Section 5  Sub-Areas and Site Specific Policies

Section 5 is divided into three chapters. A common introduction to the Sub-Areas and sites is followed by two separate chapters for Gateshead and Newcastle which include policies for Urban Core Sub-Areas, Metrogreen and allocated sites

Chapter 15 Sub-Areas and Sites
Chapter 16 Newcastle Sub-Areas and Site Specific Policies
Chapter 17 Gateshead Sub-Areas and Site Specific Policies
15. Sub-Areas and Site-Specific Policies

15.1 Central to the Spatial Strategy is the delivery of our Sub-Areas and sites. Chapters 16 and 17 set out the approach to guide development including policies for Urban Core Sub Areas (Figure 15.1), Urban Core Development Opportunity Sites, Allocated sites and Metrogreen Area of Change.

Figure 15.1 Urban Core Sub-Areas
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15.2 To enable progress and to meet our needs, sites are allocated in this Plan rather than subsequent LDD’s. Metrogreen is not allocated but is identified as a strategic location for development and will be brought forward through a subsequent Area Action Plan.

15.3 Allocating sites is part of a strategic approach to guiding and managing development in Gateshead and Newcastle. This approach allows more effective planning of infrastructure to support growth, and provides a degree of certainty to landowners, developers and the public about the Councils’ position and requirements for individual sites. The sites are allocated and masterplans will be required as set out in Policies CS2, CS3 and CS4. This will enable local communities to have further opportunities to help shape the detailed proposals.

15.4 The policies in this section must be read in conjunction with other Local Plan policies and guidance. For each site, the policy sets out what we expect to be delivered and the essential requirements to ensure development can be delivered in a sustainable way.
16. Newcastle Sub-Areas and Site-Specific Policies

16.1 This chapter sets out site specific policies for Newcastle’s Urban Core Sub Area’s and allocated development sites in the Urban Core, Neighbourhood Area and Rural and Villages Area.

Newcastle’s Urban Core Sub Areas and Site Specific Policies

Newcastle Central Sub-Area

16.2 The Newcastle Central Sub-Area extends northwards from Central Station to the Haymarket and from St. James Boulevard eastward to the Central Motorway. The Sub-Area is the most accessible location by public transport of all the Tyne and Wear centres. It contains Newcastle’s major transport hubs and interchanges including Central Station, Haymarket and Eldon Square bus stations, and four Metro stations.

16.3 This Sub-Area contains the regional retail centre, surrounded by commercial and leisure uses. The Primary Shopping Area is compact and very busy. Northumberland Street and Eldon Square Shopping Centre experience the highest levels of footfall in the Urban Core. The Sub-Area is a key evening destination, providing a range of leisure activities including bars and nightclubs, music venues, cinemas, theatres, restaurants and cafés.

16.4 The Central Sub-Area contains a high concentration of heritage assets, including Listed Buildings, Scheduled Ancient Monuments and archaeology. Most of the Sub-Area is included within the Central Conservation Area. The archaeology, buildings and streets reflect the city’s many periods of development. There are examples of Roman military infrastructure, Medieval streets and buildings, Georgian town houses, Victorian and Edwardian remains of industry, commerce and culture as well as the legacy of twentieth century development.

The diverse character and appearance of the Central Sub-Area creates a strong sense of place. The significance and value of the historic environment is fully recognised by the Council and a number of heritage-led regeneration schemes have been delivered. The most prominent and successful of these schemes was the Grainger Town Project (1997-2003).
16.5 This Sub-Area will extend retail and commercial activity, principally by redeveloping under used areas immediately adjoining the shopping area. We will support growth by:

- Accommodating a major expansion of our Primary Shopping Area including new comparison retailing at East Pilgrim Street to provide a focus for our regional retail, commercial and leisure offer, reinforcing our role as the regional retail centre;
- Expanding commercial and leisure activity and residential use with an emphasis on the extension of the Sub-Area’s use beyond 9-to-5 and 8-to-late to broaden the appeal of the area;
- Improving the pedestrian and cycling environment and minimising through traffic;
- Enhancing gateways and arrival points including the national, regional and local arrival point at Central Station;
- Creating more pleasant, direct pedestrian routes;
- Sustaining and enhancing our heritage assets not just for their intrinsic heritage value, but as part of a vibrant, varied and fascinating City Centre which attracts visitors and promotes distinctive urban living.
Policy NC1 Newcastle Central Sub-Area

Promoting the continued success of the Central Sub-Area will be achieved through:

1. Protecting the retail centre and enhancing the role of Newcastle as the regional centre by:
   i. Only permitting A1 and A3 within the Primary Retail Frontages (as designated in Figure 16.1) at ground floor level. Change of use from A1/A3 will only be permitted in exceptional circumstances where it can be demonstrated that the proposed use would make a significant contribution towards the vitality and viability of the retail centre, and
   ii. Permitting A1, A2, A3 and other supporting uses within the Secondary Retail Frontages (as designated in Figure 16.1) at ground floor level which make a demonstrable contribution towards the vitality and viability of the centre.

2. Improving the environment and accessibility by:
   i. Increasing pedestrian and cyclist priority on Blackett Street by upgrading the public realm and reducing bus movements,
   ii. Upgrading the public realm on Northumberland Street and reducing servicing vehicles,
   iii. Upgrading the public realm on Northumberland Road and improving pedestrian links across College Street and John Dobson Street,
   iv. Providing and improving at-grade crossings at Swan House Roundabout, and
   v. Narrowing John Dobson Street and providing a cycle route as part of the Great North Cycle Way.

3. Continuing the regeneration of Grainger Town through:
   i. The re-use and conversion of the vacant or underused upper floors principally for residential uses, and
   ii. Safe, secure and sensitively designed ground floor entrances to upper floors which respect the historic buildings.

4. Refurbishing Central Gateway by:
   i. Increasing pedestrian space and pedestrian priority including undertaking improvements to Neville Street,
   ii. Enhancing links to the Primary Shopping Area via Grainger Street, Newcastle College via Westmorland Road, Science Central via Pink Lane and Bath Lane and also links to the Stephenson Quarter Key Site and Gateshead, and
   iii. Removing traffic from the Central Station portico.

5. Regenerating the Old Newcastle area by:
   i. Refurbishing and reusing the Black Gate, and
   ii. Improving, access into the Castle Keep, signage, interpretation and the surrounding public realm.

Newcastle is the most significant retail and leisure destination in the region. We will protect the compactness of the retail area and avoid dilution of retail activity in the heart of the shopping area by protecting Primary Shopping Frontages and Secondary Shopping Frontages (Figure 16.1). When defining the Primary and Secondary Shopping Frontages, consideration has been given to vitality and viability indicators, the location and quality of retailers, together with rental levels, pedestrian footfall and the quality of the retailer environment.

It is important to retain retailing on the main shopping streets and to protect the Primary Shopping Frontages on the ground floor ensuring a high quality, lively and accessible shopping environment. Therefore, uses in the area will be restricted to A1 and A3 and changes of use from these uses will only be permitted where it can be demonstrated that there is an exceptional circumstance, and the use would make a significant contribution to the vitality and viability of the centre. Proposals must include a transparent shopfront, demonstrate that an alternative use would bring a similar level of activity to the area and that it would attract high levels of footfall comparable to surrounding retail uses. Other factors that will be considered include the existing number, proximity and distribution of uses, the location and length of proposed frontage and prominence of the proposal in the Primary Shopping Area.

Secondary Shopping Frontages have been identified to help maintain a balance between the need to retain the vibrancy and character of the shopping street while encouraging a mix of uses that positively contribute to the overall vitality of the centre during the day and into the evening. Within the Secondary Shopping Frontages we will maintain the dominance of the shopping function supporting proposals at ground floor which reinforce and complement the retail function of the centre. Supporting uses which may be acceptable are leisure (D2) and business (B1) uses.

Transport improvements are vital to delivering the vision for this Sub-Area and will link our retail, leisure and commercial areas enhancing connections and legibility. Managing the varying needs of transport modes in the Central Sub Area is important in maintaining a vibrant Urban Core to support Gateshead and Newcastle’s role as the heart of the region. The pedestrian and cyclist experience will be improved to create high quality streets and spaces and through traffic in the area will be minimised. The Bus Loop and the potential for a Low Emission Zone in the future, together with transport and movement schemes set out in Chapters 11 and 14, will help to create an attractive centre, promote tourism, attract shoppers and support business and residential growth.

Blackett Street is located at the centre of the Primary Shopping Area and forms a significant part of the Primary Pedestrian Network connecting Old Eldon Square and the Monument. It is also a major bus interchange with over 100 cross city buses per hour using Blackett Street at peak times. The combination of high pedestrian footfall and bus flows creates conflict between these modes and cyclists. The pedestrian and cyclist environment will be improved by enhancing the quality of the surface treatment and by reducing the number of bus services using Blackett Street. We will further restrict vehicles travelling through the area in the medium term and work towards the removal of buses from Blackett Street in the long term.
16.11 Northumberland Street is the busiest shopping street in Newcastle. There is great potential to transform Northumberland Street to make the shopping experience more attractive through a high quality public realm scheme and reducing the number and size of service vehicles.

16.12 Northumberland Road is closed to through traffic and major improvements have already been completed along much of the street. Public realm improvements outside the City Hall will complete this high quality route between Northumbria University and Northumberland Street and the ‘front door’ to the campus.

16.13 The Swan House area is dominated by the roundabout and roads. The replacement of underpasses with at-grade crossings for pedestrians and cyclists will enhance links from the East Pilgrim Street Key Site to the Quayside.

16.14 Improvements will be undertaken on John Dobson Street for pedestrians, cyclists and public transport. They will be achieved by reducing road widths and undertaking cycling improvements as part of implementing the Great North Cycle Way. Bus facilities on John Dobson Street north of Saville Place will be implemented as part of the proposed Bus Loop, and we will remove buses from John Dobson Street south of Saville Place in the long term.

16.15 Grainger Town (Figure 16.2) contains classical streets of national architectural and historic significance, one of the highest densities of listed buildings in the Country. In the early 1990s vacancies in the area increased as the focus of the retail and commercial centre moved away from Grainger Town, the area declined and many properties fell into disrepair. Approximately 90,000 square metres of floor space was unoccupied (mainly upper floors) and the area’s residential population was falling. The Grainger Town Project was established to address this decline.

16.16 Through regeneration, public realm schemes and various marketing and cultural programmes the area was transformed. Substantial public and private sector investment was attracted to the area between 1997 and 2003 including offices, retail, housing and leisure uses as part of a comprehensive heritage-led approach to regeneration. The area is now internationally recognised as an outstanding example of successful heritage-led regeneration. While the area is still performing well in general, there is still vacant floor space, particularly on upper floors. The refurbishment and re-use of buildings in Grainger Town will be actively promoted particularly for residential use to continue the regeneration and revitalisation of this historic area. The feasibility and viability will be investigated and appropriate strategies developed. Re-use of upper floors for residential and other uses will require the sensitive conversion of listed buildings and alterations to ground floors to provide new entrances. Ground floor access points will need to be developed to maintain a predominance of retail uses.
Figure 16.2 Grainger Town Boundary

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16.17 Newcastle Central Station is a nationally important heritage asset and a focus for regional transport. This listed building is both a major arrival point and gateway. Approximately 7.5 million people pass through the station every year and its immediate environs are the first impression of the City for many. It provides a link not only to the Primary Shopping Area but also to surrounding commercial areas. Directly to the south is the Stephenson Quarter Key Site and to the west is the International Centre for Life and Newcastle College. Central Station is close to the Primary Shopping Area and commercial areas, but routes and the public realm need to be enhanced. The completion of the City Centre Wayfinding Project provides a coordinated network of signs which has helped to improve legibility to and from Central Station. The Central Gateway project will make the area a more attractive location for investment and will further strengthen the tourism and visitor experience. It will improve access and legibility for all users, while also helping to accelerate development of surrounding development sites.

16.18 The Old Newcastle area includes the area south of Mosley Street extending to the Castle Garth, from Dean Street in the east to St Nicholas Street in the west. It is a very significant area in the history and development of the City. The Old Newcastle project will regenerate the area through investment in the principal heritage assets of the Black Gate, Castle Keep and Cathedral Church of St Nicholas. The project will create an accessible, heritage-led education and interpretation centre in the Black Gate, transforming the area into a centre of heritage activity that tells the story of the remarkable history of the City.

16.19 The Bigg Market is located on the Primary Pedestrian Route and is a lively space during the evening but it is currently underused during the day. It is one of a few large spaces in this area and there is potential for improvement making it a more attractive focal space.

16.20 Policy NC2 is specifically related to the allocation of the East Pilgrim Street Key Site. In this Sub-Area, the East Pilgrim Street Key Site is our priority and it’s development will be supported by Accelerated Development Zone status.
Policy NC2 East Pilgrim Street Key Site

1. East Pilgrim Street Key Site (Figure 16.3) is allocated for:
   i. Retail-led (A1) mixed-use in The Northern Area (north of Market Street), and
   ii. Mixed-use Offices (B1), Residential (C3) Student Accommodation (C4) and Leisure (D2) (as principal uses) in the Central and Southern area (south of Market Street).

2. Development will be comprehensively planned, phased and must ensure it provides:
   i. New retail streets in an open plan format linked into the existing retail circuit,
   ii. Improved pedestrian accessibility and cycling priority through:
      a) An east/west route forming part of the Primary Pedestrian Route connecting New Bridge Street West to Manors,
      b) Enhanced links to Manors Metro and rail station,
      c) Enhanced links from Pilgrim Street across Swan House roundabout,
      d) Removal of footbridges and underpasses where possible,
      e) Restriction of general traffic through the site, and
      f) New cycle routes which link to the cycle network.
   iii. A new bus facility on the eastern edge of the site reorganising bus movements to and through the site as part of the comprehensive redevelopment scheme.
   iv. Appropriate levels of car parking on the edge of the site to serve the comprehensive development.
   v. Refurbishment of Listed Buildings and Scheduled Ancient Monuments which are integrated into the redevelopment.
   vi. Archaeological assessment, fieldwork, recording and preservation where appropriate.

16.21 East Pilgrim Street represents one of the most strategically important City Centre regeneration areas in the north of England and provides the space for the retail, leisure and commercial core to expand. Newcastle has consistently been identified as a location for major retail growth and the most recent comparison good retail study has identified capacity for at least 50,000 square metres of additional gross retail floorspace by 2018/19. The majority of this will be located in the northern area of East Pilgrim Street as there is insufficient capacity within the Primary Shopping Area to accommodate the additional floorspace. A sequential test has identified the land at East Pilgrim Street as the most appropriate location for retail development next to the existing Primary Shopping Area, though an impact assessment is required by policy UC2. Once developed this area will be incorporated into the Primary Shopping Area through a review of the Plan, and a review of frontage policy will also take place.
Newcastle Sub-Areas and Site Specific Policies

Figure 16.3 East Pilgrim Street Key Site

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Legend:
- Retail Led Mixed Use Area
- Mixed Use Area
- Listed Building
- Scheduled Ancient Monument
- Potential Pedestrian Route
- Potential Public Open Space
- Potential Bus Route
- Potential Car Park Location
Retail-led mixed-use development in the northern area of East Pilgrim Street (Figure 16.3) will provide a new retail destination. It will complement our existing retail area meeting deficiencies in retail choice together with unmet demand from retailers who wish to be represented in Newcastle. It is likely that there will be further capacity later in the plan period or as economic conditions improve and further retail studies will be carried out to assess the potential. Development of the northern area of East Pilgrim Street will be supported by a range of other uses in the central and southern areas including offices, residential and leisure.

There will be alterations to transport infrastructure in the area to improve pedestrian and cycle priority. These alterations will further integrate East Pilgrim Street into the shopping area and improve links to the Quayside and Manors. Pedestrian and cycle routes will be improved through the area, linking to the wider networks, while underpasses and overhead walkways will be removed and replaced with at-grade crossings wherever possible. An increase in pedestrian priority will be supported by restricting general traffic on various streets and rationalising bus movements. A new bus facility will be located on the eastern edge of the East Pilgrim Street area which will form a key part of our public transport strategy, particularly when the Bus Loop is introduced (see Policy UC7). Appropriate levels of car parking will be provided in locations on the edge of the area.

Built heritage is an important element within the East Pilgrim Street area. Buildings and streets which date from the medieval period through to the 20th century survive and many make a strong contribution to the rich and diverse historic character of the area. Sustaining and enhancing buildings, archaeology and important historic street patterns will be vital in contributing to the creation of a distinctive high quality environment.

Development of retail in open streets which are permeable together with new and improved public spaces will enhance the environment providing much needed space in a busy area. Open spaces will play an important role in creating a sense of place, animating the area, enhancing the setting of listed buildings and promoting leisure uses alongside retail. Spaces will also help provide coherent legible links through the area.

It is expected that development will be phased, however there will need to be co-ordinated and comprehensive approach to development. A masterplan will need to demonstrate that proposals would not compromise either the delivery of a major retail scheme, the regeneration of the wider East Pilgrim Street area, or result in piecemeal development. Interim Planning Guidance was prepared in 2009 for East Pilgrim Street which sets out principles to guide the masterplanning process.
Civic Sub-Area

16.27 The Civic Sub-Area forms the northern edge of the Urban Core. In the north and east it is defined by Newcastle’s two Universities, the Royal Victoria Infirmary (RVI), the Civic Centre and Exhibition Park. In the west it extends to St James’ Park and the former brewery site (known as Science Central). This area contains important arrival points into the city including one mainline station, two metro stations and two bus stations.

16.28 Activity in the Civic Sub-Area is predominantly related to the major institutions which make a vital contribution to the economy and the vibrancy of City and the wider region. There are also important cultural attractions including the Great North Museum and the Northern Stage Theatre.

16.29 The Civic Sub-Area contains some notable landmark buildings and heritage assets including many listed buildings and structures, two conservation areas (Framlington Place and Leazes) and two registered Historic Parks (Leazes and Exhibition). Framlington Place Conservation Area is characterised by a mix of 19th century terraced houses and large, detached dwellings. Leazes Conservation Area includes a Victorian Park surrounded by late Georgian residential development.

