species such as birch, ornamental cherry and ash are typical.

The built form is visually dominated by large scale blocks, whether it be large industrial units (Newcastle Business Park), public buildings (Newcastle Arena, Centre for Life) or residential blocks (Park Road flats). The Park Road flats stand out as distinctive features on the skyline. There is also a small pocket of smaller scale low rise housing organised into neighbourhood squares. Extensive redevelopment means much of the historic fabric has been lost. Only a scattering of historic buildings remain including the Rye Hill Hospital and St. Mary’s Hospital Almshouses, Rye Hill.

Any remnant Victorian infrastructure is confined to the lower industrial slopes below the Newcastle Arena. Here, the presence of stone wall boundaries and cobbled yards provide a reassuring sense of permanence.

The visual environment is of interest mainly because of its setting/ riverside position. The loss of the majority of the historic fabric has meant a reduction in the visual stimulation provided by the townscape. The real interest in the visual environment lies in the views out of the area and into the Gorge. These views tend to be down roads and from the edge of the Newcastle Arena. The whole hillside is highly visible from the opposite bank of the Tyne, particularly from the Tyne and Wear footpath west of the Redheugh Bridge, from Teams, from Windmill Hills, and from the Redheugh Bridge approach to Newcastle.

The area forms an important middle ground in the strategic views from the Old Redheugh Bridgehead, as well as an important backdrop in strategic views from Windmill Hill’s Town Park and St Michael’s Church, Byker.
Tyne Gorge Study

Principles for Accommodating New Development

It is recommended that within the context of an overall strategy focussed on enhancement and regeneration, the following design and development principles should apply:

- Reintroduce an urban grain that is human in scale and can help to attract people back into the area, so increasing density in an area that is close to the city centre.
- Maintain historic infrastructure, such as boundary walls, in any new developments.
- Ensure any new development maintains a close relationship with topography and visual linkages with the River.
- Maintain, and enhance, access down to the River re-creating the sequences of framed and unfolding views that are characteristic of the Gorge sides.
- Re-create a sense of enclosure in areas where this has been lost.
- Consider increasing the native vegetation cover to form a natural backdrop to the western end of the Gorge and encourage active woodland management on the Gorge side to enhance its ecological value.
- Consider providing public open space with viewpoints over the Tyne.
- Consider providing clear pedestrian access from the back of the Railway Station to the river frontage through this area.
- In planning any new development, consideration should be given to the strategic views from the Old Redheugh Bridgehead, Windmill Hill’s Town Park, St Michael’s Church Byker, Northumbrian Water information board underneath the Redheugh Bridge, the Tyne and Wear Footpath and Pipewellgate Car Park.
Existing Planning Permissions

Calders Site

The only undeveloped planning permission in the study area covers the Calders site. Outline planning permission was granted in 2002 and the final reserved matters in 2009 (2000/1923/02/RES) for 528 residential units (C3), 550 residential parking spaces, and one unit in Use Class A3, family restaurant/public house. The development consisted of a series of residential apartment blocks accessed from a central distributor road. The site owner has undertaken engineering works to preserve this permission. However no works have taken place on the site for some time.

Whilst the below layout is acceptable, alternative layouts could also be developed which respect the site’s Tyne Gorge setting.
Site Analysis

There are a number of site constraints across the study area, most notably the physical barrier of the former railway lines, noise from adjacent land uses, ground conditions and changes in levels towards the Tyne.
Transportation Analysis

The area predominately comprises of industrial/commercial activity and underused sites. Accessibility into the area is poor and the provision of a reasonable standard of access is constrained by:

- steep gradients
- railway bridges with low headroom
- restricted visibility
- major plots with no public access across them

In addition, there are little or no parking controls to manage the adopted highways within the Forth Yards Area. Railway Street, Tyneside Road and Dunn Street do not have any parking controls in place and are immediately adjacent to the site. The unrestricted areas of highway suffer from commuter parking on footways which hinders pedestrian movement, obscures visibility splays at junctions and leads to servicing which blocks the carriageway.