16.30 This Sub-Area has a special contribution to make to the economic and cultural growth of Gateshead and Newcastle through science and educational development. We will support growth by:

• Focussing on Science Central as a key site for growth in the knowledge economy including science, research and residential uses;

• Promoting further development in education and learning and the transfer of knowledge from education to research, stimulating growth in research-focussed businesses linked to the assets of the universities and the Royal Victoria Infirmary;

• Improving east/west links to ensure greater integration between the immediately adjoining residential neighbourhoods to the west with the Urban Core;

• Enhancing gateways and arrival points particularly creating clear and direct links for pedestrians and cyclists.
Policy C1 Civic Sub-Area
Promoting growth of the knowledge economy and enhancing accessibility to and through the Civic Sub-Area will be achieved by:

1. Supporting the expansion of the Universities and RVI Hospital to meet their needs for new and improved accommodation.
2. Managing traffic, public transport and improving the network of routes for pedestrians and cyclists at:
   i. Claremont Road and Barras Bridge,
   ii. Gallowgate,
   iii. St Marys Place,
   iv. Queen Victoria Road and
   v. Sandyford Road.
3. Enhancing the Urban Green Infrastructure Network and network of public open spaces by undertaking improvements at:
   i. Strawberry Place,
   ii. St James Metro,
   iii. Percy Street West, and

16.31 We are committed to the future expansion of the Universities and RVI Hospital as they provide education, knowledge based jobs and they are central to our future economic growth.

16.32 The Civic Centre, Newcastle University and Northumbria University are all located on busy routes leading to the retail core and the Metro and bus stations. Together all these uses create a considerable demand for pedestrian and vehicular movement within and through the Barras Bridge and Haymarket area. Pedestrian footfall levels here are some of the highest in the Urban Core. Improvements will create clearer routes for pedestrians and cyclists. Considering this Sub-Area as a whole will ensure there is a coherent network of routes and the Bus Loop will provide rationalised routing for buses. Together these proposals form a key part of the Urban Core’s transport strategy.

16.33 Both Universities and the RVI continue to improve their public realm and pedestrian environment and this will be extended into the Barras Bridge/Claremont Road area which is a major gateway into the City. Improving the environment surrounding the Civic Centre, the Universities, the Haymarket Bus and Metro Stations and expanding the amount of space dedicated to pedestrians and cyclists will provide legible more direct routes and enhanced public realm at this gateway. This will be achieved by creating obvious ‘front doors’ to the Universities, reducing the dominance of roads to allow wider footpaths and improving links between the main entrances to the university campuses, to the City Centre and to the RVI. Crossing points will be provided in locations that link to existing routes within the two campuses and the Civic Centre.
16.34 Percy Street is a key arrival point and provides access to the Haymarket and Eldon Square bus stations, the Metro station and the multi storey car parks at Eldon Gardens and Eldon Square. There will be increased public transport priority on both Barras Bridge and Percy Street, with Percy Street remaining as a key access point for public transport. Improving crossings and reducing road widths on Percy Street will aid pedestrian and cycle movement and reduce the barriers to east/west movement. Vehicular through traffic will be restricted on some streets such as Percy Street, Queen Victoria Road and through Gallowgate.

16.35 As part of the Bus Loop, St Mary’s Place will have increased bus priority and will be included in the wider improvements to Barras Bridge. St Mary’s Place will also benefit from improvements to John Dobson Street which are set out in the Newcastle Central Sub-Area. Sandyford Road is a major sustainable commuting route for pedestrians, cyclists and public transport.

16.36 Developments will be expected to make provision for green infrastructure and/or public space. The extent of the provision will be determined on a site by site basis and will range from the inclusion of planting as part of the development to the creation of a new public space. These are the short term priorities and as development opportunities arise further sites will be identified. The redevelopment of Science Central will provide major new spaces and enhance the Urban Green Infrastructure Network by addressing a gap between the formal green spaces in the north to the Quayside area and Forth Yards.

16.37 In this Sub-Area, the Science Central Key Site (Figure 16.4) is our priority and its development will be supported by Accelerated Development Zone Status.

16.38 In 2005, due to its success as a leader in science, Newcastle was named as one of six Science Cities in the UK. Science Cities are regional development projects, based upon university, industry, and government collaborations that creatively bring together local and natural resources to achieve science based economic growth. The Science City initiative represents a major commercial opportunity that will allow us to further develop the fields of stem cell research, ageing sciences, energy, and environment and engineering technology. Newcastle has an international reputation for pioneering development in these fields and we will provide space in this Sub-Area for growth. The development of Science Central will build on the success of the research and development activities of the Centre for Life, Newcastle University and our hospitals.
Policy C2 Science Central Key Site
Science Central Street Key Site (Figure 16.4) is allocated for Science and Research-led mixed-use, including for Research and Development and Offices (B1), Residential (C3), Student Accommodation (C4) and Non-Residential Institutions (D1) (as principal uses).

1. Development is required to be comprehensively planned and phasing must ensure it provides:
   i. A major east / west route through the site which will become a Primary Pedestrian Route connecting Westgate Road to Strawberry Place,
   ii. A network of connected public spaces throughout the site, and
   iii. Highly sustainable buildings which meet the latest design standards and energy solutions which support delivery of a district heating network.
16.39 Science Central, which is principally made up of the former Brewery land, will drive forward major change in this Sub-Area associated with the potential of the science, education, health and research sectors. Development will make a significant contribution to the economic competitiveness of the city.

16.40 The Council will work closely with Newcastle University to attract science and research led mixed-uses supported by a range of other complementary uses such as housing. The site is in an ideal location for the development of science uses on the edge of the City Centre close to the universities, the College, the International Centre for Life, the Royal Victoria Infirmary and the General Hospital site. We expect this development to act as a catalyst for the regeneration of the immediate area but also improve linkages between our western communities and the City Centre.

16.41 Planning permission was granted in April 2012 and Figure 16.4 shows how the site is expected to be developed. The site is divided into four areas: a knowledge area including science and knowledge based industries, a live work area including smaller scale offices and houses, a home zone area which will be a new residential neighbourhood, and a local facility area.

16.42 The predominant uses will be research and development related with some offices, residential and student accommodation supported by local services. It will also be important on this large site to have a range of ancillary active uses to animate ground floors on key routes, such as retail, restaurants and cafes. An energy centre will be developed to serve the site and it is expected that development will be highly sustainable and carbon neutral.

16.43 By designing streets which allow for permeability we will create links to the surrounding communities and improve connections to the City Centre. In particular it will be important to take a co-ordinated approach to the future development of both Science Central and Gallowgate. Gallowgate is a key office area where there has been major development in recent years and its future development will help integrate Science Central into the wider area.

16.44 The development of Science Central should achieve a balance between the desire to create a pedestrian-friendly environment and the need to accommodate necessary traffic. Prominent ‘gateways’ into Science Central will be developed to create attractive routes and spaces for pedestrians, promoting walking, and traffic will be restricted. There will be areas where people have priority over vehicles and vehicle speeds will be reduced. In particular there will be improved access for pedestrians to the site by creating major new pedestrian crossings at Bath Lane/Wellington Street, Westgate Road/Buckingham Street and Gallowgate/Barrack Road.

16.45 The scale of development on the Science Central Key Site provides a great opportunity to bring forward a district heating scheme which could eventually serve a wider area. Development is expected to be highly sustainable and the layout and buildings will incorporate the latest design standards.
Discovery Sub-Area

16.46 The Discovery Sub-Area lies on the south-west edge of Newcastle, 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 Gateshead side, by road (Redheugh), rail (King Edward VII) 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.

16.47 The Sub-Area has two distinct character areas. Firstly, the northern area is made up of major activities which include Newcastle College, the Discovery Museum and the area of offices and hotels around the Boulevard which is steadily developing. It also contains the line of Hadrian’s Wall and Vallum and a number of important listed buildings, Westgate Hill Cemetery and the Summerhill Conservation Area.

16.48 The second area, south of Scotswood Road and the railway viaduct, down to the Tyne, contains a large number of vacant or underused sites which are major development opportunities. It includes the Stephenson Quarter immediately south of Central Station, Forth Yards between the Redheugh and King Edward VII bridges, and the former Calders site to the west, adjoining the Metro Arena. This riverside area has a long history of industrial uses which contribute to its significance and still has a major influence on the area’s 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 the development of Central Station in 1850.

16.49 The characteristics of this area have a major influence on its form and appearance. This includes the town wall and its setting, the dramatic physical landscape and southerly slope of the land towards the River Tyne, the north-south street pattern, and the dense industrial building blocks. This Sub-Area contains a number of large development sites in a prominent location at a major gateway into Newcastle. Some of the development sites will come forward in the short term while others will be in the longer term. We will support growth by:

• Regenerating vacant sites and ensuring there is a co-ordinated approach to the provision of the infrastructure required to unlock development sites;

• Promoting an area of mixed-use including offices, leisure and residential, supported by a wide range of other activities which will benefit from the proximity of Central Station, the riverside, and add to the capacity and ‘critical mass’ of the Urban Core;

• Improving ‘gateways’ into the Urban Core from the west and south which reflect the character and quality of the regional centre;

• Promoting the continued expansion of Newcastle College;

• Creating a vital link westward from the Urban Core through Newcastle College to the residential neighbourhoods, stimulating both the expansion of the Urban Core and the regeneration of the residential neighbourhoods to the west.
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.

16.50 Newcastle College has extensively remodelled the campus over the past few years. Further redevelopment of the campus and improved links to the surrounding area will be supported.

16.51 There are a number of important areas that surround the Sub-Area including Central Station, Newcastle Business Park, housing areas and the Quayside. In addition to improving pedestrian and cycling connections to these destinations, there is also a need to improve connections within the area.

16.52 Scotswood Road is a major access route into Newcastle from the west and in addition to the works completed at Redheugh Bridgehead, further improvements are needed to junctions at Dunn Street and Plummer Street. Development schemes at Scotswood Road junctions and Skinnerburn Road will be undertaken as part of delivering the UCDR. The capacity of Skinnerburn Road will be increased and alterations will be made to its alignment. This will reduce traffic on Neville Street and therefore provide an opportunity for public realm improvements as part of the Central Gateway project.

16.53 Improving transport access to Forth Yards will help to stimulate development. This will be achieved through junction improvements, road widening schemes and new roads and will also create an attractive environment for pedestrians and cyclists.
16.54 Increased access into the area on major routes will link new development into the Centre, to Stephenson Quarter and to the west to Newcastle Business Park. Some works will be expected to be undertaken as part of site development in order to minimise the transport impact of the development. Improvements including the provision of an east/west road through the former Calders site and improved access to the river are required to create clear links.

16.55 Enhanced pedestrian access to Newcastle College will be achieved through a combination of development requirements and there is potential to reduce traffic movement on George Street. Any new development in the George Street block should ensure improved pedestrian access to the College on Churchill Street.

16.56 Development at Blandford Square and two former sites, Calders and Pottery Lane, will need to provide public open spaces which will form part of the Urban Green Infrastructure Network and contribute to addressing the gaps in the network in this Sub-Area. This list of sites included in the policy is not an exhaustive list and as development opportunities arise further sites will be identified.

16.57 Policies D2 and D3 are specifically related to the allocation of the Stephenson Quarter Key Site (Figure 16.5) and Forth Yards Development Opportunity Site (Figure 16.6). In this Sub-Area, Stephenson Quarter Key Site is our priority and its development will be supported by Accelerated Development Zone status.

**Policy D2 Stephenson Quarter Key Site**

Stephenson Quarter Key Site is allocated (Figure 16.5) for office-led mixed-use development (B1) supported by a range of ancillary uses.

1. Development is required to be comprehensively planned and phasing must ensure it provides:
   i. Improved access and permeability to and within the site for pedestrians through links to Central Station, the Quayside and Forth Yards,
   ii. A network of public open spaces within the area linked to the surrounding pedestrian network,
   iii. Refurbishment of Listed Buildings and their integration into the redevelopment,
   iv. Development which respects and responds sensitively to the Tyne Gorge setting, and
   v. Archaeological assessment, fieldwork, recording and preservation where appropriate.
Figure 16.5 Stephenson Quarter Key Site

Potential Development Plot
Listed Building
Potential Pedestrian Route
Potential Public Open Space

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The Stephenson Quarter Key Site adjoins Central Station and is a site of significant industrial, archaeological and historical importance. It is best known for its pioneering role in the development of the locomotive engine. Comprehensive office-led mixed-use development of the area supported by ancillary mixed-use will create a distinctive new quarter, and this site will be the major catalyst for change in the area over the next few years. The site will be developed for offices as the primary use supported by a range of other uses including hotels, residential, leisure and other ancillary uses. A mix of uses will ensure that the site is vibrant throughout the day and night.

The site is highly accessible. It benefits from being next to Central Station, of having south facing views over the Tyne and is an ideal location for office-led mixed-use. It is considered to be one of our prime office locations in the short term and the area is already established for this use through the high quality and prestigious Central Square North and South Buildings.

Regeneration of this historic area will reinforce the Quarter’s significant archaeological and industrial heritage and strong sense of place and the Tyne Gorge’s special character. Buildings, routes and spaces will be developed to sustain and enhance heritage assets maximising views and activities.

Development at Stephenson Quarter will help stimulate regeneration of the wider area including the Forth Yards area immediately to the west. New east/west links through the Stephenson Quarter to Forth Yards will be vital to the success of its future development.

The Forth Yards Development Opportunity Site (Figure 16.6) is a further opportunity for development of significant scale in this Sub-Area. Although it is anticipated this will be longer term.

Policy D3 Forth Yards Development Opportunity Site
Forth Yards (Figure 16.6) is allocated for mixed-use. The principal uses will include Offices (B1), Leisure (D2) and Residential (C3).

1. Developments 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.
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.
To make the area more accessible and improve permeability new access roads together with 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.

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.

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.

Quayside and Ouseburn Sub-Area

This Sub-Area includes Newcastle Quayside and the Ouseburn Valley extending from Redheugh Bridge along the Quayside to the former Spillers Mill and to the City Stadium in the north east. They are very distinctive areas characterised and greatly influenced by the rivers, their heritage, topography, and previous industrial activity. The Quayside’s steep Tyne Gorge slopes combine with historic buildings, iconic bridges and landmark buildings to form a memorable and instantly recognisable location, while the Tyne Gorge landscape of the Ouseburn River creates a very tight, enclosed, intimate character which still contains many striking former industrial buildings on small plots along the river.

The Quayside has a long history as a port and focus for industrial activity. There have been two historically significant periods of development. The first was during medieval times which saw the development of merchants’ houses and warehouses. The second was during the industrial revolution which saw the expansion of development along the River Tyne and large warehouses dominated the landscape. From the 17th century and through to the 19th century the Ouseburn played a key role in the Industrial Revolution on Tyneside. There were many industrial uses along the river including glassworks, leadworks, limeworks, mills and potteries and many of the warehouses still remain today providing an attractive setting for 21st century development.

From the mid 20th century the port moved downstream and the industry declined. Large areas of the Quayside and Ouseburn were abandoned and many buildings fell into a state of disrepair and decay. The renaissance of the Quayside began in the late 1980s.
16.70 The Quayside and the Ouseburn area has been transformed over recent decades, and now contains a cluster of creative industries, visitor and leisure attractions and a range of vibrant small businesses. It has many popular attractions including Seven Stories (the National Centre for Children’s Books), Stepney Bank Stables, the Ouseburn Farm, Biscuit Factory, artist studios, and a lively pub and music scene. While many buildings in this Sub-Area have been demolished or altered, there remains a legacy of rich heritage, striking townscape, historic buildings and archaeology. Hadrian’s Wall runs through the Sub-Area. It contains a Scheduled Ancient Monument and many listed buildings. The natural features and historic development have created an attractive setting for the redevelopment of existing buildings and new development.

16.71 The River Tyne and the Lower Ouseburn are parts of the Strategic Green Infrastructure Network and the Lower Ouseburn is also an important wildlife corridor which links the River Tyne to Heaton Park and Jesmond Dene.

16.72 This Sub-Area contains a number of short, medium and long term development sites which offer the potential to provide a mix of uses. We will support growth by:

• Promoting housing in a mixed-use environment next to a variety of uses, creating a vibrant, distinctive area,
• Promoting leisure, culture and tourism that complements the existing diverse mix of uses,
• Promoting the Ouseburn as a home for arts, cultural, media uses, the creative sector and small-to-medium scale development that sustains and enhances the existing fine grain character,
• Promoting the re-use of vacant historic buildings to maintain the quality of the historic environment and ensure the local distinctiveness of the area is retained,
• Improving pedestrian and cycling access by strengthening connections to the City Centre, Byker and Gateshead, and
• Promoting river based leisure uses to increase activity on the River Tyne and the Ouseburn River.

16.73 Although this Sub-Area does not contain a Key Site there are many development opportunities. There are a number of sites that have early development potential where mixed-use will be supported. Many of these potential development sites are located in the lower area of the Ouseburn.
Policy Q01 Quayside and Ouseburn Sub-Area
Promoting the development of the Quayside and Ouseburn Sub-Area as a diverse and sustainable mixed-use area will be achieved by:

1. The development of a mix of housing types, sizes and tenures including family homes.
2. The continued development of creative business cluster for small and medium sized enterprises in the Ouseburn.
3. Leisure, culture and tourism development that complements existing uses.
4. Improving pedestrian and cycle access through:
   i. Undertaking crossing improvements at Byker Bank and Cut Bank,
   ii. Providing a new north/south cycle route along Ford Street and Foundry Lane, and
   iii. Rationalising on street car parking and promoting shared parking facilities as part of new developments.
5. Supporting and enhancing existing public transport infrastructure.
6. Sustaining and enhancing the character of the area through the re-use of vacant historic buildings and by respecting the scale, plot sizes, topography and historic grain of the area.
7. Requiring development along the riversides to provide access to the riverside walkways along the River Tyne and the Ouseburn River.
8. Enhancing the Urban Green Infrastructure Network and the network of public open spaces through:
   i. Undertaking improvements to the biodiversity and ecological value of the River Tyne and Ouseburn River, links to Heaton Park and Jesmond Vale
   ii. Undertaking improvements at City Stadium, Ouseburn Farm Woodlands and fields, Ballast Hills, Tarset Street, and
   iii. Development providing green infrastructure and/or public spaces at: Malmo Quay, Spillers Quay West, Land west of the Free Trade, Lower Steenbergs Yard, Ince Building and Heany's Workshop.
9. Ensuring that new development minimises surface water run off into the Ouseburn.

16.74 The Quayside has an established residential population. Although over the last decade, the Ouseburn has become a mixed-use area, the residential population is low as a limited number of sites have been developed for housing. There remains great potential for housing development across the area and a growth in population which will be essential to achieve the Ouseburn Valley’s vision of an urban village.

16.75 There are many modern offices on the Quayside including major financial and legal occupiers. Large offices extend along to East Quayside and they are complemented by the recent development of smaller scale offices in the Ouseburn. The former Maynard’s Toffee Factory has provided contemporary office space for the creative and digital sector. This gateway to the Ouseburn together with the East Bank will stimulate further development of small-scale offices in the area. Although a few vacant development plots still remain on the Quayside, the focus will be on promoting the re-use of vacant buildings.
Many of the development sites which have potential for early development are located in the Lower Ouseburn Valley on the river. Early development will be encouraged at the mouth of the Ouseburn taking advantage of links to the Quayside, the waterfront and the potential to bring further investment in the area. Development along the river and to the east of the area has the potential to provide a particularly attractive environment for mixed-use development. There are already a wide variety of uses in this Sub-Area which have created areas with distinctive character and sense of place, attracting people of all ages. A range of uses will be promoted to reflect the area’s vibrant character through residential use, new businesses and further growth in leisure, culture and tourism uses.

The designation of the Close and Quayside as part of the UCDR will enable improved access between the Quayside and the Ouseburn. Priority will be given to east west vehicular movement during peak hours. This will be rebalanced outside peak hours when there will be improved north-south movement. On occasions this route will be closed to vehicular traffic for events.

Improving access to the Ouseburn and reducing unnecessary traffic will encourage the wider regeneration of the area. Improvements to pedestrian and cycle routes (between the Ouseburn to the City Centre, Byker, along the River Tyne to Gateshead), management of traffic, and a reduction in on street car parking will enhance the environment.

National Cycle Route 72 runs through the south of the Ouseburn and it is a key pedestrian and cycle link to the Quayside. It is part of the ‘Coast to Coast’ and Hadrian’s Cycle Way routes and is one of the most popular routes in the country with approximately 15,000 cycle trips a year. The provision of a cycle route along Ford Street and Foundry Lane, supported by the proposals at Byker Bank and Cut Bank, will link Hadrian’s Way with the existing route along Byker Bridge.

Currently the Quayside and the Ouseburn Valley are served by the Quaylink Bus and this is an important service. In the long term there is further potential to improve public transport by providing a new Metro Station at Stepney Bank. The feasibility of providing a new station will be investigated.

The Quayside and Ouseburn’s built environment is defined by distinctive buildings many of which are historic, of different sizes and orientations. This creates a unique area and it is important that development respects the topography of the Gorge and sustains and enhances the historic character of the Quayside and Ouseburn.
Variety in the scale and footprint of buildings are key elements that contribute to the Lower Ouseburn Valley Conservation Area’s character and appearance and development must enhance and reveal the significance of the historic urban grain. The topography of the Valley is a key characteristic of the area and this will determine the appropriate scale and height of buildings.

The River Tyne and the Ouseburn River are the defining features of the Sub-Area. The completion of the barrage in the Ouseburn and improvements to the quay wall on the Quayside has enabled the promotion of leisure and recreation activities on both rivers. Developing access to the rivers edge will help to increase activity which is important for the Sub-Area’s vitality.

Improvements to the public realm have been vital to the Quayside’s renaissance. The area was transformed by the creation of high quality public realm along the edge of the River Tyne together with the provision of new spaces as part of developments. Most recently the NE1 Business Improvement District, has provided a number of temporary spaces such as the Quayside Beach. Improvements to the public spaces in the Ouseburn include the Ouseburn Village Green and new footpaths and associated landscaping improvements along the east side of the river. This route forms a continuous link along the East Bank to the Toffee factory and the Village Green.

The River Tyne and Ouseburn River are key parts of the Strategic Green Infrastructure Network and host to a range of biodiversity. The Tyne River Mudflats are valuable habitats and designated as a Site of Nature Conservation Importance. The Lower Ouseburn Valley is an important wildlife habitat and its attributes make it a unique urban environment. Improvements to the river’s edge will assist in reinforcing the Lower Ouseburn as Newcastle’s most significant wildlife corridor.

Improving facilities for boat users will increase activity on the rivers and their use for recreation and leisure activities, helping to maximise their economic potential. In the Ouseburn, spaces at City Stadium, Ouseburn Farm Woodlands and Fields, Ballast Hill and Tarset Street will be enhanced. These spaces will provide important facilities and will be a focus for the community. There will be a need for play space and event space as further sites are developed and the population increases. Improvements are already being carried out to link the City Stadium to Heaton Park and beyond.

Development will be expected to make provision for green infrastructure and/or public space. The extent of the provision will be determined on a site by site basis and will range from the inclusion of planting as part of the development to the creation of a new public space. The list of sites included in the policy is not an exhaustive list and as development opportunities arise further sites will be identified. Although the priority for the Ouseburn is to improve existing spaces, there is potential to provide a range of new spaces that will assist in creating a lively and vibrant urban neighbourhood. As part of the redevelopment of Malmo Quay a new public space will be located at the mouth of the Ouseburn. There is potential to create a series of linked small spaces along the riverside which would create a high quality route from the mouth of the Ouseburn to the central area.
The River Tyne and the Ouseburn River are the principal water courses in Newcastle and are the primary sources of flood risk, both of which have a low risk of flooding. Within this Sub-Area the River Tyne is at risk of a 1 in 1000 year tidal event and the Ouseburn River, a 1 in 200 year tidal event. The risk of fluvial flooding in the Lower Ouseburn area is currently restricted to the banks of the Ouseburn River and the risk to development sites is low. It is expected that the effects of climate change will continue to result in more frequent extreme weather events and water flood levels are expected to increase by approximately 0.9m. Developments will need to consider this to mitigate flood risk.

The Ouseburn River can only accept a limited amount of surface water run off before there is an increased risk of fluvial flooding. Developments will be expected to control, separate and minimise surface water run off and include mitigation measures such as SuDS. Once the Ouseburn River threshold for surface water run off has been reached, developers will be required to manage surface water on site or seek other solutions to surface water management.

In addition to the relevant flooding guidance and the strategic policy, development should consider the Environment Agency’s Tyne and Wear Catchment Flood Management Plan for the Ouseburn catchment. This document provides evidence for the preferred approach for managing flood risk from all sources for the next 50 to 100 years.
The delivery of the sites identified in policies CS3 and CS4 are critical to achieving Newcastle’s vision, particularly for housing, economic growth and creating sustainable communities. This section sets out the principles of development and the required infrastructure for delivering these sites. Assessments have been undertaken to consider sustainability, viability and deliverability. Masterplans must be submitted and approved by the Council. This recognises the need to plan new development comprehensively, ensuring it makes a positive contribution to the character of the area, and that access to facilities and services is provided. In addition to this developers will be required to:

- Provide a range of housing types. Particular attention should also be paid to the need to cater for families and an increasingly ageing population. All Neighbourhood and Village Growth Areas will be required to include 75% family homes.
- Provide water management including sustainable drainage schemes following the drainage hierarchy, giving priority to SuDS, measures to ensure that flood risk is not increased both onsite and off-site and, where possible, reduced over the lifetime of the Plan. Developers will be expected to discuss this requirement with the Council and Northumbrian Water at an early stage, and to demonstrate that the proposed solution will maximise the benefits to the water environment.
- Comprehensively plan green infrastructure to show how a network of multi-functional open spaces and links will be integrated into the development area to achieve a range of aims including a net gain in biodiversity and providing the necessary buffers between these sites and the development. In addition, green infrastructure should provide landscaping to integrate development into the wider area and recreational open space provision including children’s play and allotments. A key feature will be to ensure that the development area links with the adjoining countryside and creates an enhanced recreational experience for adjoining communities.
- Undertake a full Transport Assessment and provide necessary measures, works and/or contributions to mitigate the impacts of development on the transport network, including provision of and access to sustainable modes of transport. Pedestrian and cycling improvements will be required to integrate sites into the surrounding area.
- Provide a range of social infrastructure to meet the needs of the new community, including local services and facilities, education provision and access to adequate local health provision.
- Undertake an ecological assessment and survey(s) to determine the potential impact of the proposal on any habitats and sites of nature conservation or biological and ecological importance.
Areas of Change

16.92 Newburn Riverside is located approximately 4 miles west of Newcastle City Centre, near the villages of Newburn and Lemington. The area is a major brownfield opportunity which has good access to public transport, the Strategic Road Network, the River Tyne and surrounding countryside.

16.93 The site has undergone a major reclamation programme and has benefited from £46 million investment in reclamation and infrastructure. The Newcastle Unitary Development Plan allocated this site for employment as it was originally conceived as a modern industrial park. However, Newburn Riverside has experienced a slow take-up and has a high proportion of vacancies due to current market conditions and competing sites. Approximately 30 hectares of employment land is vacant.

16.94 Newcastle’s ELR’s and SHLAAs recommend (in line with the NPPF) that the site should be de-allocated as it is unlikely to be delivered, and there is a greater need for housing. Policy AOC1 Newburn therefore allocates this site for residential development supported by a range of infrastructure, which will transform the area and will create a new sustainable urban neighbourhood.

16.95 It is expected that the site (Figure 16.7) will deliver approximately 500 homes within the plan period and there is further capacity for housing beyond the plan period.

Policy AOC1 Newburn

Land is allocated at Newburn (Figure 16.7) for residential development. Development within the allocated area is required to be brought forward in accordance with an approved masterplan to demonstrate a comprehensive and coordinated approach to site development and infrastructure provision and demonstrate how the following will be provided to ensure that each phase of development is sustainable. Development will be required to provide:

1. A range of sizes, types and tenures of housing.
2. For education provision for primary and secondary age school children to serve the needs of the new and existing communities.
3. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities.
4. Road connections to the highways network and to existing communities and services.
5. Mitigation for the cumulative traffic impacts of the proposed development on the highway network.
6. Measures to mitigate noise, vibration and visual impact of the Employment Areas to the east and west.
7. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities, including improvements to the Riverside Park
8. Protection and enhancement of important trees and hedgerows and areas of ecological and landscape importance.
10. A design code to ensure development of distinctive neighbourhoods.
11. For open spaces to include access to formal and informal recreational areas including sports, playing pitches and children’s play areas.
12. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
Figure 16.7 Newburn
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Neighbourhood Growth Areas

Lower, Middle and Upper Callerton

16.96 Callerton NGA comprises of Lower, Middle and Upper Callerton, three separate but strategically linked areas located between the A696 to the North and the A69 to the South.

16.97 The Lower Callerton development site is triangular in shape. It is located to the North of the A69 and to the west of North Walbottle Road which serves the existing housing areas known as Northumberland Gardens and Abbey Grange. The Lower Callerton site was last used as agricultural land. The site is bounded to the north and west by existing public footpaths.

16.98 The Middle Callerton site comprises two development areas which are separated by an existing tree belt and located to the north of Stamfordham Road. The eastern block is bounded to the east by Westerhope Golf Course and to the south by Stamfordham Road which serves the existing housing area known as St John’s Estate. Whorlton Hall and Whorlton Hall Cottages are located to the north of the area and are accessed via Whorlton Lane which runs south to north through the site. The western area is bounded to the west by the river Ouseburn and Callerton Village, to the south by Stamfordham Road and to the east by Whorlton Lane. A country lane cuts across the middle of the site. The western section immediately adjacent to the Ouseburn falls within a flood zone.

16.99 The Upper Callerton site is agricultural land which has been reclaimed following open cast mining. The site is bounded to the north east by the A696, to the west by the Ouseburn and to the south by the existing housing estate and Westerhope Golf Course. The site has a northerly facing slope which levels out to a relatively flat area and there are a number of hedgerows and tree belts through the centre of the site and along the north and western boundaries.
16.100 Land is allocated at Callerton for new homes. This includes the sites at Lower (NN1a), Middle (NN1b) and Upper (NN1c) Callerton (Figures 16.8 a,b,c). It is expected that these sites together will deliver approximately 3000 homes within the plan period and there is further capacity for housing beyond the plan period. Provision of approximately 800 homes at Lower Callerton, 1000 homes at Middle Callerton and 1200 homes at Upper Callerton is expected.
Land is allocated at Lower (NN1a Figure 16.8a), Middle (NN1b Figure 16.8b) and Upper Callerton (NN1c Figure 16.8c) Neighbourhood Growth Area for approximately 3000 new homes. Development is required to be comprehensively masterplanned and demonstrate together with a phasing plan, how the following will be provided to ensure that each phase of development is sustainable. Development will be required to provide:

1. A range of sizes, types and tenures of housing to include a minimum of 75% of family homes.
2. For educational provision for primary age and secondary age school children to serve the needs of the new and existing communities.
3. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities.
4. Road connections to the highways network (including an Access Road and connections to the A696 and, if appropriate, A69), between and through new housing areas and to existing communities and services.
5. Mitigation of the cumulative traffic impacts of the proposed development on the highway network.
6. Measures to mitigate noise and visual impact from the A696 and A69.
7. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities.
8. For the retention and development of a strong and identifiable boundary to the Green Belt.
9. Protection and enhancement of watercourses, important trees and hedgerows, and areas of ecological and landscape importance.
10. Necessary archaeological assessments.
11. A design code for Lower, Middle and Upper Callerton to ensure development of distinctive neighbourhoods.
12. For open spaces to include access to formal and informal recreational areas including sports, playing pitches and children’s play areas.
13. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
14. A Water Supply Strategy to consider the cumulative impact of the development and ensure water supply for the development.
15. Integration of opportunities for flood risk management and reduction of existing flood risk in the Ouseburn.
16. Measures to ensure existing greenfield runoff rates up to the 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 16.8a Lower Callerton

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Figure 16.8b Middle Callerton
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Figure 16.8c Upper Callerton
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Kingston Park/Kenton Bank Foot

16.101 The Kingston Park/Kenton Bank Foot NGA includes two areas of land located either side of the existing Rugby Ground. The first is to the north of Ponteland Road and Brunton Road and is bounded to the north by the existing sports ground. The other area is to the east of the stadium and is bounded to the south by Brunton Road and to the east by Brunton Lane. The Kenton Bank Foot site includes a small rectangular site located to the east of Station Road which is bounded to the south by the A696 and to the north and east by existing housing. The area to the west of Station Road includes two sites which are separated by the Metro Line. Collectively they make up the Kingston Park/Kenton Bank Foot NGA.

16.102 Land at Kingston Park/Kenton Bank Foot is allocated for new homes. It is expected that these will deliver approximately 800 homes within the plan period. (Figure 16.9).

Policy NN2 Kingston Park/Kenton Bank Foot
Land is allocated at Kingston Park/Kenton Bank Foot Neighbourhood Growth Area (NN2 Figure 16.9) for approximately 800 new homes. Development is required to be comprehensively masterplanned and demonstrate together with a phasing plan, how the following will be provided to ensure that each phase of development is sustainable. Development will be required to provide:

1. A range of sizes, types and tenures of housing to include a minimum of 75% of family homes.
2. For education provision for primary and secondary age school children to serve the needs of the new and existing communities.
3. Improved access to local facilities and the metro stations at Kingston Park.
4. Road connections to the highways network, between and through new housing areas and to existing communities and services.
5. Mitigation of the cumulative traffic impacts of the proposed development on the highway network including improvement to the local network.
6. Measures to mitigate noise and visual impact from the A696, Metro line and Kingston Park stadium.
7. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities.
8. For the retention and development of a strong and identifiable boundary to the Green Belt.
9. Protection and enhancement of important trees and hedgerows, and areas of ecological and landscape importance.
10. Necessary archaeological assessments.
11. A design code for Kingston Park/Kenton Bank Foot to ensure development of distinctive neighbourhoods.
12. For open spaces to include access to formal and informal recreational areas including sports, playing pitches and children’s play areas.
13. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
14. A Water Supply Strategy to consider the cumulative impact of the development and ensure water supply for the development.
15. Integration of opportunities for flood risk management and reduction of existing flood risk in the Ouseburn.
16. Measures to ensure existing greenfield runoff rates up to the 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 16.9 Kingston Park / Kenton Bank Foot
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Newbiggin Hall

16.103 The Newbiggin Hall sites are between Kingston Park and Newbiggin Hall, south of the A696. Most of the land is still in agricultural use and is bounded to the west by Newbiggin Dene.

16.104 Land at Newbiggin Hall is allocated for new homes. It is expected that the sites will deliver approximately 300 homes. (Figure 16.10).

Policy NN3 Newbiggin Hall
Land is allocated at Newbiggin Hall Neighbourhood Growth Area (NN3 Figure 16.10) for approximately 300 new homes. Development is required to be comprehensively masterplanned and demonstrate together with a phasing plan, how the following will be provided to ensure that each phase of development is sustainable. Development will be required to provide:

1. A range of sizes, types and tenures of housing to include a minimum of 75% of family homes.
2. For education provision for primary and secondary age school children to serve the needs of the new and existing communities.
3. Improved access to local facilities and services at Newbiggin Hall.
4. Road connections to the highways network, between and through new housing areas and to existing communities and services.
5. Mitigation of the cumulative traffic impacts of the proposed development on the highway network.
6. Measures to mitigate noise and visual impact from the A696.
7. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities.
8. For the retention and development of a strong and identifiable boundary to the Green Belt.
9. Protection and enhancement of important trees and hedgerows, and areas of ecological and landscape importance including Newbiggin Dene.
10. Necessary archaeological assessments.
11. A design code to ensure development of distinctive neighbourhoods.
12. For open spaces to include access to formal and informal recreational areas including sports, playing pitches and childrens play areas.
13. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
14. A Water Supply Strategy to consider the cumulative impact of the development and ensure water supply for the development.
15. Integration of opportunities for flood risk management and reduction of existing flood risk in the Ouseburn.
16. Measures to ensure existing greenfield runoff rates up to the 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 16.10 Newbiggin Hall
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Newcastle Great Park

16.105 Newcastle Great Park (NN4) comprises the existing development area NN4d which includes site NN4a that is now allocated for housing and education uses; and in addition, the Neighbourhood Growth Area sites NN4b and NN4c both of which are now allocated for new homes.