In 2001 the City Council commissioned an assessment into accessibility for all modes of transport in the Elswick Wharf Area (Elswick Wharf Study).

The Elswick Wharf Study examined the need to improve the existing road layout to accommodate the additional traffic associated with the development sites across the area. The study area was larger than the area covered by Policy D1 Discovery Sub Area. However many of the outcomes and proposed routes remain relevant to the regeneration of the area.

High quality access to and from the area is required by pedestrians, cyclists and public transport. Infrastructure improvements are identified which are considered necessary to provide an acceptable standard of access for these modes.
Landscape and Ecology Analysis

Landscape
The escarpment slope running along the southern edge of the site is largely tree covered, providing significant amenity value to the Tyne Gorge and should be retained. The remainder of the site contains relatively few mature trees, but where these are found they should be retained and protected if in reasonable condition. The remaining vegetation is largely naturally regenerated scrub following the site clearance works, and is of limited visual amenity value (and largely hidden from view) although potentially of wildlife value. The scrub vegetation is unlikely to be considered a constraint in relation to landscape visual amenity. On the northern boundary of the study area the disused railway lines provide a significant woodland and scrub vegetation belt which is developing naturally. The visual and wildlife amenity of these areas should be taken into account in relation to outlook and also vegetation/wildlife connectivity.

Ecology
The study area lies within the River Tyne Wildlife Enhancement Corridor and UDP Wildlife Corridor. This Wildlife Corridor is particularly important for species such as dingy skipper butterfly, as it allows movement of this species between islands of habitat. It is also within the Strategic Green Infrastructure Network and is a green infrastructure opportunity area covered by Policy CS18 (see plan opposite) of the CSUCP. In addition the site is within 50m of the River Tyne Local Wildlife Site, which is particularly important for its tidal mud flats, which provide valuable habitat for wading birds. Good populations of dingy skipper butterfly, small heath butterfly and species rich grassland (including bee orchid) are recorded on the Heliport site. It is therefore likely that these species may be present on the rest of the site. Any development in this area should include appropriate ecological enhancements and mitigation measures in accordance with Policy CS18 of the CSUCP.

Full ecological surveys of this site will be required to be carried out ahead of the submission of planning applications. This should include bat surveys of the existing structures and dingy skipper butterfly surveys. Dingy skipper surveys can only be carried out between May and June.
Site Photographic Analysis

Topography changes across the Heliport site

Pottery Lane and stone wall to Forth Goods Yard

Raised railway line and Safestore site

Level changes between the Heliport site and Dunn Street

Redheugh Bridge Road and stone wall to Forth Goods Yard

Former pedestrian route to Skinnerburn Road (now blocked off)

Pottery Lane site, Forth Goods Yard site and Safestore site

Forth Yard and raised railway line

Forth Goods Yard and Redheugh Bridge
The sites owned by Northern Gas Ltd and National Grid contained two gasholders which until recently were used to store natural gas as part of the distribution network.

Northern Gas Networks confirmed that the gasholders were decommissioned and purged to air on the 3 and 4 July 2014. The hazardhouse substances consent for the site was revoked in 2015.

The revocation of the consent has removed the constraints that were placed on the site, allowing a plan for the redevelopment of the area to be taken forward with a view to securing redevelopment of the area for a mix of uses. However, the Elswick Gas Pumping Station and associated network of pipes will remain for the foreseeable future. Future developments on adjacent sites will need to take into account any constraints arising from this use and in particular noise from the gas pumping station and gas infrastructure.
Site Features for Retention

The study area contains gas infrastructure and site features which should be retained.

**Gas Pumping Station**
The gas pumping station building is still in use and will remain in its current location as long as operationally required.