16.106 Site NN4d already benefits from a Masterplan and SPD (2006) and there is an outline planning consent linked to that. The provisions of that SPD will remain a material consideration in the determination of planning applications within the defined area of NN4d. Promoting NN4a for housing development will necessitate a departure from that Masterplan and SPD (NN4a was previously allocated for employment uses). The Comprehensive Masterplanning required will ensure that the new allocation sites (NN4a, b and c) are planned to respond to extant consents at the Great Park and the relevant parts of the existing Masterplan and SPD(2006). Masterplanning and phasing plans will be required to reflect the stage of the planning process that each component of NN4 has reached to ensure a comprehensive approach and timely delivery particularly in the early years of the Plan taking into account the phasing requirements of the Policy. New Masterplanning will be required to include appropriate reservations of land at NN4a to enable connections from NN4b and KEA1 and explicitly deal with issues of connectivity and permeability. These reservations are to ensure convenient road access from site NN4b and KEA1, at an early stage of its development, to the Great Park spine road, shops, services and other facilities.

16.107 Development of NN4c will be phased to come forward between 2020-2025 to ensure that infrastructure is in place. If NN4c can be delivered prior to 2020 the Council must be satisfied that the necessary local road, cycle and pedestrian connection, connection to the Strategic Highway Network and education provision can be provided as part of the development.

16.108 It is expected that NN4a will deliver 880 homes and the Neighbourhood Growth Area will deliver 600 homes within the Plan period and there is further capacity for housing beyond the plan period (Figures 16.11 a,b and c).
Policy NN4 Newcastle Great Park

1. Newcastle Great Park comprises:
   i. the existing Great Park development area NN4d, this includes site NN4a which is now allocated for approximately 880 new homes by 2030 and education provision for both primary and secondary aged children by 2021, and
   ii. the Neighbourhood Growth Area sites NN4b and NN4c which are allocated for approximately 600 new homes by 2030.

2. A comprehensive approach to the masterplanning of Newcastle Great Park will be required.

3. Development at Newcastle Great Park will be in accordance with masterplans and phasing plans that demonstrate how each phase of development is sustainable and deliverable.

4. New development at NN4a will be required to make an appropriate reservation(s) of land to enable suitable road connections from NN4b and KEA1 to be delivered.

5. New development at the Neighbourhood Growth Area sites NN4b and NN4c will be planned to be extensions to the existing Great Park development area NN4d and to appropriately integrate and connect to existing Great Park development area NN4d.

6. The development of the Neighbourhood Growth Area sites NN4b and NN4c will be phased to come forward in the period 2020-2025 to ensure that infrastructure is in place. The Council must be satisfied that connectivity, access and linkages with NN4d including: necessary local road, cycle and pedestrian connections; connections to the Strategic Highway Network; and, education provision can be delivered appropriate to the phasing of the development.

7. Development at Newcastle Great Park will be required to provide:
   i. A range of sizes, types and tenures of housing to include a minimum of 75% of family homes.
   ii. For education provision for primary and secondary age school children to serve the needs of the new and existing communities.
   iii. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities at Great Park Centre.
   iv. Road connections to the highways network, between and through new housing areas and to existing communities and services including a suitable and direct road link from site NN4b to NN4d via site NN4a.
   v. Mitigation of the cumulative traffic impacts of the proposed development on the highway network.
   vi. Measures to mitigate noise and visual impact from the A1 (site NN4c).
   vii. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities.
   viii. For the retention and development of a strong and identifiable boundary to the Green belt.
   ix. Protection and enhancement of important trees and hedgerows, and areas of ecological and landscape importance.
   x. Necessary archaeological assessments.
   xi. A design code to ensure development of distinctive neighbourhoods.
   xii. For open spaces to include access to formal and informal recreational areas including sports, playing pitches and children’s play areas.
   xiii. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
   xiv. A water supply strategy to consider the cumulative impact of the development and ensure water supply for the development.
   xv. Integration of opportunities for flood risk management and reduction of existing flood risk in the Ouseburn.
   xvi. Measures to ensure existing greenfield runoff rates up to the 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 16.11b Newcastle Great Park Expansion Site (NN4b)

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Figure 16.11d Newcastle Great Park Development Area (NN4d)

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Village Growth Areas

Dinnington

16.109 The site comprises two parcels of land on the western edge of the village. They are currently used as paddocks. Land at Dinnington is allocated for new homes. It is expected that the sites will deliver approximately 250 homes within the plan period (Figure 16.12).

Policy NV1 Dinnington
Land is allocated at Dinnington (NV1 Figure 16.12) for approximately 250 new homes. Development of each allocated site is required to be masterplanned and demonstrate together with a phasing plan, how the following will be provided to ensure that each phase of development is sustainable. Development will be required to provide:

1. A range of sizes, types and tenures of housing to include a minimum of 75% of family homes.
2. For education provision for primary and secondary age school children to serve the needs of the new and existing communities.
3. Improved access to local facilities in Dinnington.
4. Road connections to the highways network and to existing communities and services, the preferred main access being via Prestwick Road.
5. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities.
6. For the retention and development of a strong and identifiable boundary to the Green Belt.
7. Protection and enhancement of important trees and hedgerows, and areas of ecological and landscape importance.
8. Necessary archaeological assessments.
9. A design code to ensure development of distinctive neighbourhoods.
10. For access to open spaces to include access to formal and informal recreational areas including sports, playing pitches and children’s play areas.
11. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
12. A Water Supply Strategy to consider the cumulative impact of the development and ensure water supply for the development to reduce flood risk and ensure no deterioration of water quality.
13. Measures to ensure existing greenfield runoff rates up to the 100 year rainfall event taking into account of anticipated climate change and maintaining overland flow paths.
Figure 16.12 Dinnington
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Hazlerigg/Wideopen

16.110 The site at Hazlerigg (NV2a) is located to the west of the existing residential area and to the south of Brunswick Industrial Estate. Adjacent to the south east of the site there is an area for outdoor sports as well as existing allotments. The southern boundary of the site is next to Coach Lane and the Three Hills Local Wildlife Site. The western boundary of the site runs in a north to south direction and aligns with Marley Hill Farm. The area to the south of the site is the former Hazlerigg Colliery.

16.111 The site at Wideopen (NV2b) is located to the south of the village and wraps around the Jewish Cemetery. It is bounded to the north by Coach Lane, the east by the A1056/B1318 and to the west by the A1. It enjoys an open aspect to the south.

16.112 Land at Hazlerigg and Wideopen is allocated for new homes. It is expected that these sites together will deliver approximately 500 homes (Figure 16.13 a and b).
Policy NV2 Hazlerigg and Wideopen
Land is allocated at Hazlerigg (NV2a Figure 16.13a) and Wideopen (NV2b Figure 16.13b) for approximately 500 new homes. Development of each allocated site is required to be masterplanned and demonstrate together with a phasing plan, how the following will be provided to ensure that each phase of development is sustainable. Development will be required to provide:

1. A range of sizes, types and tenures of housing to include a minimum of 75% of family homes.
2. For education provision for primary and secondary age school children to serve the needs of the new and existing communities.
3. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities.
4. Road connections to the highways network and to existing communities and services, the preferred access being via Coach Lane.
5. Mitigation of the cumulative traffic impacts of the proposed development on the highway network.
6. Measures to mitigate noise and visual impact.
7. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities.
8. For the retention and development of a strong and identifiable boundary to the Green Belt.
9. Protection and enhancement of important trees and hedgerows, and areas of ecological and landscape importance.
10. Necessary archaeological assessments.
11. A design code to ensure development of distinctive neighbourhoods.
12. For access to open spaces to include access to formal and informal recreational areas including sports, playing pitches and children’s play areas.
13. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
14. A Water Supply Strategy to consider the cumulative impact of the development and ensure water supply for the development to reduce floor risk and ensuring no deterioration of water quality.
15. Measures to ensure existing greenfield runoff rates up to the 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 16.13a Hazlerigg

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Figure 16.13b Wideopen
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The site known as Throckley North is located to the south of the A69 highway and to the north of existing houses and school buildings on Hexham Road. The land is agricultural which has been reclaimed following its previous coal mining operations. There is tree cover along the northern boundary creating a buffer with the A69. The site contains remnants of the former colliery workings and the existing brick works to the east. The Throckley South site is located to the west of Newburn Road.

Land at Throckley is allocated for new homes. It is expected that together, Throckley North (NV3a) and Throckley South (NV3b) will deliver approximately 550 homes within the plan period (Figure 16.14 a and b).
Policy NV3 Throckley

Land is allocated at Throckley North (NV3a Figure 16.14a) and Throckley South (NV3b Figure 16.14b) for approximately 550 new homes. Development of each allocated site is required to be masterplanned and demonstrate together with a phasing plan, how the following will be provided to ensure that each phase of development is sustainable. Development will be required to provide:

1. A range of sizes, types and tenures of housing to include a minimum of 75% of family homes.
2. For education provision for primary and secondary age school children to serve the needs of the new and existing communities.
3. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities.
4. Road connections to the highways network (including access to A69) and to existing communities and services. The preferred main access to NV3a is via the A69 roundabout junction, however other acceptable accesses will be considered.
5. Mitigation of the cumulative traffic impacts of the proposed development on the highway network.
6. Measures to mitigate noise and visual impact from the A69 (NV3a).
7. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities.
8. For the retention and development of a strong and identifiable boundary to the Green Belt.
9. Protection and enhancement of important trees and hedgerows and areas of ecological importance.
10. Necessary archaeological assessments.
11. A design code to ensure development of distinctive neighbourhoods.
12. For access to open spaces to include access to formal and informal recreational areas including sports, playing pitches and children’s play areas.
13. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
14. A Water Supply Strategy to consider the cumulative impact of the development and ensure water supply for the development to reduce flood risk and ensuring no deterioration of water quality.
15. Measures to ensure existing greenfield runoff rates up to the 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 16.14a Throckley North
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Figure 16.14b Throckley South

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Key Employment Area

Newcastle International Airport

16.115 Newcastle International Airport is the principal international gateway into the Region and a key economic growth driver. It is the largest airport in the North East, with 4.4 million customers in 2012 supporting 3,000 jobs on site and a further 5,000 across the region. The airport serves a key role as a major contributor to economic activity and regeneration in the North East and the wider north region. It provides access to air travel and to new and emerging markets for business, commerce and industry. Economic development and regeneration is encouraged by facilitating inward investment, and tourism is supported by providing access to UK destinations and attractions.

16.116 For the local population of Gateshead and Newcastle, access to Europe and worldwide destinations is provided for business, social and leisure purposes.

16.117 The airport is considered to be an important employment location for general employment uses and the Key Employment Site will be a premier business location in Newcastle’s portfolio of economic land. Specifically 10 ha of land at Southside expansion site (KEAd) to be promoted for a large single user ‘Solus’ for B1 use. A Solus site is typically occupied by a large public or private organisation serving a national or international customer base, often providing head quarters accommodation in a high quality landscaped environment. Examples include The Sage, Newcastle Great Park and the Government Department for Work and Pensions at Longbenton.

16.118 The Key Employment Area consists of Newcastle Airport North (KEAa), which is allocated for airport related development and three sites to the south (KEAb), (KEAc) and (KEAd) where these restrictions do not apply. In particular site KEAd will be supported by the new Airport Access Road which will provide improved access to the A696. In addition Policy NN4 requires reservations of land to be made at NN4a to enable suitable road connections to the facilities and services of Newcastle Great Park.

16.119 Uses that directly relate to the operations or function of the airport include a wide range of facilities and infrastructure that is required to sustain and support an international airport. Such uses include those that will bring benefits to the operation and development of the airport, improve its role as a major contributor and stimulus to the North East economy. The uses are defined as:

- Aircraft Apron,
- Aircraft Maintenance,
- Airline sales, reservations and booking offices,
- Airline training centres,
- Aviation and vehicle storage facilities,
- Avionics maintenance and supply,
- Car hire operations and parking,
- Flight packaging: provision and supply units,
- Hotel,
- Preparation and storage facilities,
- Internal highways and infrastructure,
• Short Stay/visitor/service related car parking,
• Offices for ancillary functions,
• Passenger terminal,
• Service vehicle maintenance and valeting operations, and
• Warehousing and offices for air freight forwarders and agents.

Policy KEA1 Newcastle International Airport

1. Land at Newcastle International Airport (KEAa) is allocated for airport related development (Figure 16.15a). Planning permission will only be granted for development which is required for the continued expansion by Newcastle International Airport. Development will be required to:
   i. Directly relate to the operations or function of the airport, and
   ii. Not cause demonstrable harm to interests of acknowledged importance, including residential amenity.

2. Land to the south of the Newcastle International Airport (KEAb, KEAc, Figures 16.15 b and c) is allocated primarily for employment uses (B1, B2 and B8) This includes:
   i. 4 hectares (net) of land at South of Freight (KEAb) for small business units/industrial, and
   ii. 32 hectares (net) of land at Southside (KEAc) for predominately air freight and warehousing.

3. 10 hectares (net) of land is allocated at Southside expansion site (site KEAd Figures 16.15d) for a large single user (B1).

4. Development on sites will be required to:
   i. Improve access links to the sites and to the highway network,
   ii. Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads,
   iii. Make appropriate reservations of land to enable the delivery of the Airport Access Road from the A696 to Dinnington Road/Brunton Lane,
   iv. Improve pedestrian and cycle accessibility and public transport infrastructure,
   v. Retain and develop rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities
   vi. Protect and enhance watercourses, important trees and hedgerows, and areas of ecological and landscape importance.
   vii. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
Figure 16.15a Newcastle International Airport (KEA)
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Figure 16.15b Newcastle International Airport South of Freight (KEAb)

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Figure 16.15c Newcastle International Airport Southside (KEAc)
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Figure 16.15d Newcastle International Airport Southside Expansion (KEAd)
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17. Gateshead Sub-Areas and Site Specific Policies

17.1 This chapter sets out site specific policies for Gateshead’s Urban Core Sub-Areas and allocated development sites in the Urban Core, Neighbourhood Area and Rural and Villages Area.

Gateshead’s Urban Core Sub-Areas and Site Specific Policies

Gateshead Central Sub-Area

17.2 The Gateshead Central Sub-Area is the focus of shopping and commercial activity in Gateshead Centre, and the hub of the public transport network with bus and Metro connections to all parts of Tyneside. It extends from Regent Street/Charles Street north to Askew Road, and from Prince Consort Road east to the railway line.
17.3 The Sub-Area largely comprises buildings which date from the redevelopment of the area in the 1960s and 70s, with later additions in the 1980s. The peripheral areas are generally older and there are a number of buildings of architectural interest which add character and interest to the local environment, notably: Walker Terrace/Regent Terrace Conservation Area, the former Co-op on Jackson Street, and the Old Post Office, Bank, Dispensary and Old Town Hall/Swinburne House along the northern boundary (within the Bridges Conservation Area).
17.4 Shopping is principally focused around three streets; West Street, Jackson Street and High Street, with a range of small to medium sized shops offering convenience goods primarily serving the local population and some specific retailers serving a wider catchment. Significant change is required in the Centre to improve the quality, design, facilities and services it offers. This change is already underway with the redeveloped Trinity Square, providing new shops, student accommodation, cinema and healthcare facility, as well as a new public square and three new streets. It forms the new heart of Gateshead, providing the catalyst for further retail and leisure-led regeneration in the immediate area.

17.5 The Gateshead Centre Regeneration Delivery Strategy ‘Fit for a City’ provides further guidance on the vision, masterplan and regeneration framework for Gateshead Centre, which has informed this chapter of the plan.

17.6 In this Sub-Area we will continue to revitalise and concentrate the shopping and commercial area and create new and improved green spaces and streets. We will support growth by:

- Increasing the number and range of shops, creating a distinctive and diverse mix of both ‘high street’ and independent and creative retailers.
- Revitalising the retail and commercial heart complemented by new business, educational and leisure accommodation at Gateshead Quays and the Quayside, and new contemporary, urban, sustainable homes at Southern Gateway.
- Limiting through traffic in the Centre.
- Creating a high quality townscape which respects heritage assets and enhances their contribution to the area.
- Providing a network of safe, green and pedestrian friendly routes and spaces that are well connected to destinations across Gateshead Centre, making it easy for people to walk and cycle between home, work, shops and leisure facilities.

17.7 To be successful as a retail centre, the Gateshead Central Sub-Area needs to improve the overall quality and range of its retail provision, including attracting more independent retailers and making provision for further complementary commercial and leisure uses.

17.8 The redeveloped Trinity Square is an important step in revitalising Gateshead Centre and will more effectively serve the needs of existing and future residents. It will also cater for a wider range of needs in terms of visitors, attracted by the leisure and cultural facilities in the area, and the increasing number of people working in and around the centre. The population living within the wider centre has increased significantly over the last decade and this will continue over the coming years with new student accommodation and up to 1,000 new homes at the Exemplar Neighbourhood Key Site, located immediately south of the Gateshead Central Sub-Area. In meeting this diverse range of needs, the aspiration is to allow the centre to evolve to become a more distinctive and vibrant retail centre.

17.9 The Primary Shopping Area is refocussed northwards, moving away from the southern part of High Street, where shopping provision and footfall have been in decline for some years. Re-defining and refocussing the Primary Shopping Area in this way creates a more concentrated retail core and a better circuit for shoppers (Figure 17.1).
Policy GC1 Gateshead Central Sub-Area

Regenerating Gateshead’s shopping and commercial area and enhancing accessibility to and through the Gateshead Central Sub-Area will be achieved by:

1. Protecting the Primary Shopping Area by:
   a) Permitting changes of use within the ground floor of the Primary Retail Frontages where:
      i. The proposed use is within use classes A2, A3 and A4, and
      ii. The proposed change does not result in a significant break in the continuity of A1 retail frontage of 3 units or more.
   b) Ensuring the proportion of ground floor non A1 uses in a primary frontage block does not exceed 30% of its total length, either currently or as a result of the proposal.

2. Any proposal for large floorplate retail development, which cannot be accommodated within the Primary Shopping Area, must be located in the High Street (South) Area which benefits from a high level of pedestrian and transport accessibility and strong links with the Primary Shopping Area.