**Stone Retaining Walls**
The historic sandstone walls should be retained.

**Escarpment Edge**
The steeply sloping escarpment edge is predominantly landscaped with tree cover and at its western edge a species rich grasslands. This is an important feature of this part of the Tyne Gorge providing significant amenity value to the area. This must therefore be retained. This may prevent remediation works in these areas so access may need to be permanently restricted. It may also impact on outlook from within the sites and this should be taken into account in any future development proposals. Where the tree cover is absent the escarpment edges should remain undeveloped and where appropriate some new tree planting should be included, along with glades providing habitat for butterflies and other species, which will also provide some framed outlook from the developments.

**Former Newcastle Carlisle Rail Track**
This rail track is currently only in use at its eastern end. The line of the track should be retained to form a raised pedestrian/cycle/possible rail link between Central Station, Newcastle Arena and West Newcastle.

Key
- stone retaining wall
- buildings for retention
- car park
- escarpment edge
- railway line
- landscaped disused railway line
- listed buildings
Layout, Scale and Massing Parameters

The development of the site should follow the principles set out in the Tyne Gorge Study including:

- Reintroduce an urban grain that is human in scale and can help to attract people back into the area, so increasing density in an area that is close to the city centre
- Ensure the layout of any new development maintains a close relationship with topography and visual linkages with the River
- In planning any new development, consideration should be given to the strategic views from the Old Redheugh Bridgehead, Windmill Hill’s Town Park, St Michael’s Church Byker, Northumbrian Water information board underneath the Redheugh Bridge, the Tyne and Wear Footpath and Pipewellgate Car Park.

The general principles for the redevelopment of the area are:

- buildings should step down appropriately with the topography of the site (as indicated by the gradated colour on the plan)
- the scale of development should reflect the character of the surrounding area and its Tyne Gorge setting
- the redevelopment of the SafeStore site shall facilitate improved access to the Forth Goods Yard site to the south. Alternative accesses off Redheugh Bridge Road and Pottery Lane may also allow access to the Forth Goods Yard site
- the sites should all provide improved direct access to the Quayside recreation routes as part of their open space, amenity and recreation provision
- development should take advantage of views across the Tyne Gorge by providing vistas and a pedestrian route at the top of the escarpment edge
- development should be mindful of access to the bridges for maintenance and locate any buildings at appropriate distances from those structures
- all developments should incorporate landscape features across their site with the sloping escarpment edge free from development
- the former load out facility on the southern boundary of the Calder’s site should be redeveloped to form a bella vista and include a commercial opportunity
- formation of areas of public open space on the Calder’s and Pottery Lane sites
Transportation Improvements

Improvements to accessibility have been secured and delivered to support the Discovery Sub Area. Those improvements include:

1. Redheugh Bridgehead (2009) – £2.5million scheme involved the creation of at grade signalised all movements junction with pedestrian crossing facilities

2. Forth Banks/ Forth Street Junction – Section 278 scheme to provide signalised crossing with pedestrian crossing facilities.

3. Calders (2010) - layout facilitates public transport and pedestrian access through the site and secures a new junction at Arena Way/ Shot Factory Lane.

4. Forth Banks Development/ Stephenson Quarter (2008 -2015) – The location of vehicular accesses on three development sites have been put in place so as to not prejudice any future signalisation of the Pottery Lane/ Forth Banks junction. Land has been dedicated to improve the junction/ Pottery Lane and provides connection to the Stephenson Quarter and Central Station

5. Dualling Scotswood Road (2004)

Transport Infrastructure Requirements

Primary high quality access points and routes through the area will be required to support development. Key indicative routes are shown on the plan opposite. The following key highway works are required:

- Pottery Lane widening to south to provide 6.75m wide public transport route, where feasible
- Redheugh Bridge Road/Tyneside Road/Skinnerburn Road public transport route to provide a 6.75m wide road across the Calders site and linking to the Newcastle Heliport site
- Creating pedestrian links between the Arena and Central Station along the line of the former railway line and to Hadrian’s Way Path and Cycle route.