3. Improving the environment and accessibility by:
   i. Delivering a boulevard style streetscape along the section of Askew Road between Prince Consort Road and Oakwellgate. Development that incorporates or is adjacent to this route must incorporate design principles that help deliver the boulevard approach,
   ii. Removing traffic from West Street between Nelson Street and Askew Road and re-locating and enhancing the existing bus priority measures to maintain a route to Gateshead Interchange and reducing the impact of traffic and improving the public realm along Jackson Street,
   iii. Improving conditions for pedestrians and exploring opportunities to widen pedestrian space at the junctions of Nelson Street with Prince Consort Road and West Street,
   iv. Upgrading the existing pedestrian crossings on Askew Road between West Street and Oakwellgate,
   v. Upgrading the existing pedestrian crossing facilities at the eastern end of Charles Street,
   vi. Improving conditions for pedestrians and cyclists, along High Street, Swan Street, and across a redeveloped Gateshead Boulevard to provide a new link to the Quays and Baltic Sub-Area; along the east-west pedestrian routes linking the Old Town Hall Square eastwards to Oakwellgate and beyond to the Baltic Business Quarter and Gateshead Quays; and over the Tyne Bridge,
   vii. Upgrading cycling facilities to complete the Great North Cycleway, providing: improved cycle lanes on West Street between Charles Street and Jackson Street and an improved link between Swinburne Street Askew Road, and
   viii. Reconfiguring the road layout at Oakwellgate to provide: a more direct pedestrian link to Gateshead Quays and the Baltic Business Quarter; and opportunities to develop buildings which can form streets, enclose space and enable a more urban streetscape to be created.
4. Enhancing the Urban Green Infrastructure Network and the network of public open spaces by:
   i. Requiring major developments to incorporate living roofs, where technically feasible,
   ii. Requiring developments, adjacent to the primary and secondary pedestrian routes, to provide street trees, and
   iii. Encouraging temporary green infrastructure on sites that will not be developed in the short term.

5. Requiring all major developments to manage surface water effectively by:
   i. Considering the potential to slow and reduce stormwater flows through the use of green roofs, permeable paving, rainwater harvesting and attenuation measures,
   ii. Considering existing surface water flow paths, and
   iii. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

6. Enhancing Walker and Regent Terraces through a coordinated approach to repair and enhance the buildings; re-instate gardens and railings; resurface the streets and rationalise car parking in accordance with the Conservation Area Management Strategy.

7. The allocation of three sites for mixed-use development: Old Town Hall Area, High Street Area and Jackson Street Development Opportunity Sites (GC2).

17.10 Very few blocks in the primary retail frontages are entirely A1 use. However, primary retail frontages need to be protected to retain the retail character of the centre. Accordingly, there will be a presumption against proposals for change of use from A1 retail within individual blocks where the percentage of A1 frontage is already below, or would fall below, the 70% threshold set. Outside the primary retail frontages we will seek to balance need to retain vitality and vibrancy of central Gateshead both during the day and into the evening.

17.11 The High Street (south) Area lies within the Southern Gateway Sub-Area, where long-term aspirations are for primarily residential-led redevelopment, with active uses, including retail, at ground-floor level. This policy has been included in this Sub-Area chapter because it links to the Primary Retail Frontages policy. Should there be a requirement for a site to accommodate a large floorplate retail proposal, which is appropriate to but cannot be accommodated within the identified Primary Shopping Area, priority will be given to the High Street (south) Area in terms of a sequential approach. There are discrete areas of land in Council ownership that can accommodate a large floorplate in this area. Unlike other potential edge-of-centre sites which are separated from the centre by dominant highway infrastructure, this area benefits from being immediately adjacent to the Primary Shopping Area and is highly accessible for pedestrians and public transport.
17.12 The main roads both around the edge and through Gateshead Centre carry a high volume of traffic to the detriment of pedestrians and cyclists. It will be important to improve connectivity to and through the area for pedestrians, cyclists and sustainable transport users. In order to better integrate Gateshead Central with adjoining commercial, arts, leisure and residential areas, through traffic will be directed around the Centre and pedestrian and cycle routes will be enhanced. Improved pedestrian and cycle connectivity will reduce the dominance of, and severance caused by the road network, while also ensuring vehicles needing to access the Urban Core can do so.

17.13 The Council will deliver, with its partners a boulevard style streetscape along the Gateshead Highway to Oakwellgate, and along Askew Road to Redheugh Bridge. The boulevard approach will seek to humanise streets, with active frontages, high quality design, improved pedestrian and cycle crossings, street trees and improved public realm.

17.14 Jackson Street is currently accessible to general traffic. The opening of Bewick Way as a pedestrian gateway into Trinity Square has strengthened Jackson Street’s position as a key shopping throughfare in Gateshead Centre. Acknowledging this, the objective is to make Jackson Street a more pedestrian friendly and attractive shopping environment.

17.15 Removing traffic from West Street between Lambton Street and Askew Road will enable this area to become an enclosed pedestrian-friendly environment. However, this is also an important link in the local bus network and the existing bus priority will be re-located to maintain a route to Gateshead Interchange.

17.16 Options will be explored to reduce the capacity of Askew Road between Prince Consort Road and Oakwellgate with a view to defining a long term strategy for this route. A number of factors will guide options, including the likely closure of High Level Bridge to road traffic and the opportunities provided by the provision of additional cross-river capacity to the east and west of the Urban Core. A wider review of traffic movement in the Tyne Bridgeheads area (including the Oakwellgate junction) will be undertaken as part of this process.

17.17 The Primary Pedestrian Routes running through the centre of this Sub-Area provide vital connections to the residential areas to the south and the commercial and leisure areas to the north. The improvements along the routes will give pedestrians and cyclists increased priority.

17.18 The upgrade of existing pedestrian crossings will provide easier movement for pedestrians. This will include single phase crossings with wide pedestrian crossing areas and the removal of barriers. Each will be looked at on its individual merits.

17.19 The Gateshead Interchange is the main arrival point for bus and Metro services into the Urban Core south of the River Tyne, bringing people into the Sub-Area and also providing ongoing bus connectivity within the Urban Core (e.g. Quaylink) and out to the surrounding area (e.g. Centrelink to the Metrocentre). The sense of arrival and connectivity to the surrounding retail and commercial space at the Gateshead Interchange will be improved by increasing pedestrian space, removing pedestrian barriers and creating more direct pedestrian routes to the surrounding streets.
17.20 Oakwellgate, located just south of the Tyne Bridge approach, is currently the point at which high volumes of north-south (A167) and east-west (A184) traffic merge. It is dominated by highway infrastructure, and the large volumes of traffic which use it, which restricts opportunities for development and severely impairs vital pedestrian and cycle movement between the Gateshead Centre Primary Shopping Area and its major leisure and office destinations at Gateshead Quays and Baltic Business Quarter. The long-term aim for this area is to re-configure the road layout to help unlock new development sites and bring about the necessary development to create more direct pedestrian links to Gateshead Quays and the Baltic Business Quarter. Further work is required.

17.21 Walker and Regent Terraces are located on the south-western fringe of the Gateshead Central Sub-Area and comprise two mid-nineteenth century formal terraces and associated backlands. The terraces are Grade II and II* listed and are in use for commercial purposes. The site is in a number of private ownerships and the priority is to work with existing owners and occupiers to enhance listed terraces.

17.22 The Conservation Area Management Strategy for the Walker Terrace/Regent Terrace Conservation Area should be referred to when making changes to the buildings and their setting. The setting and enhancement of Regent Terrace will be enhanced by achieving a careful balance between vehicles and pedestrians. There is a desire to re-introduce a green link such as the reinstatement of the formal front gardens along the length of the street and the need to provide disabled access to the properties. This will contribute to the formation of the Regent Street Green Infrastructure Corridor. The use of natural materials and reference to evidence of the historic plan layout and design of the terrace including railings and street furniture will ensure that the scheme enhances the setting of the listed terrace. The Council will look to secure funding to carry out the works. The focus in this Sub-Area will be on creating new, small scale green spaces, introducing street trees and planting and improving connections to the wider Urban Green Infrastructure Network particularly to Windmill Hills Park via Regent Street.

17.23 The Regent Street Green Infrastructure Corridor is located along the southern edge of the Gateshead Central Sub-Area and forms an important link in the wider Urban Green Infrastructure Network. The characteristics of Urban Green Infrastructure Corridors are informed by the surrounding environment, which in this case is Regent Terrace and the highway network, resulting in a surfaced path including trees and planting. The improvements will also provide the opportunity to contribute to the enhancement of Regent Terrace, the conservation area within which it sits, and complement the restoration of the terrace and the land to the front.

17.24 Living roofs can play a key part in helping Gateshead Centre adapt to climate change. They can bring the dual benefit of limiting the impact of climate change by keeping the centre cooler and reducing energy use and carbon dioxide emissions. Living roofs can provide additional living space and also enhance biodiversity, reduce flood risk (by absorbing heavy rainfall), provide insulation and improve the appearance of Gateshead Centre.
17.25 Surface water management is also particularly important given the steep topography and large areas of impermeable surfaces. Surface water flows, originating from the south, follow the gradient towards the River Tyne, directed by combined and storm water sewers and highways. Surface water collects in locations where the gradient is interrupted, particularly on Askew Road. It will be important to control and reduce surface water runoff to manage flood risk and ensure efficient use of the public sewerage infrastructure. Developers should follow the drainage hierarchy set out in CS17, giving priority to SuDS, using green roofs, permeable paving and rainwater harvesting to manage surface water at source and incorporate attenuation measures, particularly to manage flows into Askew Road.

17.26 Three development opportunities have been identified within the Gateshead Central Sub-Area; High Street Area, Jackson Street and the Old Town Hall area. The development of these sites over the plan period will complement the new Trinity Square, provide additional space for shops, services, cafes, and restaurants, and play an essential role in creating a distinctive and vibrant retail heart for Gateshead Centre (Figure 17.2).

Policy GC2 Gateshead Central Development Opportunity Sites
The following sites are allocated for mixed-use development:

1. Old Town Hall Area where development will:
   i. Encompass a mix of the following principal uses: Retail (A1, A2, A3, A4), Offices (B1), Hotels (C1), Leisure (D2) and Residential (C3) on upper floors,
   ii. Restore and enhance the Old Town Hall, Swinburne House and the Old Dispensary,
   iii. Provide mixed-use accommodation and public space on the existing surface car parks on West Street and Swinburne Street; and provide new and improved public green space to the front of Swinburne House,
   iv. Provide mixed-use accommodation on the existing surface car park in front of the Old Town Hall; improve and enlarge the public space; and relocate the bus priority route from West Street,
   v. Provide mixed-use accommodation on Nelson Street and Lambton Street; and create a new courtyard space at Swinburne Place, and
   vi. Help redefine the historic street pattern and be consistent with its significance and conform to the most up to date Conservation Statements and Conservation Area Character Appraisal.

2. High Street Area where development will:
   i. Encompass a mix of the following principal uses on this site: Retail (A1, A2, A3, A4) on the ground floors, Residential (C3) and Leisure (D2) on the upper floors, and
   ii. Provide retail accommodation on the ground floors with a range of uses on upper floors and active frontages onto High Street, Jackson Street and either side of Bewick Way.
3. Jackson Street where development will:
   i. Encompass a mix of the following principal uses on the site: Retail (A1, A2, A3, A4), Residential (C3) and Leisure (D2).
   ii. Provide retail accommodation on ground floors on Jackson Street and a wider mix of uses on West Street, High Street and Charles Street,
   iii. Facilitate the retention and refurbishment of the Metropole public house, and
   iv. Create a new north-south pedestrian link between Jackson Street and Charles Street, broadly aligned with Bewick Way, connecting new retail accommodation to the Exemplar Neighbourhood Key Site to the South.

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![Figure 17.2 Gateshead Central Development Opportunity Sites](image-url)
17.27 The Old Town Hall Area contains some of the most attractive buildings in Gateshead Centre which together form an important gateway into the Sub-Area. The site consists of the Old Town Hall, Swinburne House and the Old Dispensary all of which are grade II listed and primarily in use for culture, leisure and office purposes. The site is wholly owned by the Council. Delivery is anticipated to take place in the medium term.

17.28 The Old Town Hall area provides richness to the urban fabric and continuity with the past. There are great opportunities for the creative re-use of historic buildings, and imaginative new design within their townscape context. Uses which guarantee their long-term care and maintenance will be encouraged.

17.29 The spaces and setting of buildings are also important. They make a major contribution to the existing and proposed public realm. These spaces should be enhanced through public realm improvements and/or sensitive new development on adjacent sites.

17.30 The Old Town Hall and Swinburne House are located in the Bridges Conservation Area and a Conservation Area Management Strategy has been prepared. Draft Conservation Statements have also been prepared for the two buildings to ensure that their significance is protected during future planning and development activities.

17.31 The High Street Area is located on the corner of High Street and Jackson Street, at the heart of Gateshead Centre’s shopping area and is a gateway into the new Trinity Square. Its redevelopment will provide modern retail accommodation and at the same time enhance Bewick Way, an important new connection between Jackson Street and Trinity Square. The site is owned by the Council. Delivery is anticipated to take place in the short term, however this is dependent on demand for new retail and commercial premises following the opening of Trinity Square.
17.32 Jackson Street in particular has potential to be a prime retail space as part of the revitalised Primary Shopping Area. Only part of the site is owned by the Council and land assembly may be necessary to achieve the aspiration outlined above. Delivery is anticipated to take place in the medium to long term. A comprehensive and coordinated approach to site development will be required at Jackson Street. There will be a presumption against piecemeal development that will prejudice the wider development of the site.

Southern Gateway Sub-Area

17.33 Southern Gateway, the most southerly edge of the Urban Core, wraps round Gateshead Centre to the east and south, extending as far east as the A184 Park Lane/Park Road. It marks the transition from the residential neighbourhoods of Gateshead into its shopping and commercial centre.

17.34 The Sub-Area is made up of three distinct localities. The area to the south of Askew Road comprises mainly homes including medium-rise blocks on Prince Consort Road, and the Windmill Hills housing. The notable exception in this area is the former Windmill Hills School (latterly nursing home), a grade II listed building. The area to the west of the Gateshead Highway is the focus for Gateshead’s civic functions including the Civic Centre, Police Station and Law Courts. High Street (south), which is also in this locality, is a shopping area in transition with many dilapidated buildings and some vacant sites. To the east of the Gateshead Highway are the Tynegate Precinct office blocks, Chandless housing estate and a number of cleared brownfield sites, including the former Freight Depot. These sites are where the majority of change in the Southern Gateway will be concentrated.

17.35 The Sub-Area developed in Victorian times with a dense pattern of streets surrounding the town centre. Post-war redevelopment saw many of them replaced with major new roads and new housing estates in a mixture of high and low-rise blocks. The form of development and the highway infrastructure, prioritising the movement of vehicles, have led to a disjointed environment.

17.36 In this Sub-Area the Exemplar Neighbourhood is the priority as it will deliver regeneration and a new housing offer in the Urban Core. We will support growth by:

- Creating a new residential neighbourhood which will offer high-quality urban housing targeted principally at families mixed with uses appropriate to an Urban Core location,
- Integrating central Gateshead with its surrounding localities, by removal of intrusive Gateshead Highway infrastructure and the creation of new attractive pedestrian links from all the surrounding areas, and
- Creating a Green Infrastructure Network, linking existing and new parks, spaces and routes with the adjacent Sub-Areas.
Policy SG1 Southern Gateway Sub-Area

Promoting new family neighbourhoods and reconnecting Gateshead’s urban communities to its centre will be achieved by:

1. Improving the environment and accessibility by:
   
   i. Providing a new bus, cycle and pedestrian link under the existing Gateshead Highway viaduct (until demolition), reconnecting Sunderland Road with High Street (south) at ground level,
   
   ii. Improving the pedestrian crossing facilities at the junction of Charles Street and High West Street,
   
   iii. Improving the pedestrian crossing facilities on Arthur Street,
   
   iv. Improving pedestrian crossing facilities at the corner of Regent Street and Prince Consort Road connecting enhanced green space with Windmill Hills Park,
   
   v. Removing the Gateshead Highway and viaduct, and providing a tree lined City Boulevard,
   
   vi. Providing a boulevard style streetscape along the Gateshead Highway to Oakwellgate, and along Askew Road to Redheugh Bridge. Development along this route must include design principles that help deliver the boulevard approach,
   
   vii. Improved gateways at Durham Road/Gateshead Highway (City Boulevard, south junction); and Park Lane/Gateshead Highway (City Boulevard, central junction); by the removal of the elevated highway viaduct and remodelling of the junctions to create new development plots with better pedestrian and cycle links,
   
   viii. Improving the road junction at Askew Road/Prince Consort Road by developing potential sites around this junction to provide public realm improvements including improved pedestrian and cycle crossing facilities,
   
   ix. Improving Bensham Road by remodelling the junction to create improved public realm and pedestrian and cycle crossings, and
   
   x. Upgrading cycling facilities to complete the Great North Cycleway, providing new lanes on High West Street between Durham Road and Charles Street.

2. Enhancing the Urban Green Infrastructure Network and the network of public open spaces by:
   
   i. Requiring major development to incorporate living roofs, where technically feasible,
   
   ii. Requiring developments, adjacent to the primary and secondary pedestrian routes, to provide street trees,
   
   iii. Encouraging temporary green infrastructure on sites that will not be developed in the short term, including Askew Road West and Askew Road East,
   
   iv. Requiring development to contribute towards the establishment of the Riverside Park to Windmill Hills Park Urban Green Infrastructure Corridor, including a new pedestrian route across Askew Road and an improved pedestrian route under the rail line, and
   
   v. Improving the existing public green space at the northern end of High West Street, between Regent Court and the Civic Centre.
3. Bringing the former Windmill Hills nursing home back into use by ensuring development:
   i. Includes the following principal uses: Hotels (C1), Residential (C3), and Assembly and Leisure (D2), and
   ii. Retains, repairs and where appropriate, restores the grade II listed building; is sensitive to, and takes advantage of, its prominent position; and provides active frontages, including onto Windmill Hills Park.

4. The allocation of three sites for mixed use development:
   i. Exemplar Neighbourhood Key Site (SG2), and
   ii. Askew Road East and Askew Road West Development Opportunity Sites. (SG3).

17.37 For the whole of the Southern Gateway, it will be important to improve connectivity to and through the area for pedestrians, cyclists and sustainable transport users. In order to better integrate the Southern Gateway with the shopping and commercial areas, pedestrian and cycle routes should be enhanced. Improved pedestrian and cycle connectivity will reduce the dominance of, and severance caused by, the road network while also ensuring vehicles needing to access the Urban Core can do so.

17.38 The primary objective of new crossings is to enable pedestrians and cyclists to move between key destinations along safe and attractive routes. While simple interventions, they are linked in the wider movement network and are particularly important in linking green spaces that form part of the Green Infrastructure Network.

17.39 The Primary and Secondary Pedestrian Routes which run through the Sub-Area provide vital connections from the residential areas to the retail, commercial and leisure areas to the north. The improvements along the Primary Pedestrian Route will give pedestrians and cyclists increased priority over vehicles across the busy network.