Parking

Development proposals at Forth Yards must have a suitable onsite parking/ servicing strategy in place, taking into account the proposed use and location. An offsite parking scheme will need to be introduced on all streets from Scotswood Road to Skinnerburn Road, and from Water Street to the west of the site and Forth Banks to the east. It is important to manage the needs of the existing businesses, future development and address the problem of commuter parking. A parking scheme will improve access for pedestrians and cyclists. Any public parking provided should be in accordance with Policy UC10 of the CSUCP.
Site Delivery Requirements

Safestore Site

Uses
Commercial (Offices/Leisure)/Residential/Hotel

Access Points
Railway Street/Forth Banks shared with Forth Goods Yard site access

Constraints
Forth Goods Yard access across part of site

Form of development
To reflect the height of adjacent Times Square MSCP with active frontage to ground floors

Forth Goods Yard Site

Uses
Commercial (office/leisure), residential with ancillary uses

Access Points
(1) Railway Street/Forth Banks access through part of Safestore site by creating a new wider access across the eastern part of SafeStore site. This access would be a left turn egress only junction
(2) Investigate potential access from Redheugh Bridge Road, through Times Square Car Park or from Pottery Lane to the south

Constraints
Operational railway line across part of the site; Noise from railway line, Redheugh Bridge and MSCP; requirement to improve accessibility to north to realise site potential

Form of development
Series of blocks to respect setting of listed King Edward Bridge & Tyne Gorge setting; parking and servicing beneath bridges; provide pedestrian access to Pottery Lane and Arena

Pottery Lane

Uses
Mixed Use – Commercial (office/leisure/hotel); residential with ancillary uses

Access Points
Pottery Lane, widening carriageway to the south to form 6.75metre wide public transport route with footways. Site to incorporate the car park area beneath Redheugh Bridge and vehicular access to King Edward Bridge arch units.

Public access pedestrian route on escarpment edge linking to Shot Factory Lane/Redheugh Bridge Road and Forth Banks

Constraints
Noise from King Edward Bridge and Redheugh Bridge, railway arch businesses, maintenance access to bridges, ground conditions; wooded escarpment edge.

Form of development
Development block(s) with strong frontage to gorge edge respecting the listed bridge and views across the Tyne Gorge; vehicular access and central pedestrian/cycle access to the escarpment edge, linking east/west, building height stepping down to the southern edge; enhanced public open space south of Redheugh Bridge incorporating the Pottery Lane car park.

Calders Site

Uses
Mixed Use: Residential/ Commercial (Office/Leisure) with ancillary uses

Access Points
Public Transport three way junction to Redheugh Bridge Road, with through public transport/main distributor road link to Tyneside Road/Skinnerburn Road; pedestrian link to riverside walkway.

Constraints
Congestion around Arena at night; noise from Arena, Redheugh Bridge and gas pumping station to west; ground conditions; accessibility; wooded escarpment edge; pigeon crees on the southern site boundary

Form of development
Series of blocks with views of Tyne Gorge, stepping up sloping site; landscape setting; central access road linking east and west; commercial uses on northern boundary of site to create noise buffer to Arena; supporting uses (local shops/bar/restaurant); utilised southern boundary building to create Bella vista; escarpment edge footway for public use; retain wooded southern edge to site;

remove crees and landscape space.

Heliport Site

Uses
Commercial (Offices/Leisure) and/or residential (only following resolution of noise from gas pumping station and improved accessibility)

Access Points
Incorporate linkages to Tyneside Road public transport link access into layout; vehicle access from Dunn Street (or Tyneside Road if bridges removed or link road built)

Constraints
Site gradients; gas infrastructure; noise from adjacent industrial sites and from the gas pumping station which prevents residential use of the northern part of the site unless mitigated. Not currently accessible for residential use until link access road from Calders site is delivered; Commercial development linked to Newcastle Business Park can come forward ahead of link road. Retain landscaped area along southern and western site edge; ground conditions; retain historic perimeter wall