17.40 The existing A167 Gateshead Highway viaduct is a physical and psychological barrier to east-west movements for pedestrians and cyclists; is detrimental to development and regeneration because of the visual impact; and results in air quality and noise issues because of the dominance of motor vehicles. Removal of the viaduct offers the potential to create a high quality, usable and human-scale street in the form of a City Boulevard.

17.41 The transformation to the City Boulevard is a long term aspiration for the Council, with the primary funding source being the Council. It will be delivered by the Council in partnership with the private sector. The City Boulevard will become a gateway into Gateshead and a positive stimulus for development and regeneration. The implementation of this project will in turn deliver improvements to the gateways of both Durham Road and Park Lane. The boulevard approach seeks to humanise streets, with active frontages, high quality design, improved pedestrian and cycle crossings, street trees and improved public realm.
17.42 There are six gateways in the Southern Gateway Sub-Area: Askew Road, Prince Consort Road, Bensham Road and Askew Road West, all of which are dominated by vehicular traffic and offer a low quality environment for pedestrians and cyclists. Each of these gateways will have its roundabout systems replaced, with a new crossroad junction at Park Lane and a new staggered junction at Durham Road. This will release land capable of accommodating new development, and will allow for the improvement of the pedestrian and cyclist environment by creating better crossing facilities and an improved public realm including an urban tree-lined street with footways and active ground floor uses within new buildings.

17.43 There are also opportunities around the Askew Road Gateway area for junction improvements, and new development on surrounding sites that will create an urbanised streetscape and buildings with enhanced pedestrian and cycle crossing facilities; additional and improved footways; and active ground floor uses within new built form. Completion of commercial development at ‘The Point’ within the Ochre Yards development will also help to improve this gateway.

17.44 Bensham Road Gateway is an opportunity for a ‘green space crossroads’. We will explore the potential to re-model this junction to provide additional space for improving the pedestrian and cyclist environment with enhanced crossing points, wider footways and additional space for soft landscaping to link green spaces as part of the network in the Sub-Area and beyond.

17.45 The focus in this Sub-Area will be creating a new Urban Green Infrastructure Corridor through the Exemplar Neighbourhood Key Site and between Windmill Hills Park and Riverside Park. Windmill Hills Park and Riverside Park are two key green spaces within Gateshead Centre, however pedestrian and cycle accessibility to them is poor. These spaces will be connected to the wider area through the establishment of an Urban Green Infrastructure Network, and in particular in this Sub-Area the Riverside Park - Windmill Hills Park Urban Green Infrastructure Corridor.

17.46 The existing green landscaping at the north eastern corner of the Civic Centre and that to the western side of Regent Court will be enhanced to form more usable and accessible public green space. This will also create a new focal point and destination on the Primary Pedestrian Route. The aim is to expand the new city park further as redevelopment allows on the corner of Charles Street and High West Street.

17.47 The Former Windmill Hills nursing home site is situated in a prominent position in the Urban Core overlooking Windmill Hills Park. The site consists of a grade II listed building that is vacant and in a deteriorating condition. Bringing the building back into use will encourage its continued repair and maintenance, and prevent the building deteriorating further. The building is unused and is in private ownership. It is anticipated the site will be developed in the short term though a private developer.
17.48 The Exemplar Neighbourhood Key Site is bounded by the A184 (Park Lane) to the north and east, and Sunderland Road to the south, with the Gateshead Highway (A167) and the Metro and Sunderland railway lines dividing the area. It includes the cleared former Freight Depot site to the east of the railway and the area to the west of the railway comprising the Chandless housing estate, Tynegate Precinct offices, open space, the former Lindisfarne school site, a former glassworks, an operational bus depot and the Hilda House office block.

17.49 The site is highly accessible by bus and Metro and well located in relation to the Gateshead Central and the Quays and Baltic Sub-Areas. Successful housing-led regeneration has already taken place nearby through the Housing Market Renewal programme. At St James Village, more than 700 new homes have been delivered over the last ten years, greatly improving the choice of private homes and attracting new residents into the area (Figure 17.3).

Policy SG2 The Exemplar Neighbourhood Key Site

1. The Exemplar Neighbourhood is allocated for a minimum of 1000 homes (C3) at an average of 50 dwellings per hectare across the site.

2. Development will provide a new sustainable neighbourhood through:
   i. Provision of small-scale ancillary uses that support the needs of the new community including small shops, cafes and community facilities along primary pedestrian routes and other main routes,
   ii. Mixed-use development which will be directed to the ground floors of development on sites along the route of the future City Boulevard,
   iii. Developing a scheme that achieves “green” against all Building for Life 12 questions or equivalent,
   iv. Provision of good quality accessible external private or semi private space,
   v. Creation of the Exemplar Neighbourhood Urban Green Infrastructure Corridor, meeting the following criteria: minimum corridor width of 10m, encompassing a footpath with a minimum width of 3m, an avenue of trees and at least 2 usable multifunctional open green spaces,
   vi. Creation of the Primary Pedestrian Route, integrated with the green infrastructure corridor, and creating the pedestrian and cycle bridge over the rail line and a pedestrian and cycle crossing at Park Lane,
   vii. Provision of a series of connected green and/or public spaces, forming part of the key pedestrian and cycle routes that connect to locations outside the neighbourhood, and
   viii. Provision of communal parking spaces for car clubs and electric car hook up points to promote sustainable transport.

3. On Council-owned land development will:
   i. Achieve the minimum space standards set out in English Partnerships Quality Standards: Delivering Quality Places, Revised: from November 2007 or equivalent,
   ii. Use of Building Research Establishment Green Guide materials at ratings between A to C or equivalent, and
   iii. Deliver a good level of sustainability required by relevant government schemes/guidance, aspiring to achieve zero carbon.

4. Any development layout and design on the site should be flexible enough to complement the future development of the City Boulevard.

5. In accordance with Policy GC1, proposals within the High Street (south) Area may also incorporate large floorplate retail development which cannot be accommodated within the Primary Shopping Area. Such proposals should, in accordance with urban design principles set out in Policy UC12 and the Exemplar Neighbourhood SPD, be part of a mixed use development of an appropriate high density urban form.
17.50 The Exemplar Neighbourhood is allocated for approximately 1000 new homes, predominantly for families and it will contribute to increasing the overall supply of homes in the Urban Core. The neighbourhood will be an exemplar of urban housing, differentiating itself from other housing in the North East by combining excellent levels of design and sustainability in a central urban location to create a highly desirable neighbourhood, providing distinctive and innovative homes in the heart of Gateshead and Newcastle. The development will provide a network of streets providing safe, accessible and legible routes for pedestrians and cyclists. This will improve connectivity from east Gateshead, westwards through the site and across the road and rail infrastructure into the rest of the Southern Gateway and Gateshead Centre, and northwards towards the riverside areas.
17.51 The standard set for the green infrastructure corridor will ensure it is wide enough to create a safe, attractive and green environment that has multi-functional benefits, including noise filtration, visual screening, shade and biodiversity enhancement. It may also incorporate wetland features which provide sustainable drainage, as well as adding to the landscape and biodiversity value of the corridor. The width necessary to achieve these objectives will vary significantly depending upon location, but will be a minimum of 10 metres.

17.52 The aim is to achieve innovative and best practice housing across the Exemplar Neighbourhood. Building for Life 12 (CABE, Design Council) principles will be applied to all new housing on the site with the aim of securing an attractive, functional and sustainable place. The Council aspires to deliver high standards of design and sustainability and will require new development on Council owned land to provide minimum space standards, ensuring adequate space is provided inside and outside of the home, and high standards of sustainability and energy efficiency, as set out in the policy.

17.53 A new pedestrian, cycle and public transport route will extend the line of Sunderland Road across the route of the new Boulevard, connecting to the southern end of High Street. New open spaces will be created on this route, forming part of the wider Urban Green Infrastructure Network.

17.54 Much of the site is in Council ownership. The East of Highway and Freight Depot areas are to be delivered through the Joint Venture partner, Evolution Gateshead, and include the development of a pedestrian and cycle bridge over the rail line. There are a large number of active businesses in the High Street (south) Area, and the Council will continue to support the area and its businesses, particularly through improvements of the built form. The Council will continue to examine the potential for further property acquisitions particularly on the western side of High Street. The private sector will play an essential role in delivering development and infrastructure on the site, in particular those areas not developed through the Joint Venture partner.

17.55 The Exemplar Neighbourhood is the focus for significant development opportunity and public/private investment. Comprehensive and coordinated development will be required (policy CS2) to realise the regeneration potential and to meet the Plan objectives. Further guidance can be found in the Exemplar Neighbourhood SPD which will be used in the negotiations for development in this area to ensure a coordinated planned approach. This framework sets out development principles ensuring high quality design while allowing flexibility for changing markets.

17.56 Two Development Opportunity Sites have been identified in the Southern Gateway Sub-Area: Askew Road (east) and Askew Road (west). The focus in the Southern Gateway is on residential led development, however it is important to recognise the opportunity for providing a broader mix of uses in the area given its proximity to the shopping and commercial provision in the Gateshead Central Sub-Area (Figure 17.4).
Policy SG3 Southern Gateway Development Opportunity Sites
The following sites are allocated for mixed-use development:

1. Askew Road (east) where development will:
   i. Encompass a mix of the following principal uses: Hotels (C1), Residential (C3) and Assembly and Leisure (D2),
   ii. Be urban in form, including active frontages adjacent to the footpath on Askew Road and take account of the ‘boulevard approach’ along Askew Road, and
   iii. Be sensitive to the setting of the Bridges Conservation Area and conform to the Conservation Statements and Conservation Area Character Appraisal.

2. Askew Road (west) where development will:
   i. Encompass a mix of the following principal uses: Hotels (C1), Residential (C3) and Assembly and Leisure (D2),
   ii. Be urban in form, including active frontages adjacent to the footpath and take account of the ‘boulevard style streetscape’ approach along Askew Road, and
   iii. Provide a green infrastructure link including improved pedestrian crossing facilities on Askew Road, linking through to Riverside Park.
17.57 Askew Road (east) is a vacant, traffic-dominated site with the potential to provide a range of development opportunities. The site is in private ownership and is anticipated to be developed in the medium term through a private developer.

17.58 Askew Road (west) is a major gateway into the Urban Core. The site is vacant and has the potential to provide a range of development opportunities. The site is Council owned and it is anticipated that it will be developed in the medium term by a private developer.

Quays and Baltic Sub-Area

17.59 This Sub-Area is on the south side of River Tyne from just east of the Redheugh Bridge to Baltic Place, and back up the slope of the Baltic Business Quarter to the A184 Park Lane.

17.60 This Sub-Area has a strong and layered historic legacy. It includes the site of the Roman settlement and bridge, and the later medieval town, which developed from a village to a significantly sized urban settlement. The area has a long history as a port, and became a focus for industrial activity in the 19th century. Today, the area is characterised by the legacy of the rail development, and one of the most recognisable features of the area is the overlapping series of railway viaducts, arches and bridges. This is reinforced by the large former railway engineering sheds at Greenesfield, the King Edward VII rail bridge and most significantly, by the High Level and Tyne Bridges, which span the River Tyne at the top of the gorge.

17.61 The renaissance of the area began in the late 1980s with the regeneration of the north bank, followed by the transformation of the south bank in the 1990s and 2000s. It now offers a wide range of activities and uses including galleries, music venues, hotels, bars and restaurants which have made the area a key leisure, culture and tourism destination. There are also many offices, businesses and apartment blocks. Gateshead College has recently moved its campus to the Quays area.

17.62 In this Sub-Area Gateshead Quays is the priority. It will deliver major regeneration and provides the space for commercial and leisure-led mixed uses. We will support growth by:

- Continuing to create and improve the place for people to live, work and visit,
- Providing additional high quality development of business tourism and cultural attractions,
- Providing large-scale development, with the potential for a conference venue to expand our business tourism offer, together with large-scale commercially-led development,
- Providing an improved and integrated Urban Green Infrastructure Network by enhancing existing green spaces including Riverside Park and providing new multifunctional green infrastructure as part of new developments, and
- Exploiting the River Tyne’s potential and facilities for leisure use of the water.
Policy QB1 Quays and Baltic Sub-Area
Promoting major regeneration of the Quays and Baltic Sub-Area for a diverse mix of cultural, commercial and leisure-led uses will be achieved by:

1. Improving the environment and accessibility by:
   i. Providing a safe and legible primary pedestrian route from Gateshead Primary Shopping Area to Gateshead Quays via West Street, Wellington Street, Hills Street, Brandling Street and Church Street,
   ii. Completing the Great North Cycleway by improving cycle and pedestrian facilities between Askew Road, Tyne Bridge and through the Bridges Conservation Area,
   iii. Improving the accessibility and safety of secondary pedestrian routes from the riverside to and through Riverside Park and Gateshead Central Sub-Area, including the re-instatement of Bankwell Lane and the creation of a secondary route between Abbots Road and South Shore Road,
   iv. Improving the Mill Road Gateway through: improved pedestrian and cycling facilities; and a streetscape and built form surrounding the Mill Road / Hawks Road junction that allows for greater pedestrian priority, a sense of enclosure to give the space around the junction stronger definition and a high quality built form that is complementary to new surrounding buildings, and
   v. Creating a continuous recreational Riverside route along the river’s edge that is between 10-30 metres in width where possible.

2. Enhancing the Urban Green Infrastructure Network and the network of public open spaces by:
   i. Improving the Riverside Park’s existing space, signage and lighting to create safe and legible routes from the park to the riverside and improvements to Keelman’s Way,
   ii. Requiring major developments to incorporate living roofs, where technically feasible,
   iii. Requiring developments adjacent to the primary and secondary pedestrian routes, to provide street trees, and
   iv. Encouraging temporary green infrastructure on sites that will not be developed in the short term.

3. Requiring development to provide improvements to the Gateshead Quay Wall to ensure its structural integrity and mitigate future flood risk taking account of the Gateshead Quays Wall Condition Survey and Climate Change Adaptation Strategy.

4. The allocation of 6 sites for mixed-use development:
   i. Gateshead Quays Key Site (QB2)
   ii. Hawks Road, Pipewellgate, Hudson Street, The Point and the Baltic Business Quarter Development Opportunity Sites (QB3)
17.63 Walking and cycling will be encouraged on the Quays. Improved access for cyclists from Gateshead Primary Shopping Area to the Quays would also provide access to the Strategic Cycle Routes, including links over Gateshead Millennium Bridge.

17.64 In the short term, key routes have been identified to improve the links between the Gateshead Quays and Gateshead Central sub-areas. A safe and legible route from Gateshead Central to the riverside via West Street, Wellington Street, Hills Street, Brandling Street and Church Street would encourage greater pedestrian movement and improve permeability.

17.65 Other improvements include the creation of a new pedestrian and cycle link to allow the routeing of Keelman’s Way along the southern edge of the river and improve accessibility to Riverside Park from the river. The creation of a green infrastructure link between the riverside and Windmill Hills Park will reconnect the Bridges Conservation Area with Riverside Park by re-instating the Bankwell Lane route. The creation of a new route between Abbot’s Road and South Shore Road will extend this link to the riverside.

17.66 There is only one gateway within this Sub-Area. It is the Mill Road Gateway, located near Gateshead College at the junction of Hawks Road, Quarryfield Road and Mill Road. This area marks the transition between the older industrial area of East Gateshead and the newer developments associated with Baltic Business Quarter and Gateshead Quays. It is currently surrounded by a mix of development, including derelict industrial units and Gateshead College Baltic Campus. The gateway is dominated by the highways infrastructure and while there are pedestrian and cycle facilities around the junction, the expanse of carriageway does not provide an attractive environment. The transitional state of the built form also presents a disjointed urban form with many poor quality buildings and routes.

17.67 Green infrastructure in this Sub-Area includes the River Tyne which supports a colony of inland breeding kittiwakes, is a designated local wildlife site and wildlife corridor and forms part of the Strategic Green Infrastructure Network. There is good quality existing green infrastructure and public realm; however, linkages and usage need to be improved and increased. Areas of previously developed land such as that at Baltic Business Quarter have developed considerable biodiversity value, as well as providing multifunctional benefits such as informal accessible green space and climate improvement.

17.68 A review of the structural stability and an appropriate Climate Change Adaptation Strategy for the Gateshead Quays wall has been undertaken, considering the sensitivity to increased tidal flood risk due to the impact of climate change over the next 100 years. The review assesses the residual life of sections of the wall and options for renewal and mitigation measures. It provides a coordinated approach to improving the condition of the wall and recommends heightening of the quays wall to reduce the risk of future tidal flood risk to around 5.52m AOD so development can come forward safely in this area over its lifetime. In those instances where the Quay Wall is not capable of repair and/or retention, the structure will be recorded in accordance with the County Archaeologist’s specification to ensure a record of the historical development of the river is retained.
17.69 Gateshead Quays Key Site is located on the south bank and is bounded by the river to the north, the Baltic Business Quarter to the east and Gateshead Centre to the south. The site includes the Baltic Centre for Contemporary Art and the Sage Gateshead. It is the most significant development opportunity available on the riverside and offers the opportunity for major development, continuing the successful regeneration of the last 20 years.

17.70 Gateshead Quays is allocated for mixed-use development with a strong office and business component and a mix of supporting facilities and services. We have ambitions for a conference venue to complement the space already available at the Sage Gateshead and the Baltic Centre for Contemporary Art which will be the catalyst for further redevelopment of the area.

17.71 Development of Gateshead Quays will expand the commercial and cultural quarter for Gateshead and Newcastle and will utilise and further exploit the existing cultural and leisure attractions and unique landscape. It will also maximise the benefit of the internationally recognised location and support and complement the regeneration and growth of surrounding areas. It will create the North East’s premier business and visitor destination and will reconnect the river to the surrounding area.

Policy QB2 Gateshead Quays Key Site
1. Gateshead Quays is allocated for mixed-use development. The principal uses will include: Office (B1), Leisure and Conferencing Facilities (D1, D2), Hotel (C1), Residential (C3) with ancillary Retail (A1, A2, A3, A4) uses.