Newcastle Metro Radio Arena

Retain current use and car park access. Seek to improve accessibility to city centre/Central Station along current rail track bed over Redheugh Bridge Road, and across former railway line to Railway Street and Scotswood Road. Potential to reconfigure building on site. Alternative appropriate uses of the site include office, commercial/residential

Former Newcastle Carlisle Railway Line

Investigate need to retain operational line. If no longer operationally required, create safe and secure pedestrian routes to link the area to Central Station. Landscape disused track as wildlife corridor and facilitate improved pedestrian access to the Metro Radio Arena. Investigate potential to extend the reach of local rail into West Newcastle integrated with the metro system using dual voltage trains

Area Wide Requirements

Developments will need to provide:
1. Affordable Housing provision under Policy CS11 of 15% of the total for residential developments.
2. Public Open space on site and off site contributions to enhance public open space areas nearby (Pottery Lane/Riverside Walkway);
3. On site highway and accessible infrastructure through high quality public realm;
4. Off site transport infrastructure delivery set out in this document;
5. Climate change measures to reduce the whole life CO2 emissions of the development and investigate the potential for district heating systems and other renewable energy solutions in accordance with Policy CS16
6. Ecological mitigation to protect the sites value within a wildlife corridor and nature reserve
7. Comply with requirements of all development plan policies
Infrastructure Delivery Plan and Contributions

It is important that future developments address wider accessibility needs outside of their individual site to ensure suitable high quality connections are in place for all modes. In summary the following should be addressed on the existing highway to connect the site to the city centre:

- Pedestrians - unobstructed footways, dropped kerbs, adequate width footways, crossing facilities.
- Cyclists - removal of indiscriminate parking,
- Motorists - Regularise parking and loading opportunities, amendments to traffic management
- Wayfinding and signage

On site works:
- Car parking strategy
- Cycle parking
- Electric vehicle charging
- Servicing and manoeuvring
- Pedestrian, Cycle and public transport movement
- Maintenance and management of highways and landscaping

In addition to the above, each site will be required to deliver wider physical transport accessibility improvements including:

- Heliport site: improvements to Dunn Street/ Tyneside Road/ Railway Street
- Calders site: improvements to Tyneside Road and Shot Factory Lane
- Pottery Lane, Forth Goods Yard and Safestore sites: improvements to Pottery Lane
- Links to Hadrian’s Way National Cycle and Pedestrian Trail

The contributions/obligations for each development will include:

- Area parking/accessibility scheme
- Connectivity improvements (routes to city centre, light controlled junction at Forth Banks/Pottery Lane)
- Land/ Skinnerburn Road contribution
- Affordable housing
- On and off site open space improvement and maintenance
- Training and Employment Plan

### Highway and Transport Requirements

<table>
<thead>
<tr>
<th>Within the sites (on site)</th>
<th>Adjacent to the Site</th>
<th>Supporting the Area</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian facilities</td>
<td>Physical highway infrastructure around the site to be addressed</td>
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<tr>
<td>Cycle parking and facilities</td>
<td>Pedestrian and cycling links and improvements to create attractive routes and join the site to local public transport and services</td>
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<tr>
<td>Car parking strategy and facilities</td>
<td>Land for Highway purposes (Pottery Lane and possibly Dunn Street)</td>
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<tr>
<td>Electric vehicle charging</td>
<td>Area wide parking scheme*</td>
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<tr>
<td>Servicing plan and space for manoeuvring</td>
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<td></td>
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<tr>
<td>Public transport access and/or connections</td>
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<td></td>
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<tr>
<td>Maintenance and management of highways and landscaping</td>
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<tr>
<td>Construction Management Plan</td>
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<td>Travel Plan</td>
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<tr>
<td>Refuse and Waste Management</td>
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</table>

* Suitable parking controls need to be in place covering the area; Scotswood Road to the north of the area down to Skinnerburn Road at the south, and from Water Street to the west of the site to Forth Banks to the East. It is important to manage and support existing businesses, future development, address the problem of commuter parking and support sustainable development. Managing the road space will improve the environment for pedestrians and cyclists.