2. Development will provide cultural and commercial focus through:
   i. The provision of new public space(s), which will provide opportunities for performances, events and external exhibitions, expanding the functionality of the existing Performance Square and Baltic Square,
   ii. The provision of green spaces to form part of a green infrastructure corridor from the Exemplar Neighbourhood, through the Baltic Business Quarter towards the Quays. This will include a series of pocket parks and squares integrated into the new development linking to existing spaces to the west and east of the site,
   iii. The provision of a defined public realm network using streets, squares, lanes and stairs, with a legible and permeable urban structure, which clearly defines public and private space,
   iv. The provision of a primary pedestrian route through the site to ensure improved pedestrian and cycle access from Central Gateshead to the riverfront,
   v. The development of new public car parking at Mill Road/Hawks Road,
   vi. Ensuring that development along Oakwellgate will enhance the setting of St Mary’s Heritage Centre,
   vii. Enhancement of Maidens Walk Coal Drops through the use of illuminations,
   viii. The provision of effective surface water management, following the drainage hierarchy,
   ix. Avoidance and mitigation of tidal flood risk along the river front, over the lifetime of development,
   x. Consideration of the potential to incorporate surface water flow paths as a design feature, to convey surface water into the River Tyne, and
   xi. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
A new north-south pedestrian route between South Shore Road and the Sage Gateshead will provide a more accessible gradient for pedestrians. The site will be linked to an extensive network of cycle routes, including National Routes 14 and 72. All of the bridges permit cross-river movements for cyclists, and there are links with Gateshead Centre.

A clearly defined public realm will be established through a variety of environments reflecting the nature of their context. They will be suitable for a range of uses from major events to informal relaxation areas. A network of streets, squares, lanes and stairs and major soft landscape interventions including the green infrastructure corridor and Riverside Park will form the foundation of a core network of open spaces at the Quays.

Multi-storey public car parking facilities will be provided, which will include ground floor active frontages. The primary multi-storey car park is proposed to be located on the corner of Hawks Road and Mill Road, for use by different users at different times of the day and week.

Gateshead Quays already has many landmark structures: the Gateshead Millennium Bridge, the Sage Gateshead and Baltic Centre for Contemporary Art. One of the challenges is to ensure that new development is complementary and links these iconic buildings together to create and reinforce the unique sense of place.

Parts of the northern boundary of site are at the risk of tidal flooding over the next 100 years, between the Swing Bridge and the Tyne Bridge, where the 1 in 200 year peak tidal level is predicted to increase to around 4.92m AOD by 2100. Built development should be set back from the river front and allow for future changes in flood risk due to climate change, taking account the Gateshead Quays Wall Condition Survey and Climate Change Adaptation Strategy. If development is proposed within areas that are at risk of flooding over the lifetime of the development, a flood risk assessment will be required to consider the mitigation measures such as raising the height of the quays wall and ground levels, and flood resilience and resistance measures.

The dramatic change in levels means that parts of Gateshead Quays are at risk of surface water flooding. The Strategic Flood Risk Assessment and Surface Water Management Plan identify strong existing surface water flow paths running down from Oakwellgate/Church Street and Mill Road. Surface water will need to be managed effectively, in accordance with Policy CS17 following the drainage hierarchy and designing for exceedance of the drainage systems. Priority should be given to controlling surface water (reducing and slowing flows) using source control SuDS techniques and directing flows into the River Tyne. Consideration should be given to how the design of highways, green infrastructure and parking will plan for exceedance of the drainage systems beyond the 1 in 30 year design event and accommodate existing flow routes so that there is no property flooding in a 1 in 100 year plus climate change event. Opportunities to manage and direct overland flows through the site using flow corridors such as swales and storage in roadways should be investigated, to convey and discharge surface water into the River Tyne.

Five Development Opportunity Sites have been identified in the Southern Gateway Sub-Area: Millennium Quay/Hawks Road (East West and Central), Pipewellgate, Hudson Street / Half Moon Lane, The Point and the Baltic Business Quarter (Figure 17.5).
Policy Q83 Quays and Baltic Development Opportunity Sites

The following sites are allocated for mixed-use development:

1. Millennium Quay/Hawks Road (East West and Central) where development will:
   i. Encompass a mix of the following principal uses: Office (B1a) and Assembly and Leisure (D2),
   ii. Create and improve north-south green infrastructure links through the provision of green spaces and routes,
   iii. Provide active street frontages onto Hawks Road and Mill Road,
   iv. Incorporate surface water flow paths, to convey surface water into the River Tyne,
   v. Avoid and mitigate tidal flood risk over the lifetime of the development, and
   vi. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

2. Pipewellgate where development will:
   i. Encompass a mix of the following principal uses: Assembly and Leisure (D2) Cafes and Restaurants (A3), Residential (C3), Drinking Establishments (A4), Hotel (C1) and Offices (B1a),
   ii. Respond to the Tyne Gorge while sustaining the iconic view of the bridges through careful attention to scale and massing,
   iii. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality,
   iv. Be sensitive to the adjacent listed buildings,
   v. Improve north-south green infrastructure links by providing connections into Riverside Park,
   vi. Provide views to and complement the sculptures in Riverside Park,
   vii. Provide overland or piped flow paths to convey surface water into the River Tyne,
   viii. Manage any residual surface water flood risk, and
   ix. Avoid and mitigate tidal flood risk over the lifetime of the development.

3. Hudson Street/ Half Moon Lane where development will:
   i. Encompass a mix of the following principal uses: Residential (C3) and ancillary Retail (A1-4),
   ii. Provide active street frontages onto Hudson Street, Wellington Street and Half Moon Lane, and
   iii. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

4. The Point where development will:
   i. Encompass a mix of the following principal uses: Offices (B1a) and Residential (C3),
   ii. Be sensitive to the setting of the listed building and other local heritage assets which relate to the former use of the site, and
   iii. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
5. Baltic Business Quarter where development will:
   i. Encompass a mix of the following principal uses: Office (B1 a and b), Hotels (C1), Sport and Leisure (D2), Education (D1) and ancillary Retail (A1),
   ii. Provide streets with built frontages and active uses,
   iii. Create an urban form of development reflecting its Urban Core location,
   iv. Provide a green infrastructure corridor through the site, linking to the wider Urban Green Infrastructure Network and integrated with surface water management including boulevard routes of at least 30 metres wide,
   v. Manage surface water effectively, following the drainage hierarchy,
   vi. Consider the potential to retain existing surface water flow paths within green infrastructure,
   vii. Provide a high quality bus waiting/interchange facility,
   viii. Provide pedestrian improvements at the Park Lane/Albany Road and Mill Road/Hawks Road junctions along the secondary pedestrian route, and
   ix. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

Figure 17.5 Gateshead Quays Key Site and Quays and Baltic Development Opportunity Sites
17.79 The Millennium Quay/Hawks Road site is in a prime position on the Quayside, adjacent to the River Tyne. Development has recently taken place on adjacent sites including a hotel. Development on this site will contribute to the continuing growth of Gateshead’s riverside. The site is in private ownership and it is anticipated to be developed in the short to medium term.

17.80 Pipewellgate offers a rare opportunity to provide a landmark development within the Tyne Gorge riverside that will contribute to the continuing growth of Gateshead’s riverside and the Urban Core by linking this part of the riverside to other developments. The site is in private ownership and it is anticipated it will be developed in the short to medium term.

17.81 Both Pipewellgate and the eastern site of Millennium Quay/Hawks Road are at risk of tidal flooding from the River Tyne, particularly taking account of predicted climate change levels to 2100 where the 1 in 200 year peak tidal level is predicted to increase to around 4.92m AOD by 2100. Built development should be set back from the river front and allow for future changes in flood risk, taking account of the Gateshead Quays Wall Condition Survey and Climate Adaptation Strategy. If development is proposed within areas that are at risk of flooding over the lifetime of the development, a flood risk assessment will be required to consider the mitigation measures such as raising the height of the quays wall and ground levels, and flood resilience and resistance measures.

17.82 The Strategic Flood Risk Assessment and Surface Water Management Plan identifies extensive surface water risk along Pipewellgate caused by water flowing down into the gorge from Riverside Park and there have been localised drainage problems along Pipewellgate. There is a need to discharge surface water into the River Tyne. Surface water will need to be managed effectively, in accordance with Policy CS17 following the drainage hierarchy and designing for exceedance of the drainage systems. Surface water will need to be conveyed into the River Tyne through the provision of overland flow paths swales or pipes to outfalls. To manage surface water flood risk consideration may also need to be given to flood resilience and resistance measures, the design of highways to store water and source control SuDS measures such as green roofs, swales, permeable paving, and rainwater harvesting to reduce stormwater runoff volumes.

17.83 The Hudson Street/Half Moon Lane site is situated in the Bridges Conservation Area and is adjacent to recently refurbished and re-utilised buildings such as The Central and railway arches and new housing development in Ochre Yards. The development of this site will help contribute to improved linkages between the centre of Gateshead and the riverside. The site is in private ownership and it is anticipated it will be developed in the short to medium term.
The Point is a development site adjacent to Ochre Yards residential development. The development of this site should ensure it utilises visual dominance and help connect the centre of Gateshead to the riverside. The site is in private ownership and it is anticipated it will be developed in the short to medium term.

The Baltic Business Quarter is located to the south of the Gateshead Quays and to the east of Gateshead Central. It is Gateshead’s premier office location and development is already underway. The site is anticipated to provide employment land beyond the plan period, however it has the flexibility to provide a range of accommodation that can meet the full spectrum of tenants’ needs and changing market circumstances during the plan period. The site will be prioritised for business accommodation, with hotel and ancillary retail uses. It could support a wide range of complementary leisure, education, tourism and recreation uses, but it will be important to maintain a critical mass of office development with high quality landscaping.

Baltic Business Quarter has the floor space capacity of 81,200 square metres of office accommodation, resulting in the potential for a strategic office quarter attracting regional and international investment. Improvements to road and parking infrastructure and the quality of environment may be required to assist delivery, supported by the ADZ. The scale of the Baltic Business Quarter is capable of providing large office floorplates and smaller office suites for SMEs or providing for a large user.

There a number of strong surface water flow paths sloping to the north. Surface water will need to be managed effectively, in accordance with Policy CS17, following the drainage hierarchy and designing for exceedance of the drainage systems, taking account of existing flow paths and conveying stormwater flows to the River Tyne, potentially through a series of swales and ponds. Surface water runoff should be reduced, ideally using source control SuDS techniques. Consideration should be given to how the design of highways, green infrastructure and parking will plan for exceedance of the drainage systems. The majority of the site is in Council ownership, and it is anticipated it will be developed over the plan period.
The delivery of the sites identified in policies CS3 and CS4 is critical to achieving Gateshead’s vision, particularly for housing, economic growth and creating sustainable communities. This section sets out the principles of development and the required infrastructure for delivering these sites. Assessments have been undertaken to assess their sustainability, viability and deliverability. A Masterplan must be submitted for each allocated site as defined in CS3 and CS4 and must be approved by the Council. This recognises the need to plan new development comprehensively, ensuring it makes a positive contribution to the character of the area, and that access to facilities and services is provided. In addition to this developers will be required to:

- Provide on housing developments a range of housing types, with a particular emphasis on meeting the accommodation needs of families and an increasingly ageing population, and open space and play facilities in accordance with identified needs and standards.

- Incorporate water management measures including: a sustainable drainage scheme, following the drainage hierarchy, giving priority to SuDS; and measures to ensure that flood risk is not increased both on and off-site, and where possible reduced over the lifetime of the development. Developers will be expected to discuss this requirement with the Council and Northumbrian Water at an early stage, and demonstrate that the proposed solution will maximise the benefits to the water environment.

- Comprehensively plan green infrastructure to show how a network of multi-functional open spaces and links will be integrated into the development area to achieve a range of aims including a net gain in biodiversity and providing the necessary buffers between these sites and the development. In addition, an appropriate level of landscaping will be required to integrate the development into the wider area and countryside.

- Undertake a full transport assessment and provide necessary measures and/or contributions to mitigate the impacts of development on the transport network including provision of, and access to, sustainable modes of transport. Pedestrian and cycling improvements will be required to integrate sites into the surrounding area.

- Undertake an ecological assessment and survey(s) if required to determine the potential impact of the proposal on any habitats and sites of nature conservation and biological and ecological importance.
Areas of Change - Metrogreen

17.89 The Metrogreen Area of Change is located between the River Tyne and the A1, with Blaydon to the west and Dunston to the east. The area encompasses the Intu Metrocentre, retail, office and industrial development and areas of vacant and underused land. The area is rich in opportunities with the potential to regenerate a large area of brownfield land with good access to public transport, the Strategic Road Network, the River Tyne and surrounding countryside. The Metrocentre is located at the heart of the Metrogreen area and will continue to have a key role in the regeneration and growth of the area, particularly given its infrastructure and facilities. There is potential to transform the Metrocentre from an out-of-town shopping centre into the focal point for a new residential community. There are however a number of constraints that will need to be addressed (Figure 17.6).

Policy AOC2 Metrogreen
A mixed-use sustainable community will be delivered through a coordinated phased approach, providing new residential neighbourhoods, commercial, leisure and community facilities, a network of green spaces and routes for pedestrians and cyclists, and substantial improvements to public transport and flood and surface water management infrastructure.

1. This location will deliver:
   i. 850 new homes at an overall average of 40 dwellings per hectare,
   ii. Complementary mixed-use development located close to sustainable transport links, including up to 15,000 square metres of B1a office accommodation,
   iii. Community facilities to support those people living and/or working in the area, and
   iv. A transformed and outward facing Metrocentre which is integrated into the wider Metrogreen area.

2. Development Requirements:
   i. Improved pedestrian and cycle accessibility to the Transport Interchange and improvements to public transport infrastructure and services to serve new development,
   ii. Improvements to the highway network to mitigate the impact of additional traffic generated by the development on local and strategic roads,
   iii. Integrated infrastructure to manage fluvial, tidal and surface water flooding in accordance with the Flood Management and Surface Water Management Plans, and to secure adequate water infrastructure through a water supply strategy and foul water strategy, and
   iv. A series of safe, usable and attractive spaces and routes for pedestrians and cyclists, forming a green infrastructure network across the area. This will include:
      • A 10 to 30 metres wide continuous recreational riverside route within a landscaped setting on the Tyne riverbank,
      • A new public space including a pedestrian and cycle route connecting the river with the transport interchange, and
      • A new public green space to serve the new residential community.

3. Development proposals shall be in accordance with the Metrogreen Area Action Plan (AAP), which will determine the appropriate mix, quantum and location of development in the area. Proposals made in advance of the AAP are required to demonstrate that they would not prejudice but complement, and integrate with, the wider development of the area, taking into account the requirements of relevant evidence.
The proposal is for residential-led mixed-use development supported by a range of infrastructure which will transform the area, creating a new sustainable urban neighbourhood and satisfying a significant proportion of Gateshead's housing needs over the plan period.

The Metrogreen area comprises 213 hectares including the Metrocentre and surrounding land, a number of sites of which are in different ownerships and varying degrees of use; some occupied by long term active uses, some with transient, more temporary uses with the remainder vacant. Evidence indicates an oversupply of employment land in the area, while some sites are suitable for residential use.
The area identified for development is 106 hectares, which in addition to the provision outlined in the policy, can also deliver approximately 1,300+ new homes in the post plan period. Mixed-use development will also contribute to the area’s regeneration, taking advantage of its sustainable transport links and complementing existing commercial uses and the proposed new neighbourhood. This includes approximately 15,000 square metres of office development, which is appropriate to this location.

New development will support, and will be supported by, the evolution of the Metrocentre and its integration into the wider area. This can be achieved by transforming the current building to create active external frontages, by redesigning existing surface car parks and distributor roads to provide new buildings, spaces and routes which improve the public realm and prioritise the movement of pedestrians and cyclists through the area. The transformation of the Metrocentre and its environs from an out-of-town shopping centre into a neighbourhood centre for Metrogreen, serving local as well as wider needs, will support the creation of a new and viable neighbourhood.

Parts of Metrogreen are at risk from tidal flooding from the River Tyne, fluvial flooding from the River Derwent and surface water flooding due to extreme rainfall events that create runoff from adjacent land. The Metrogreen Flood Management Plan (2011) and Metrogreen Surface Water Management Plan (2013) set out a high level approach to how flooding and surface water constraints can be mitigated as part of the development of a sustainable residential community at Metrogreen.

A green infrastructure network will be created across the area for use by pedestrians and cyclists. A series of green spaces and safe, attractive and direct routes will connect new and existing development within the area and to the surrounding area. This network will encompass appropriate flood and surface water management solutions, integrating them with the public realm where possible and positively contributing towards the creation of a distinctive, well connected and sustainable place.

The Metrogreen area supports significant biodiversity interest including species and habitats listed in the UK and Durham Biodiversity Action Plans and three Local Wildlife Sites (River Tyne Tidal Mud, Tidal River Derwent and Dunston Pond). New development will protect and enhance biodiversity within an integrated green infrastructure network (encompassing flood and surface water management measures).

The existing transport interchange at the Metrocentre provides direct bus and rail links to the Urban Core, surrounding area and wider region. New bus infrastructure serving new development should be provided as well as improved pedestrian and cycle accessibility to the transport interchange. Improving the train station itself and providing more frequent rail services would enable more people to access the rail network, serving both existing and new development.
17.98 The Council will work proactively with its development partners to explore the feasibility of implementing a district energy centre in the area, which could provide heat to existing retail, leisure and commercial development as well as new development.

17.99 To avoid further piecemeal and incremental development in the area an Area Action Plan (AAP) will be prepared to guide future sustainable development and ensure sufficient physical, social and green infrastructure is provided to mitigate the impacts of development and create a sustainable place. These considerations along with the need for sites to be well connected and integrated will also apply to applications for development which come forward in advance of the AAP.

17.100 Particular issues that need to be considered and planned on an area wide basis are transport, flood risk, remediation, green infrastructure, design and physical infrastructure.

17.101 The AAP will

- Identify the appropriate mix and distribution of land uses within the area,
- Determine area wide and site specific infrastructure requirements, phasing, funding and delivery, and
- Develop planning and urban design guidelines to ensure the full potential of the area is captured and a sustainable, integrated place is delivered.
Neighbourhood Growth Areas

Dunston Hill

17.102 Dunston Hill is on the south west edge of the main built-up area of Tyneside. The proposed development sites would form an extension of the urban area into countryside south of the B6317 Whickham Highway on the site of the Council’s former Central Nursery and agricultural fields and would exclude but surround a block of woodland, Whickham Hill Plantation. The location is highly accessible to good public transport and major centres of employment (including the Urban Core, Team Valley and Metrocentre) but is also adjacent to Watergate Forest Park and the Whickham Conservation Area (Figure 17.7).

Policy GN1 Dunston Hill

Land at Dunston Hill is allocated for approximately 530 homes (GN1). Development, delivering a mix of predominantly family housing, must take place in accordance with an approved masterplan and phasing plan. Development is required to provide:

1. Mitigation of the cumulative traffic impacts of the proposed development through:
   i. Improvements to the junction of the A692 and Whickham Highway,
   ii. The provision of the Lobley Hill Park and Ride facility,
   iii. Improvements to the junction of the B6317 and Dunston Bank,
   iv. The provision of new pedestrian crossing facilities on the B6317, and
   v. Improvements to pedestrian facilities on Southfield Road.

2. A contribution to local primary school provision.

3. Mitigation of the impacts of the development on the historic environment, landscape, biodiversity and ecological connectivity, including:
   i. The protection of the setting of the adjacent locally listed Dunston Hill Estate and the Whickham Conservation Area,
   ii. The provision of a landscape strategy for the combined sites,
   iii. The use of landscaped buffers between any new housing and the adjacent countryside and existing housing,
   iv. The protection and enhancement of existing habitats of high ecological value,
   v. The provision of 30 hectares of land for habitat creation to the northwest of the site, and
   vi. The provision of a new defensible Green Belt boundary on the southern part of the site where the boundary cuts across fields.

4. Improvements to the recreational amenity of, and green infrastructure links with, Watergate Forest Park and the Tanfield Railway Path.

5. Open space, sport and recreational facilities, where necessary.

6. Interpretation and preservation in situ of the Whickham Grand Lease Waggonway of 1621 which runs through the site.

7. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water into the Black Burn.

8. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.

9. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 17.7 Dunston Hill
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Village Growth Areas

Chopwell

17.103 Chopwell village is located in the far west of Gateshead borough, long in need of regeneration. The Middle Chopwell site is on land currently used as informal public open space, tucked in between the village centre and woodland on the former colliery site. The South Chopwell site comprises three agricultural fields and part of a fourth, adjoining the small housing estates at Moorland View and Valley Dene at the south end of the village. The Chopwell sites slope down towards the Derwent Valley and are on the west side of the village between existing development and open countryside (Figure 17.8).

Policy GV1 Chopwell

Land at Chopwell is allocated for approximately 305 homes. Development must take place in accordance with an approved masterplan and phasing plan for each site. Development is required to provide:

1. Approximately 89 homes at Middle Chopwell (GV1a) and approximately 216 homes at South Chopwell (GV1b), each site including a mix of predominantly family housing.
2. Mitigation of the cumulative traffic impacts of the proposed development on the transport network, including access to sustainable modes of transport.
3. A contribution to local primary school provision.
4. Mitigation and enhancement of biodiversity and green infrastructure, including improved links to the surrounding countryside.
5. Open space, sport and recreational facilities, where necessary.
6. A flood risk assessment to demonstrate there is no risk of ground water flooding to property, and to demonstrate there is no increase in flood risk downstream should surface water be discharged into the nearest watercourse and consider the potential for additional SuDS storage to manage flood risk at Blackhall Mill.
7. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
8. For Middle Chopwell:
   i. An appropriate landscape/ecological buffer along the northern and western boundaries to encourage biodiversity and provide a clear and defensible edge to the Green Belt,
   ii. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system, and
   iii. Incorporation of a blue/green corridor along the western boundary.
9. For South Chopwell:
   i. Protection and enhancement of the existing hedgerow network to encourage biodiversity and to assist with landscape impact, including enhancement of the western hedgerow which should be extended along (and within) the south west boundary of the site to provide a strong defensible new Green Belt boundary, and
   ii. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.
Figure 17.8 Chopwell

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Crawcrook

17.104 Crawcrook is a thriving medium-sized village in the far west of Gateshead. The Crawcrook North site comprises a block of fields between the north edge of the village (Garden House and Chesters Gardens estates) and the isolated development along Stannerford Road. The Crawcrook South site occupies the space between the village and the by-pass, with the exception of the westernmost field there (including “Hill 60”), and is a sloping area of arable fields, hedges and woodland (Figure 17.9).

Policy GV2 Crawcrook

Land at Crawcrook is allocated for approximately 370 homes. Development must take place in accordance with an approved masterplan and phasing plan for each site. Development is required to provide:

1. Approximately 174 homes at Crawcrook North (GV2a) and approximately 197 homes at Crawcrook South (GV2b), each site including a mix of predominantly family housing.
2. Mitigation of the cumulative traffic impacts of the proposed development on junctions along the A695, including Blaydon Roundabout (A695/B6317).
3. A contribution to local primary school provision.
4. Protection and enhancement of the existing hedgerow network and woodland to encourage biodiversity and to mitigate landscape impact.
5. Open space, sport and recreational facilities, where necessary.
6. Measures to ensure existing greenfield runoff rates up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
7. For Crawcrook North:
   i. Vehicular access via Crawcrook Lane only,
   ii. Improvements to the junction of the A695 and Greenside Road, and
   iii. A positive response to the potential to manage flood risk in the area of Stannerford Road by incorporating overland flows and integrating additional SuDS storage.
8. For Crawcrook South:
   i. Vehicular access via a new junction on the A695 only,
   ii. Mitigation for the impacts of the development on landscape, biodiversity and ecological connectivity, including the integration and enhancement of existing habitats including hedgerows and woodland,
   iii. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system, and
   iv. A positive response to the potential to manage flood risk in the Bracken Way and Kepier Chare area by incorporating overland flows and integrating additional SuDS storage.
Figure 17.9 Crawcrook
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Highfield

17.105 Highfield is a former mining village joined to the larger settlement of Rowlands Gill in the Derwent valley. The proposed development site is a relatively small area of high-lying rough grazing land on the edge of the village, extending a short distance downhill from Hookergate Lane and with a short frontage to Highfield Road (Figure 17.10).

Policy GV3 Highfield
Land at Highfield is allocated for approximately 70 homes. Development delivering a mix of predominantly family housing must take place in accordance with an approved masterplan and phasing plan. Development is required to provide:

1. Proposals to mitigate the impact of the development on biodiversity including measures to maintain and enhance the ecological value of the adjacent Strother Hills SSSI and Local Wildlife Sites.
2. An appropriate landscape buffer along the new site boundary.
3. A contribution to local primary school provision.
4. Open space, sport and recreational facilities, where necessary.
5. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.
6. A positive response to the potential to manage surface water flood risk at Highfield Road by incorporating overland flows and integrating additional SuDS storage.
7. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 17.10 Highfield

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High Spen is a relatively small but quite spread out village in a very rural location in the west of Gateshead, which has been popular for new housing in recent decades. The High Spen East site, behind Watson Street but excluding the allotments there, occupies arable land rising up from the north end of the village to the natural break line of a ridge. The smaller High Spen West site occupies scrubland and derelict allotments on the other side of this end of the village, immediately off Clayton Terrace Road beyond West Street (Figure 17.11).

Policy GV4 High Spen

Land at High Spen is allocated for approximately 174 homes. Development must take place in accordance with an approved masterplan and phasing plan for each site. Development is required to provide:

1. Approximately 42 homes at High Spen West (GV4a) and approximately 132 homes at High Spen East (GV4b), each site including a mix of predominantly family housing.
2. New pedestrian crossing facilities around the junction of the B6315 Collingdon Road and Glossop Street.
3. A contribution to local primary school provision.
4. Open space, sport and recreational facilities, where necessary.
5. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
6. In addition for High Spen West:
   i. A landscape buffer on the south and western boundaries,
   ii. Proposals to mitigate the impact of the development on biodiversity including measures to enhance the ecological value of the disused quarry to the south of the site,
   iii. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system, and
   iv. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water should surface water be discharged into the nearest watercourse and there is no risk of ground water flooding property.
7. In addition for High Spen East:
   i. New pedestrian crossing facilities linking the development to the western side of the B6315 Collingdon Road,
   ii. Protection and enhancement of the hedgerow along the eastern and southern boundaries through the incorporation of a landscape buffer,
   iii. Protection and enhancement of the existing wetland area in the north western corner of the site,
   iv. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system,
   v. A positive response to the potential to manage surface water flood risk on areas of Collingdon Road, Ramsay Street and Watson Street by providing additional storage within SuDS, and
   vi. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water to Spen Burn or Barlow Burn.
Figure 17.11 High Spen
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Kibblesworth

17.107 Kibblesworth is a relatively small former mining village in the rural south of Gateshead. The proposed development site lies on either side of Kibblesworth Bank, the road rising up out of the village to the west, adjoining and partly wrapping round the existing housing at this end of the village (Figure 17.12).

Policy GV5 Kibblesworth
Land at Kibblesworth is allocated for up to 225 homes (GV5). Development delivering a mix of predominantly family housing must take place in accordance with an approved masterplan and phasing plan. Development is required to provide:

1. Mitigation of the traffic impacts of the proposed development on the transport network, including improvements to the junction of Lamesley Road and Smithy Lane, having regard to the Lamesley Conservation Area.
2. Mitigation of the impacts of the development on biodiversity, including the provision of an ecological buffer to the woodland and wetland to the north of the site.
3. Improvement to green infrastructure and pedestrian links to the Bowes Railway Path and the Bowes Valley Nature Reserve.
4. A contribution to the enhancement of the recreational amenity of the Bowes Railway Path.
5. Open space, sport and recreational facilities, where necessary.
6. A contribution to local primary school provision.
7. An archaeological report to confirm the presence (or not) of an early colliery waggonway within the site, and archaeological recording if appropriate.
8. A clear Green Belt boundary on the north east and south west boundaries of the site including significant enhancement and extension of the western hedgerow along (and within) the south west boundary of the site to provide a strong and clear defensible boundary to the new Green Belt limit, and to improve ecological connectivity.
9. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.
10. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water into the Coltspool Burn and there is no risk of ground water flooding property.
11. A positive response to the potential to manage surface water flood risk in the Grange Estate and The Crescent areas by incorporating overland flows and integrating additional SuDS storage.
12. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Ryton

17.108 Ryton is a large, predominantly suburban village in the western part of the borough. The proposed development site, which includes a substantial area to be landscaped for ecological and recreation purposes, occupies seven predominantly arable fields, with some smaller areas of woodland, between the south side of the village and the A695 by-pass, extending from Stargate to Woodside Lane (Figure 17.13).

Policy GV6 Ryton

Land at Ryton is allocated for up to 550 homes (GV6). Development delivering a mix of predominantly family housing must take place in accordance with an approved masterplan and phasing plan. Development is required to provide:

1. Mitigation of the impacts of the development on landscape, biodiversity and ecological connectivity including the provision of a substantial landscape/ ecological buffer along the southern and western boundaries of the site, and the protection and enhancement of those hedgerows to be retained as part of the development.
2. Open space, sport and recreational facilities, where necessary.
3. Mitigation of the cumulative traffic impacts of the proposed development on junctions along the A695, including Blaydon Roundabout (A695/ B6317).
4. Improvements to the junction of Cushycow Lane and Stargate Lane.
5. The widening of Stargate Lane and improvement to footways between Cushycow Lane and the A695.
6. A continuous vehicular link-road within the site between Cushycow Lane and Woodside Lane.
7. A contribution to local primary school provision.
8. A landscaped buffer between the site and the reservoir located to the east of Woodside Lane.
9. Interpretation and retention of the route of the Towneley Main Waggonway which runs through the site.
10. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.
11. A positive response to the potential to manage flood risk in the Grange Drive, Constable Close/ Turner Close and Woodside Road areas by incorporating overland flows from A695 and integrating additional SuDS storage.
12. A flood risk assessment to demonstrate there is no risk of flooding from Woodside Pond and the local land drains.
13. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 17.13 Ryton
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Sunniside

17.109 Sunniside, which includes the smaller historically distinct locality of Streetgate in which the proposed sites are located, is a medium-sized suburban village in the countryside a short way out of Tyneside to the south-west, and near to the large suburban settlement of Whickham. There are two groups of small sites proposed here. Sunniside North East comprises a group of adjoining small landholdings in garden, paddock and commercial nursery use, with an associated scattering of existing buildings on the northern edge of Streetgate, adjoining and behind Gateshead Road. Sunniside South East comprises a comparable group of three adjoining sites on the west side of Pennyfine Road leading uphill out of the village, opposite an existing housing area, including land again with a scattering of existing buildings used commercially and residually, including a garden centre, and some small fields (Figure 17.14).

Policy GV7 Sunniside

Land at Sunniside is allocated for approximately 138 homes. Development must take place in accordance with an approved masterplan and phasing plan for each site. Development is required to provide:

1. Approximately 48 homes at Sunniside North East (GV7a), and approximately 90 homes at Sunniside South East (GV7b), each providing a mix of predominantly family housing.
2. Mitigation of the cumulative traffic impacts of the proposed development through improvements to junctions on the A692, including its junction with Whickham Highway.
3. A contribution to local primary school provision.
4. Open space, sport and recreational facilities, where necessary.
5. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.
6. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water into the unnamed watercourses and ultimately into the Black Burn.
7. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
8. In addition for Sunniside North East:
   i. Improved cycle and pedestrian links to the Tanfield Railway Path via Shepton Cottages,
   ii. Mitigation of the impacts of the development on biodiversity including the provision of an adequate buffer to protect and enhance the integrity and value to wildlife of the adjacent Lottie’s Wood Local Wildlife Site and watercourse, and
   iii. On and off-site green infrastructure and biodiversity enhancements.
9. In addition for Sunniside South East:
   i. Mitigation of the impacts of the development on biodiversity including the protection and enhancement of existing hedgerows and trees near and within the boundary of the site to encourage biodiversity, to assist with landscape impact and to provide a clear and defensible edge to the Green Belt,
   ii. An adequate landscape buffer between the site and the Tanfield Railway path to the north, and
   iii. A positive response to the potential to manage surface water flood risk in the Burdon Park area by incorporating overland flows and integrating additional SuDS storage.
Figure 17.14 Sunniside
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Key Employment Area

17.110 Forming an extension of the adjacent and already allocated Follingsby Industrial Park, land south of Follingsby Lane will provide approximately 22 hectares of net developable employment land for B8 uses, supporting the distribution and logistics sector and ensuring sufficient employment land to meet Gateshead’s medium and long term requirements. The site has excellent access to the Strategic Road Network, with direct access to the A194 (M), and close proximity to the A1, A1(M) and A19, although the site would benefit from improved sustainable transport links. The site is located on the north bank of the River Don within a wildlife corridor, and is capable of accommodating a range of protected and priority species. The provision of landscape and ecology buffers will maintain and enhance ecological connectivity and preserve and enhance habitats, including wetlands. The buffers will also accommodate a Sustainable Drainage System, which will mitigate flood risk and prevent water pollution. Consideration should be given to existing utilities provision and required upgrades; existing gas mains, an overhead electricity cable/ pylons and sewers cross the site (Figure 17.15).

17.111 South of Follingsby Lane will provide approximately 22 hectares of net developable employment land for B8 uses, supporting the distribution and logistics sector and ensuring sufficient employment land to meet Gateshead’s medium and long term requirements.

17.112 The site has excellent access to the Strategic Road Network, with direct access to the A194 (M), and close proximity to the A1, A1(M) and A19. It is envisaged that the increased number of trips from the proposed development can be accommodated on the highway network and no highways improvements will be required, with the exception of site access arrangements. Improvements to public transport links will be required; consideration should be given to the potential for a new bus service, the extension of existing services and links to the proposed Park and Ride site at Follingsby. An existing public right of way runs along the western edge of the site; this should be maintained or where this is not possible re-provision will be required. The site is served by an existing cycle route that leads to Felling and Washington. New cycle routes and pedestrian routes should be provided linked to adjacent routes and green infrastructure. Consideration should also be given to links to other large developments in the area, including Nissan. A transport assessment should consider these issues as part of evaluating the detailed impacts of any development. Where the transport assessment identifies deficiencies in the accessibility of the site it should also identify mitigation measures. As appropriate, in keeping with the scale of development, funding for these measures will be secured through a s.106 agreement.
Policy KEA2 South of Follingsby Lane
Land south of Follingsby Lane is allocated for development and will deliver:

1. Approximately 22 hectares of net developable employment land for B8 uses.
2. Approximately 90,000 square metres of warehouse premises (B8 use class).
3. Development within the allocated area will be comprehensively planned and must provide:
   i. Mitigation of the traffic impacts of the proposed development, including the provision of sustainable transport links to the site supported by a travel plan, and appropriate site access arrangements on to Follingsby Lane, supported by a transport assessment,
   ii. New cycle routes and pedestrian routes, linking to Green Infrastructure and surrounding routes,
   iii. The safeguarding of the Leamside Line for potential future re-investment,
   iv. Mitigation of the impacts of the development on biodiversity including the provision of landscape and ecology buffers along the southern, eastern and western site boundaries,
   v. Enhancement of the River Don Wildlife Corridor, including the incorporation of a Sustainable Drainage System and water pollution control measures, supported by a Drainage Impact Assessment and a Flood Risk Assessment,
   vi. Enhancement of the green infrastructure network across the site,
   vii. A water supply strategy and adequate foul sewerage capacity,
   viii. An appropriate archaeological desk-based assessment and, where necessary, fieldwork,
   ix. For existing utilities provision, including gas mains, overhead power cable and pylons, and surface water and storm sewers, and future requirements, and
   x. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
Figure 17.15 South of Follingsby Lane
17.113 The former Leamside Line runs along the eastern boundary of the site and the corridor should be safeguarded for long-term proposals for re-opening the Leamside railway line. This corridor could potentially provide for a dedicated freight rail line to complement the East Coast Mainline (possibly directly serving the Follingsby Park), and/or possibly for public transport (e.g. future Metro extension or guided bus link to Washington). This proposal will have cross-boundary implications and may be taken forward through the Local Enterprise Partnership.

17.114 The site is located on the north bank of the River Don within an inter-district wildlife corridor, and supports a range of protected and priority species. The provision of landscape and ecology buffers along the southern, eastern and western site boundaries will: provide landscape screening, maintain and enhance ecological connectivity between Local Wildlife Sites, and preserve and enhance habitats, including wetlands. The southern landscape/ecology buffer should measure approximately 100 metres in width and incorporate a range of predominantly open habitats that enhance the value and integrity of the River Don Wildlife Corridor for a range of protected and priority species including great crested newt, water vole and otter. Ecology/landscape buffers of around 50 metres in width should also be provided along eastern and western site boundaries; should South Follingsby Farm be retained the buffer will be required between the new development and the farm. The retention of existing hedgerows and trees and new planting throughout the site will be encouraged.